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PLANNING COMMITTEE

DATE: THURSDAY 4 MARCH 2010
TIME: 2.30 PM
PLACE: COUNCIL HOUSE, ARMADA WAY, PLYMOUTH

Members –

Councillor Lock, Chair
Councillor Mrs Stephens, Vice Chair
Councillors Mrs Bowyer, Delbridge, Fox, Nicholson, Roberts, Stevens,
Thompson, Tuohy, Vincent and Wheeler

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

Members and Officers are requested to sign the attendance list at the meeting.

BARRY KEEL
CHIEF EXECUTIVE

PLANNING COMMITTEE

PART I (PUBLIC COMMITTEE)

AGENDA

1. APOLOGIES

To receive apologies for non-attendance submitted by Committee Members.

2. DECLARATIONS OF INTEREST

Members will be asked to make any declarations of interest in respect of items on this Agenda.

3. MINUTES

(Pages 1 - 8)

The Committee will be asked to confirm the minutes of the meeting held on 4 February 2010.

4. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

5. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Chair will receive and respond to questions from members of the public submitted in accordance with the Council's procedures. Questions shall not normally exceed 50 words in length and the total length of time allowed for public questions shall not exceed 10 minutes. Any question not answered within the total time allowed shall be the subject of a written response.

6. PLANNING APPLICATIONS FOR CONSIDERATION

(Pages 9 - 10)

The Assistant Director of Development (Planning Services) will submit a schedule asking Members to consider Applications, Development proposals by Local Authorities and statutory consultations under the Town and Country Planning Act 1990 and the Planning (Listed Building and Conservation Areas) Act 1990. Members of the Committee are requested to refer to the attached planning application guidance.

6.1.30 RAYNHAM ROAD, PLYMOUTH 09/01898/FUL

(Pages 11 - 16)

Applicant:

Mrs A Hook

Ward:

Stoke

Recommendation:

Grant Conditionally

6.2. HOLTWOOD, PLYMBRIDGE ROAD, PLYMOUTH (Pages 17 - 24)
09/01559/FUL

Applicant: Mr and Mrs P Mayer
Ward: Moorview
Recommendation: Refuse

6.3. LAND AT KINTERBURY SQUARE, BARNE (Pages 25 - 48)
BARTON, PLYMOUTH 09/01836/FUL

Applicant: Devon & Cornwall Housing Association (DCHA)
Ward: St Budeaux
Recommendation: Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (delegated authority to refuse in event of S106 not being signed by 12th March 2010)

6.4. LAND ADJACENT TO FOULSTON AVENUE, (Pages 49 - 72)
BARNE BARTON, PLYMOUTH 09/01837/FUL

Applicant: Devon & Cornwall Housing Association (DCHA)
Ward: St Budeaux
Recommendation: Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (delegated authority to refuse in event of S106 not being signed by 12th March 2010)

6.5. 82 to 84 VAUXHALL STREET, PLYMOUTH (Pages 73 - 92)
09/01867/FUL

Applicant: Sutton Harbour Property & Regeneration Ltd
Ward: St Peter & The Waterfront
Recommendation: Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 4th May 2010.

6.6. LONGCAUSE SCHOOL, LONGCAUSE, (Pages 93 - 102)
PLYMOUTH 10/00010/FUL

Applicant: Mr Mike Jelly
Ward: Plympton Erle

Recommendation: Grant Conditionally

6.7. PATERNOSTER HOUSE, EFFORD LANE, (Pages 103 - 112)
EFFORD, PLYMOUTH 09/01749/FUL

Applicant: Sarsen Housing Association
Ward: Efford & Lipson
Recommendation: Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the 106 Obligation not be signed by the 22nd March 2010.

6.8. 52A ORESTON ROAD, PLYMOUTH 09/01801/FUL (Pages 113 - 124)

Applicant: Mr Terry Purdy
Ward: Plymstock Radford
Recommendation: Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 9th March 2010.

6.9. ALSTON HOUSE, 2 PLYMBRIDGE ROAD, (Pages 125 - 138)
PLYMPTON, PLYMOUTH 09/01900/FUL

Applicant: Alston Homes Ltd
Ward: Plympton St Mary
Recommendation: Grant Conditionally Subject to a S106 Agreement, Delegated authority to refuse in event of S106 not signed by 23rd March 2009

6.10. LAND BOUNDED BY PLYMBRIDGE LANE, (Pages 139 - 162)
DERRIFORD ROAD AND HOWESON LANE,
DERRIFORD PLYMOUTH 09/01888/OUT

Applicant: Pillar Land Securities Ltd
Ward: Moor View
Recommendation: Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 17th March 2010.

6.11. PLYMOUTH AIRPORT, APPROACH SITE, (Pages 163 - 174)
GLENFIELD ROAD, PLYMOUTH 09/01652/REM

Applicant: Cavanna Homes (Cornwall) Ltd
Ward: Moor View
Recommendation: Grant Conditionally

7. LOCAL DEVELOPMENT FRAMEWORK 2009 ANNUAL (Pages 175 - 282)

MONITORING REPORT

To the note the Local Development Framework 2009 annual monitoring report.

8. PLANNING APPLICATION DECISIONS ISSUED (Pages 283 - 324)

The Assistant Director of Development (Planning Services) acting under powers delegated to him by the Council will submit a schedule outlining all decisions issued from 23 January 2010 to 22 February 2010 including –

- 1) Committee decisions;
- 2) Delegated decisions, subject to conditions where so indicated;
- 3) Applications withdrawn;
- 4) Applications returned as invalid.

Please note that these Delegated Planning Applications are available for inspection at First Stop Reception, Civic Centre.

9. APPEAL DECISIONS (Pages 325 - 326)

A schedule of decisions made by the Planning Inspectorate on appeals arising from the decision of the City Council will be submitted. Please note that this schedule is available for inspection at First Stop Reception, Civic Centre.

10. EXEMPT BUSINESS

To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in paragraph(s) ... of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II (PRIVATE COMMITTEE)

AGENDA

MEMBERS OF THE PUBLIC TO NOTE

that under the law, the Committee is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

NIL

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Planning Committee

Thursday 4 February 2010

PRESENT:

Councillor Lock, in the Chair.
Councillor Mrs Stephens, Vice Chair.
Councillors Mrs Bowyer, Delbridge, M Foster, Fox, Mrs Nicholson, Roberts, Tuohy, Vincent and Wheeler.

Apologies for absence: Councillors Stevens

The meeting started at 2.30 pm and finished at 5.40 pm.

Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

77. DECLARATIONS OF INTEREST

Name	Minute No. and Subject	Reason	Interest
Councillor Lock	81.2. 29 Regent Street, Greenbank, Plymouth. 09/01856/FUL	Applicant known to councillor.	Personal
Councillor Roberts	81.1. 224 Southway Drive, Southway, Plymouth 09/1407/FUL	Southway Ward Councillor	Personal
Councillor Roberts	81.4. Widewell Primary School, Lulworth Drive, Plymouth 09/01496/PRDE	Southway Ward Councillor	Personal

78. MINUTES

Resolved that-

- (1) The minutes of the 10th December 2010, be confirmed as a correct record, subject to the addition of a footnote to minute No. 65.5 - 1 St. Lawrence Road and 14 Houndiscombe Road, Plymouth 09/01302/FUL.
- (2) The minutes of the 7th January 2010, be confirmed as a correct record.

79. CHAIR'S URGENT BUSINESS

There were no items of Chair's urgent business.

80. QUESTIONS FROM MEMBERS OF THE PUBLIC

There were no questions from members of the public.

81. PLANNING APPLICATIONS FOR CONSIDERATION

The Committee considered the following planning applications, development proposals by local authorities and statutory consultations submitted under the Town and Country Planning Act, 1990, and the Planning (Listed Buildings and Conservation Areas) Act, 1990.

Addendum reports were submitted in respect of minute numbers 81.1, 81.3 and 81.4.

81.1 224 SOUTHWAY DRIVE, SOUTHWAY, PLYMOUTH 09/01407/FUL

(Mr Andrew Morris)

Decision:

Application **GRANTED** conditionally.

(At the invitation of the Chair, the Committee heard representations against the application).

Councillor Roberts declared a personal interest in respect of the above item.

81.2 29 REGENT STREET, GREENBANK, PLYMOUTH 09/01856/FUL

(Mr & Mrs I Crabb)

Decision:

Application **GRANTED** conditionally.

(At the invitation of the Chair, the Committee heard from Councillor Ricketts, Ward Member, speaking against the application).

(At the invitation of the Chair, the Committee heard representations against the application).

(At the invitation of the Chair, the Committee heard from the applicant).

Councillor Roberts declared a personal interest in respect of the above item.

81.3 1 ST LAWRENCE ROAD AND 14 HOUNDISCOMBE ROAD, PLYMOUTH 09/01302/FUL

(Mr Dave Hendy)

Decision:

Application **GRANTED** conditionally subject to section 106 obligations.

The officer informed the Committee that there was an additional matter that had not been covered in the addendum report, namely that there was another aspect raised in a letter of representation relating to the accommodation not being of a decent standard. The case officer advised that the room sizes are well in excess of the minimum.

(At the invitation of the Chair, the Committee heard from Councillor Ricketts, Ward Member, speaking against the application).

(At the invitation of the Chair, the Committee heard representations against the application).

(At the invitation of the Chair, the Committee heard from the applicant's agent).

81.4 WIDEWELL PRIMARY SCHOOL, LULWORTH DRIVE, PLYMOUTH

09/01496/PRDE

(Mr James Welsh)

Decision:

Issue of a Lawful Use Certificate **GRANTED**.

(At the invitation of the Chair, the Committee heard representations against the application).

(At the invitation of the Chair, the Committee heard from the applicant).

Councillor Roberts declared personal interest in respect of the above item.

81.5 EATON BUSINESS PARK, PLYMBRIDGE ROAD, ESTOVER, PLYMOUTH 09/01404/FUL

(The Una Group)

Decision:

Application **GRANTED** conditionally subject to S106 Obligation delegated authority to refuse by 01/03/10.

81.6 THE TIGER, 141A DORCHESTER AVENUE, WHITLEIGH, PLYMOUTH 09/01736/FUL

(Langdale Developments (SW) Ltd)

Decision:

Application **GRANTED** conditionally subject to S106 Obligation delegated authority to refuse by 12/03/10.

81.7 THE LION AND COLUMN PUB, HAM GREEN LANE, HAM DRIVE, PLYMOUTH 09/01753/FUL

(Langdale Developments (SW) Ltd)

Decision:

Application **GRANTED** conditionally subject to S106 Obligation delegated authority to refuse by 23/03/10.

The case officer amended the start of the wording of condition 16 to read: "At least two of the new dwellings..."

81.8 FORMER SPORTS GROUND, STONEHOUSE ARENA, HARWELL STREET, PLYMOUTH 09/01651/FUL

(The Guinness Trust)

Decision:

Application **GRANTED** conditionally subject to S106 Obligation delegated authority to refuse by 12/02/10

81.9 SOUTH TRELAWNY PRIMARY SCHOOL, JEDBURGH CRESCENT, PLYMOUTH 09/01708/FUL

(Devon and Cornwall Housing Association)

Decision:

Application **GRANTED** conditionally subject to S106 Obligation, delegated authority to refuse in event of S106 not signed by 22/02/10.

(At the invitation of the Chair, the Committee heard from the applicant).

81.10 HAYE QUARRY, STAG LANE, PLYMOUTH 09/01787/FUL

(Aggregate Industries UK Limited)

Decision:

Application **GRANTED** conditionally.

82. PLANNING APPLICATION DECISIONS ISSUED

The Committee received a report of the Assistant Director of Development (Planning Services) on decisions issued for the period 21 December 2009 to 22 January 2010, 2009, including –

- Committee decisions
- Delegated decisions, subject to conditions where so indicated
- Applications withdrawn
- Applications returned as invalid

Resolved that the report be noted.

83. APPEAL DECISIONS

The Committee received a schedule of decisions made by the Planning Inspectorate on appeals arising from the decisions of the City Council.

Resolved that the report be noted.

84. EXEMPT BUSINESS

There were no items of exempt business.

85. SCHEDULE OF VOTING

PLEASE NOTE

A SCHEDULE OF VOTING RELATING TO THE MEETING IS ATTACHED AS A SUPPLEMENT TO THESE MINUTES.

PLANNING COMMITTEE

DATE OF MEETING – 4th February 2010

SCHEDULE OF VOTING

Minute No.	Voting For	Voting Against	Abstained	Excluded from voting due to Interests Declared	Absent
6.1 Southway Drive, Southway, Plymouth 09/01302/FUL Officer recommendation	Councillors Lock, Mrs Stephens, Tuohy, Foster, Fox, Mrs Bowyer, Mrs Nicholson and Delbridge.	Councillors Vincent and Roberts	Councillor Wheeler		
6.2 Regent Street, Greenbank, Plymouth 09/01302/FUL Officer recommendation	Councillors Lock, Mrs Stephens, Wheeler, Vincent, Tuohy, Foster, Mrs Bowyer, Delbridge and Roberts.	Councillors Mrs Nicholson and Fox			
6.3 1 St Lawrence Road and 14 Houndiscombe Road, Plymouth 09/01302/FUL Officer recommendation	Councillors Vincent, Tuohy, Foster, Mrs Nicholson, Delbridge, Roberts, Lock and Mrs Stephens.	Councillors Mrs Bowyer, Wheeler, Fox			
6.4 Widewell Primary School, Lulworth Drive, Plymouth 09/01496/PRDE Officer recommendation	Councillors, Tuohy, Foster, Fox, Mrs Bowyer, Delbridge, Mrs Stephens and Lock	Councillors Wheeler and Roberts	Councillors Mrs Nicholson and Vincent		

6.5 Eaton business Park, Plymbridge Road, Estover, Plymouth 09/01404/FUL Officer recommendation	Councillors Wheeler, Vincent, Tuohy, Foster, Mrs Nicholson, Fox, Mrs Bowyer, Delbridge, Roberts, Mrs Stephens and Lock				
Minute No.	Voting For	Voting Against	Abstained	Excluded from voting due to Interests Declared	Absent
6.6 The Tiger, 141A Dorchester Avenue, Whiteleigh, Plymouth 09/01404/FUL Officer recommendation	Councillors, Vincent, Tuohy, Foster, Mrs Nicholson, Fox, Mrs Bowyer, Delbridge, Roberts, Mrs Stephens and Lock		Councillor Wheeler		
6.7 The Lion and Column Pub, Ham Green Lane, Ham Drive, Plymouth 09/01753/FUL Officer recommendation	Councillors, Vincent, Tuohy, Foster, Mrs Nicholson, Fox, Mrs Bowyer, Delbridge, Roberts, Mrs Stephens and Lock		Councillor Wheeler		
6.8 Former sports ground, Stonehouse Arena, Harwell Street, Plymouth 09/01651/FUL Officer recommendation	Councillors Wheeler, Vincent, Tuohy, Foster, Mrs Nicholson, Fox, Mrs Bowyer, Delbridge, Roberts, Mrs Stephens and Lock				
6.9 South Trelawny Primary School, Jedburgh Crescent, Plymouth 09/01708/FUL Officer recommendation	Councillors Tuohy, Foster, Mrs Nicholson, Fox, Mrs Bowyer, Delbridge, Roberts, Mrs Stephens and Lock		Councillors Vincent, Wheeler.		

6.10 Haye Quarry, Stag Lane, Plymouth 09/01787/FUL Officer recommendation	Councillors Wheeler, Vincent, Tuohy, Foster, Mrs Nicholson, Fox, Mrs Bowyer, Delbridge, Mrs Stephens and Lock				
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PLANNING APPLICATIONS FOR CONSIDERATION

All of the applications included on this agenda have been considered subject to the provisions of the Human Rights Act 1998. This Act gives further effect to the rights included in the European Convention on Human Rights.

Addendums

Any supplementary/additional information or amendments to a planning report will be circulated at the beginning of the Planning Committee meeting as an addendum.

Public speaking at Committee

The Chair will inform the Committee of those Ward Members and/or members of the public who have registered to speak in accordance with the procedure set out in the Council's website.

Participants will be invited to speak at the appropriate time by the Chair of Planning Committee after the introduction of the case by the Planning Officer and in the following order:

- Ward Member
- Objector
- Supporter

After the completion of the public speaking, the Planning Committee will make their deliberations and make a decision on the application.

Committee Request for a Site Visit

If a Member of Planning Committee wishes to move that an agenda item be deferred for a site visit the Member has to refer to one of the following criteria to justify the request:

1. Development where the impact of a proposed development is difficult to visualise from the plans and any supporting material.

The Planning Committee will treat each request for a site visit on its merits.

2. Development in accordance with the development plan that is recommended for approval.

The Planning Committee will exercise a presumption against site visits in this category unless in moving a request for a site visit the member clearly identifies what material planning consideration(s) have not already been taken into account **and** why a site visit rather than a debate at the Planning Committee is needed to inform the Committee before it determines the proposal.

3. Development not in accordance with the development plan that is recommended for refusal.

The Planning Committee will exercise a presumption against site visits in this category unless in moving a request for a site visit the Member clearly identifies what material planning consideration(s) have not already been taken into account **and** why a site visit rather than a debate at the Planning Committee is needed to inform the Committee before it determines the proposal.

4. Development where compliance with the development plan is a matter of judgment.

The Planning Committee will treat each case on its merits, but any member moving a request for a site visit must clearly identify why a site visit rather than a debate at the Planning Committee is needed to inform the Committee before it determines the proposal.

5. Development within Strategic Opportunity Areas or development on Strategic Opportunity Sites as identified in the Local Plan/Local Development Framework.

The Chair of Planning Committee alone will exercise his/her discretion in moving a site visit where, in his/her opinion, it would benefit the Planning Committee to visit a site of strategic importance before a decision is made.

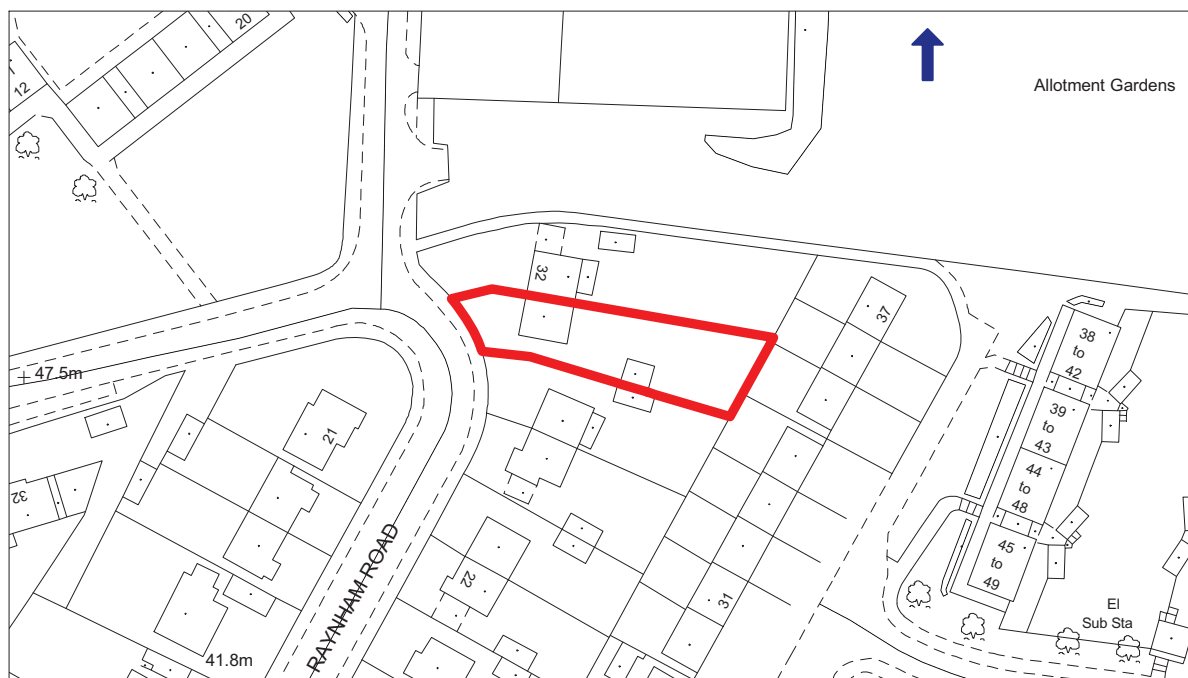
Decisions contrary to Officer recommendation

1. If a decision is to be made contrary to the Head of Planning and Regeneration recommendation, then the Committee will give full reasons for the decision, which will be minuted.
2. In the event that the Committee are minded to grant an application contrary to Officers recommendation then they must provide:
 - (i) full conditions and relevant informatives;
 - (ii) full statement of reasons for approval (as defined in Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2003);
3. In the event that the Committee are minded to refuse an application contrary to Officers recommendation then they must provide:
 - (i) full reasons for refusal which must include a statement as to demonstrable harm caused and a list of the relevant plan and policies which the application is in conflict with;
 - (ii) statement of other policies relevant to the decision.

Where necessary Officers will advise Members of any other relevant planning issues to assist them with their decision.

ITEM: 01

Application Number:	09/01898/FUL
Applicant:	Mrs A Hook
Description of Application:	Front porch
Type of Application:	Full Application
Site Address:	30 RAYNHAM ROAD PLYMOUTH
Ward:	Stoke
Valid Date of Application:	22/12/2009
8/13 Week Date:	16/02/2010
Decision Category:	Member/PCC Employee
Case Officer :	Thomas Westrope
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

30 Raynham Road is a semi-detached dwellinghouse in the stoke area of Plymouth. It is adjacent to, but outside of, Stoke Conservation area that includes properties on the opposite side of the road. The Street is characterised by numerous design styles and the adjacent dwellings have similar porches to the proposals.

Proposal Description

Front porch

Relevant Planning History

There does not appear to be any relevant planning history with regard to the applicant's property, however, the following applications at other addresses are relevant:

32 Raynham Road

03/01296/FUL – Front porch and garage extension ~ Grant Conditionally

28 Raynham Road

87/03032/FUL – Erection of front porch and WC ~ Granted Conditionally

26 Raynham Road

86/03230/FUL – Two storey extension to dwellinghouse and erection of porch ~ Granted Conditionally

Consultation Responses

South West Water – No objections

Public Protection Service – Recommend a condition and informative regarding unexpected land contamination.

Representations

No letters of representation have been received with regard to this application

Analysis

It is considered that the proposed extension is sympathetic in form, detailing and materials to the existing property and does not detract from the character and appearance of the area. The proposal is for a porch sized structure and there are examples of this type of development on the three adjacent dwellinghouses and the proposal is therefore considered to be acceptable in this respect.

It is considered that there will be no significant loss of privacy, outlook or sunlight/daylight to adjacent properties. The proposal is at a sufficient distance from neighbouring properties so as to avoid detriment in this way.

In line with the Public Protection Service's consultation a condition and informative are recommended for any grant of planning permission with regard to unexpected land contamination.

In addition the proposal is considered to satisfy all of the other criteria of Policy CS34 of the Core Strategy.

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equalities & Diversities issues

There do not appear to be any further Equalities and Diversities issues that require consideration with regard to this application.

Section 106 Obligations

None

Conclusions

This application is recommended for conditional approval.

Recommendation

In respect of the application dated **22/12/2009** and the submitted drawings, **2036/2**, it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

(1) The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

REPORTING OF UNEXPECTED CONTAMINATION

(2) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - (a) human health,
 - (b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land,
 - (c) groundwaters and surface waters,
 - (d) ecological systems,
 - (e) archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

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

The proposed development is within a former quarry, if during development evidence of waste is discovered the Local Planning Authority must be contacted immediately.

INFORMATIVE - LAND QUALITY

(1) The Council's Environmental Protection Officer (Land Quality), Public Protection Service, advises that the site is close to an area of filled ground and there is the possibility of contamination of the site as a result. It is therefore recommended that appropriate assessments and site investigations are carried out and, depending on the results, appropriate measures put into place to remediate any contamination affecting the proposed development.

INFORMATIVE - SOUTH WEST WATER CONSULTATION

(2) The applicant's attention is drawn to the consultation response from South West Water that notes that if full external access to the manhole is maintained then they consider it to be acceptable. This permission does not constitute any approval for any other consent including consents required by South West Water.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: neighbouring amenity and impact to the streetscene and adjacent conservation area, the proposal is not considered to be

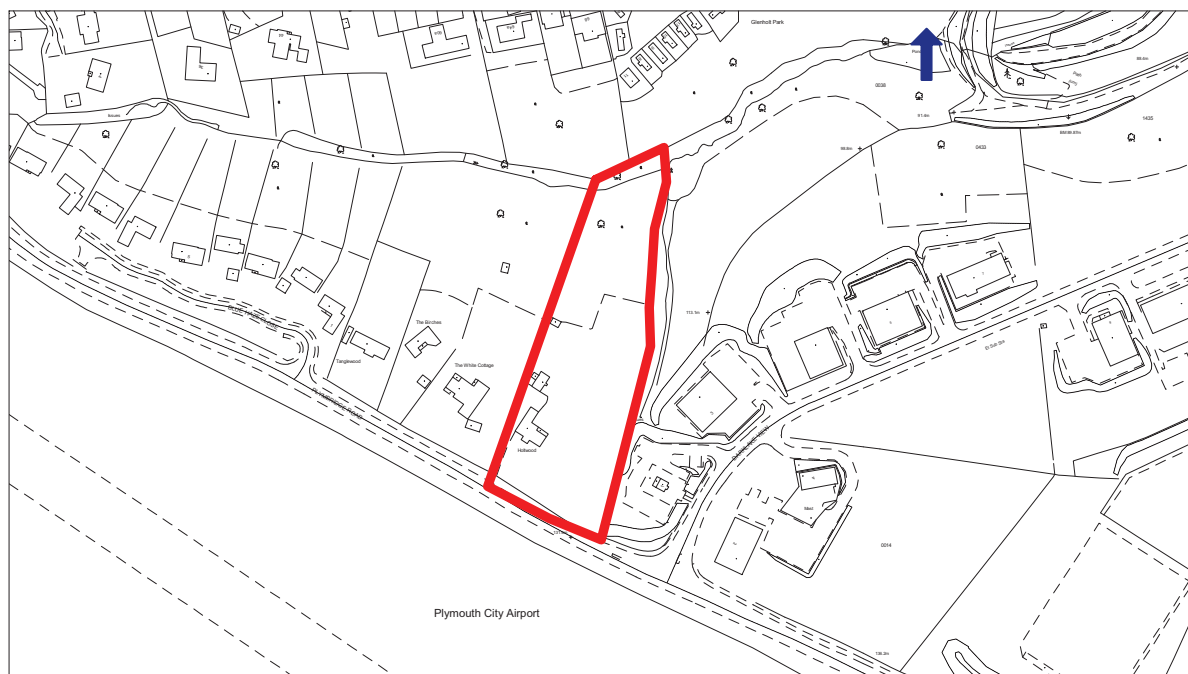
demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

CS34 - Planning Application Consideration
CS03 - Historic Environment
CS02 - Design
SPD1 - Development Guidelines

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ITEM: 02

Application Number:	09/01559/FUL
Applicant:	Mr and Mrs P Mayer
Description of Application:	Demolition of dwelling and construction of 14 dwellings with associated road and landscaping
Type of Application:	Full Application
Site Address:	HOLTWOOD, PLYMBRIDGE ROAD PLYMOUTH
Ward:	Moor View
Valid Date of Application:	10/12/2009
8/13 Week Date:	11/03/2010
Decision Category:	Major Application
Case Officer :	Karen Gallacher
Recommendation:	Refuse
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

The site is currently occupied by a large single dwelling with extensive areas of curtilage. It is located within the Glenholt area which is on the northern fringes of the city. Surrounding development is a mix of residential, with various industrial estates nearby to the west and Plymouth City Airport just across the road to the south of the site.

Land levels at the site fall away fairly steeply from the road (south to north) and a Tree Preservation Order covers the entire site. The site (in conjunction with the neighbouring plot 'The White Cottage') benefits from a planning permission for the construction of 30 dwellings.

Proposal Description

It is proposed to demolish the existing house and develop the site with the erection of 14 dwellings with associated road and landscaping. The access already benefits from planning permission.

Relevant Planning History

08/00424 – creation of new access into Holtwood - GRANTED
06/01770/FUL - Demolition of existing houses and redevelopment of site by erection of 30 dwellings (21 houses and 9 flats) with associated access roads and parking facilities. PERMITTED but no longer extant.

Consultation Responses

Highway Authority – no objections subject to conditions.

Public Protection Service – awaited

Airport – no objection

Representations

2 letters of representation have been received, objecting to the application on the following grounds:

1. The access would be a highway danger.
2. The design and number of properties would lead to a form of development that would be out of character with development in the area.
3. The application papers do not enable a proper assessment of the impact of the development on the protected trees, drainage or stream.
4. The access works encroach on to neighbouring land,

- 5 Insufficient information to assess impact on neighbours.
6. The proposed road stops short of the boundary and presents a ransom strip to development of the adjacent site.
7. Levels for the road are unclear.

Analysis

Principle of development

Residential planning permission for 30 dwellings was granted in 2006 for the development of this site, in conjunction with the neighbouring site, which is known as The White Cottage. The proposed layout on the Holtwood site is similar to that as approved for the whole site, but the access for the previous proposal was onto The White Cottage site and this proposal does not include any of the development on The White Cottage site. The main problem with developing this site on its own is that it would result in a piecemeal form of development that would be out of character with development in the vicinity. This issue was raised at pre application stage with the applicant. The development of this site on its own would be contrary to policies CS01 and CS02.

Access and road layout

The access was granted permission last year. The approved access is compatible with the details submitted with this application. There are no significant changes in policy or in site circumstance since the approval last year, therefore, whilst the objections from neighbours relating to access have been considered, they do not outweigh the decision made last year.

There are no objections from the Highway Authority in respect of the access and layout of the road. There are therefore no conflicts with policy CS28 in this respect.

The main problem with the road layout is that it is not shown to extend to meet the adjacent site, despite this being advised at pre application stage. The road ends approximately 2m from the boundary, which would leave a ransom strip that could prevent the neighbouring site being developed. It is unlikely that permission would be granted for a second access onto Plymbridge Road into the adjacent site, and so access needs to be preserved through this site. This would prevent the neighbouring sites from being developed and would therefore be contrary to policies CS01 in terms of character of the area and CS15 and PPS3 in relation to efficient use of land.

Character and appearance

The plans display similar characteristics to the previously approved scheme. However, since that application was approved new design guidelines have

been adopted in the form of the design SPD, which also incorporates the new building for life criteria.

In accordance with good urban design practice, the built form does not sufficiently reinforce the street. The arrangement of buildings does not reinforce or define the public space and dwellings are not parallel to the street but set at a variety of angles. The buildings at the entrance should reinforce the approach to the site, with a limited opportunity to relate to Plymbridge Road, whereas in the scheme, these are set back with drives and garages visible in front. The end elevations of buildings do not adequately address the street.

The street arrangement does not create a strong sense of place or follow a strong logic, especially with the arrangement of the hammer head and spur road. The scheme layout is derived from the highway layout and turning head, rather than being defined by the building layout.

Whilst the site offers particular opportunities because of its mature vegetation, the design is not locally distinctive. The use of brick, reconstituted slate and brick walls are not locally distinctive and not supported. This is a semi-rural location on the edge of Plymouth overlooking Dartmoor and needs to reflect this with use of local materials. The proposal is considered therefore to be contrary to policies CS01, CS02 and SPD1.

Housing type

The Glenholt Sustainable Neighbourhood Assessment confirms that the majority of properties within Glenholt are detached, and flats and terraced properties are very limited. It recommends that new housing developments, such as this, should be primarily higher density with greater mix of housing type and tenure. In addition, in Glenholt 92.5% of the housing stock is owner occupied. It recommends that ways to increase affordable housing stock should be considered in new development to meet PCC's policies of 30%. This development of family housing does not therefore reflect local need or meet affordable housing requirements and is contrary to the aims of policy CS15 and PPS3.

Residential Amenity

The relationship between dwellings is acceptable in terms of amenity levels. There has been concern expressed from the neighbour at The White Cottage that the proposal will cause loss of amenity to that property. The plans show that the proposed new dwellings would be a sufficient distance from this property. Proposed dwellings with windows facing the site would be approximately 30m from the White Cottage and have 15m long rear gardens. Proposed property with flank walls facing the White Cottage would be more than 12m from it. The changes in level between the properties mean that these distances meet the SPD guidelines and there would be no significant loss of amenity. The proposal complies with policies CS34, CS15 and SPD1 in this respect.

Ecology and greenscape issues

A significant roost of brown long-eared bats has been recorded on site. The Conservation (Natural Habitats) Regulations 1994 apply to European Protected Species (EPS) such as bats. As an authority before permission can be granted we must be clear that the three derogation tests listed in these regulations have been satisfied. The onus is on the developer to show that these tests have been satisfied, and the advice from the nature conservation officer is that this application fails to show that these tests are satisfied. The proposal is therefore contrary to policy CS18 and PPS9 in this respect.

In addition, policy CS19 requires that a development such as this should result in a net gain for nature conservation. The information provided with the application on biodiversity net gain is insufficient as it only addresses bats. A biodiversity budget, showing a net biodiversity net gain should be produced which sets out what habitats and species are present before and proposed after development. The proposal is therefore contrary to policy CS19 in this regard.

The layout in relation to the trees is similar to that approved in 2006. The tree survey has been updated. The tree officer's advice will be reported to the committee in an addendum report.

The scheme also provides access to the greenscape area to the rear of the site which is in accordance with the aims of the sustainable neighbourhood assessment. Whilst some improvements to this access could be achieved by condition, it is considered that the access shown is sufficient to meet this requirement. However, insufficient information has been submitted to show that the impact of the development on the Greenscape area is acceptable. The proposal is therefore considered to be contrary to policy CS18.

Infrastructure

The application is accompanied by a unilateral undertaking which offers the tariff payment at 50%. There is no accompanying viability statement to support this level of payment. In addition to the standard tariff requirements, the sustainable neighbourhood assessment identifies that there is a lack of certain community facilities within the neighbourhood which could be encouraged, such as a crèche, primary school, pub, neighbourhood sports facility, community centre, and small park. It is therefore considered that this application does not meet the infrastructure requirements and is contrary to policy CS33 in this respect.

Renewable energy production

The Design Statement submitted with this application makes reference to sustainable development (section 5), but there is no information on how it will comply with LDF Core Strategy Policy CS20. Policy CS20 encourages a broad range of issues relating to sustainable design and construction, but

there is a bare minimum requirement for new residential developments comprising 10 or more units to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016. The proposal does not show how it would comply with this policy.

Lifetime homes

Policy CS15 requires that for this type of development 20% of the units should be built to lifetime homes standard. This application does not offer that standard and is therefore in conflict with this policy

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Section 106 Obligations

The application is accompanied by a unilateral undertaking which offers the tariff payment at 50%. There is no accompanying viability statement to support this level of payment. In addition to the standard tariff requirements, the sustainable neighbourhood assessment identifies that there is a lack of certain community facilities within the neighbourhood which could be encouraged, such as a crèche, primary school, pub, neighbourhood sports facility, community centre, and small park. It is therefore considered that this application does not meet the infrastructure requirements and is contrary to policy CS33 in this respect.

Conclusions

The proposal has not taken on board a number of issues that were raised at pre application stage and is unacceptable because it is a piece meal development that does not reflect the needs or characteristics of the area. In addition, it fails to meet policy requirements in terms of nature conservation, renewable energy, infrastructure and lifetime homes.

Recommendation

In respect of the application dated **10/12/2009** and the submitted drawings, **location plan, 15 Rev A, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 and the accompanying design and access statement** , it is recommended to:

Refuse

Reasons

PIECEMEAL DEVELOPMENT

(1) In the opinion of the Local Planning Authority, the proposed development constitutes a piecemeal form of development, which would be out of character with development in the vicinity and would be contrary to policies CS02 and CS01 of the local development framework core strategy.

PREJUDICE FUTURE DEVELOPMENT

(2) In the opinion of the Local Planning Authority, the proposed development would prejudice the future development of the neighbouring site by leaving a ransom strip between the end of the proposed road and the adjacent site. The policy would be contrary to policies CS02 and CS15 of the local development framework core strategy and PPS3.

INADEQUATE INFRASTRUCTURE

(3) Insufficient justification has been submitted by means of a viability report to support the reduced tariff contributions that have been put forward in this application, therefore, the proposed development would not bring forward adequate proposals for infrastructure provision, which would arise as a direct consequence of the development. It is therefore contrary to the Local Development Framework Core Strategy Policy CS33 and the planning obligations and affordable housing supplementary planning document.

NO RENEWABLES

(4) In the opinion of the Local Planning Authority, the proposed scheme does not include sufficient detail to show sustainable drainage or energy performance measures and as such is contrary to policy CS20 of the local development framework core strategy.

LACK OF CHARACTER

(5) In the opinion of the Local Planning Authority, the proposed arrangement of buildings does not reinforce or define the public space or address the street, and the use of materials does not give rise to a development of local distinctiveness or character. The proposal is therefore considered to be out of character and contrary to policy CS02 and CS01 of the local development framework core strategy.

LIFETIME HOMES

(6) In the opinion of the Local Planning Authority, the proposed development would not provide any lifetime homes and would therefore be contrary to the aims of policy CS15 of the local development framework core strategy.

HOUSING NEED

(7) In the opinion of the Local Planning Authority, the proposed development of family housing does not meet the local housing need, which is for higher density, rented, affordable property. The proposal is therefore considered to be contrary to policies CS15 and PPS3 Housing.

BATS

(8) A significant roost of brown long-eared bats has been recorded on site. The Conservation (Natural Habitats) Regulations 1994 apply to European Protected Species (EPS) such as bats. The developer has not shown that these regulations have been satisfied and the application is therefore contrary to policy CS19 of the local development framework core strategy and PPS8 Biodiversity and Geological Conservation.

NATURE CONSERVATION

(9) In the opinion of the Local Planning Authority, the proposed development does not provide sufficient information to show that the development would result in a net gain for the biodiversity of the site and would not harm the adjacent area of greenscape. The proposal is therefore considered to be contrary to the aims of policies CS18 and CS19 of the local development framework core strategy and to PPS9 Biodiversity and Geological Conservation.

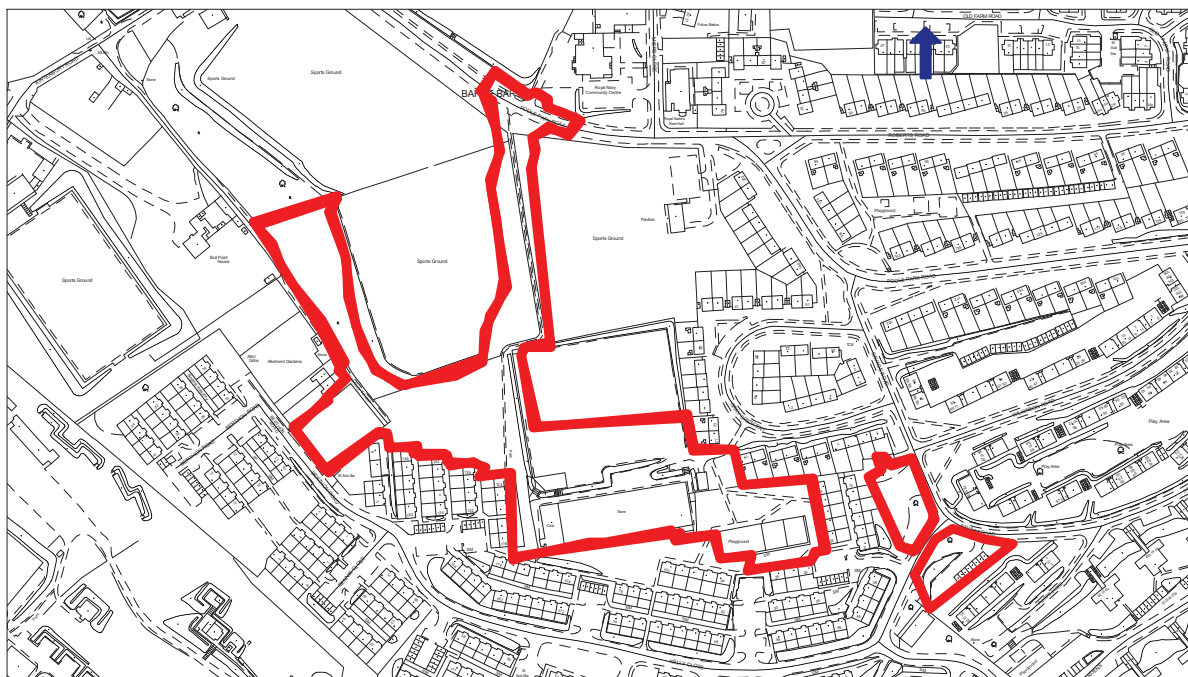
Relevant Policies

The following (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, were taken into account in determining this application:

PPS3 - Housing
PPS9 - Biodiversity and geological conservation
PPS23 - Planning & Pollution Control
CS28 - Local Transport Consideration
CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS18 - Plymouth's Green Space
CS19 - Wildlife
CS20 - Resource Use
CS01 - Sustainable Linked Communities
CS02 - Design
CS15 - Housing Provision

ITEM: 03

Application Number:	09/01836/FUL
Applicant:	Devon & Cornwall Housing Association (DCHA) and Homes and Communities Agency (HCA)
Description of Application:	Erection of 69 dwellings with associated access road and car parking areas
Type of Application:	Full Application
Site Address:	LAND AT KINTERBURY SQUARE BARNE BARTON PLYMOUTH
Ward:	St Budeaux
Valid Date of Application:	11/12/2009
8/13 Week Date:	12/03/2010
Decision Category:	Major Application
Case Officer :	Carly Francis
Recommendation:	Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (delegated authority to refuse in event of S106 not being signed by 12 th March 2010)
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

The site is an irregular shape of about 2.5 hectares in Barne Barton centred on part of the former parade ground and including some pockets of open unmanaged space, allotments and a playground. The site is situated in an area of housing and playing fields. It is bounded by Poole Park Road, Gray Crescent, Kelly Close, Berthon Road, and a playing field. The main vehicle access would be opposite Tamar View Community Centre and the Co-op shop. A footpath currently exists here, along the west boundary of Riverside School. The other side of this footpath is a sports ground. There is housing to the east and south of the site and to the west beyond the allotments. The land slopes down across the site from north east to south west as it drops to the Tamar and from the higher ground there are splendid views to the rivers Tamar and Lynher.

Proposal Description

Erection of 69 dwellings with associated access road and car parking areas. There would be 7 four bed houses, 32 two bedroom and 30 three bed houses. A total of 84 parking spaces are proposed.

The site is in three parcels, the main area comprises of the access road proposed to the west of Riverside School, the area around the adjacent sports ground where the reptile receptor site would be, the allotments, an area of scrub adjacent to the sports fields, and the old parade ground and existing playground. 62 dwellings would be built on the old parade ground and those areas of land south of the sports ground.

The other two smaller parcels are situated further west and are open unused areas of land. The parcel of land further north would comprise of 7 dwellings and the other area would be managed as open amenity space for community use.

Relevant Planning History

07/01419 (OUT) Outline application for the development of the former parade ground, furniture store and land for housing comprising 24 flats and 33 houses, new access road, parking areas and open land- WITHDRAWN.

Consultation Responses

Highway Authority- no objections providing conditions relating to highway improvements, street details, road alignment and drainage, completion of roads and footways, access details, the new junction, driveway gradient and a code of practice for construction be attached to any grant of planning permission.

Public Protection Service- no objections providing conditions are attached to any grant of planning permission relating to land contamination and a code of practice for construction.

Environment Agency- object on flood risk grounds. They are not satisfied that the Flood Risk Assessment submitted demonstrates that the proposed surface water drainage scheme is sufficiently robust to manage storms up to the 100 year storm. These concerns are related to discharge flows from the proposed development into an existing surface water system, which discharges into an existing soakaway. Further discussions are currently taking place between the applicant and the Environment Agency regarding this issue and an update will be provided by way of an addendum or verbally to the committee.

Police Architectural Liaison Officer- was consulted at pre-application stage and supports the proposal.

Ministry of Defence- any comments to be reported orally.

Health and Safety Executive- no objections.

Housing Strategy- support this application as it is part of a package of sites linking value for money and quick start on site developments for the Homes and Communities Agency (HCA) and Plymouth City Council. The package of sites is linked to the regeneration of North Prospect and it is hoped that this site will offer opportunities for residents at North Prospect to decant. The Housing Department support this application as it is striving for high quality design which is aiming to reach Building for Life Gold standard and Code for Sustainable Homes level 4.

Representations

1 letter of representation, objecting on the basis that the development:

- Does not contribute to meeting the needs of the neighbourhood.
- Does not contribute to promoting a positive sense of place.
- Does not contribute to creating a well-contacted, accessible, inclusive and safe community.
- Does not offer community benefits.

Analysis

The main considerations for this application are the design and amenity of the dwellings proposed, the impact on neighbouring properties; the impact on wildlife and trees/ vegetation, the impact on the highway and to the character of the area.

This application turns on policies CS01, CS02, CS03, CS15, CS16, CS18, CS19, CS20, CS21, CS22, CS27, CS28, CS32, CS33 and CS34 from the adopted Core Strategy, Plymouth City Council's 'Development Guidelines' SPD, the Planning Obligations and Affordable Housing SPD, the Barne Barton Neighbourhood Regeneration Strategy (2003) and Barne Barton Sustainable Neighbourhoods Assessment (2006). National Guidance that is of relevance includes PPG13, PPS1, PPS3, PPS 22 and PPS23.

This application formed the subject of pre-application discussions, and the advice given is incorporated in this submission although further amendments were sought through the application process in order to achieve a scheme that could be supported.

Barne Barton is mainly residential (mostly flats but with some houses with small gardens) and some low quality open space. The neighbourhood has a certain open characteristic and due to the topography and its elevated position in the city, long distance views are excellent. Generally the quality of architecture, public realm, townscape and environment is poor and in places quite brutal. Barne Barton does not perform well when judged against modern principles of good planning and urban design as advocated by the Commission for Architecture and the Built Environment (CABE). It suffers from associated problems, including vandalism and other 'anti-social' behavior. The development has therefore been designed in accordance with the 20 criteria for achieving the 'Building for Life' award, as set down by CABE in partnership with Design for Homes, in order to create a development that provides a special quality of place and environment.

The site at Kinterbury Square was formerly owned by the Ministry of Defence (MOD) but has been sold to the Homes and Communities Agency (HCA) and it is now in the process of being sold to Devon and Cornwall Housing Association (DCHA). This site was identified in the Barne Barton, Neighbourhood Regeneration Strategy (2003) as a key opportunity site for future development.

Consultation

A public consultation event for local residents was held at the Tamar View Community Centre in Barne Barton on the 2nd November 2009. Over 40 people attended the event and were invited to make comments and give feedback on the proposals. A separate Statement of Community Involvement forms an integral part of the planning submission and outlines the key issues raised by the public about the proposals. Proposals were generally supported by people visiting the consultation event. The main concerns raised include the loss of green space and impact on wildlife and community facilities. Specific issues about the proposals were raised and have informed some changes and improvements to the master plan.

Layout

The existing layout of houses at Barne Barton is in need of some resolution. This development looks towards doing this by completing blocks and creating simple terraces which front onto streets providing an interesting streetscape and natural surveillance. The development looks to introduce a simple perimeter block structure which mends existing blocks and introduces a simple form.

The masterplan shows how a sensible simple layout and finishing of existing blocks, creates safe and overlooked streets and spaces. This has been achieved by placing buildings at the edge of blocks and plots and ensuring front doors and windows to habitable rooms, front onto public streets and

spaces. The form also helps to clearly define public and private spaces creating defensible space. Combined with careful control over rear access the layout forms a safe and secure environment in accordance with guidance given by the Police Architectural Liaison Officer. Combined, the careful use of forms, spaces, streets and building heights reinforce the street hierarchy and provide a navigable, coherent and recognisable environment. The layout has been designed to clearly define public and private areas. This includes reinforcing the private areas of existing properties through ensuring back to back development. The privacy of existing properties and other aspects of residential amenity has been an important design driver. The layout ensures that sufficient distance between existing and new properties have been maintained between all properties.

The development has been designed to provide appropriate public and private open space with a residential density that would ensure best use is made of the site's opportunities. A density of 32 dwellings per hectare is proposed which is deemed acceptable for this area, particularly so a detrimental impact is not had to existing properties.

The layout would accord with policies CS15, CS32 and CS34.

Amenity of proposed dwellings

All dwellings would be of an adequate size and have adequate amenities. The size of the houses varies with housing types with 2-bedroom houses of 79.47m² and 84.4m², 3- bedroom dwellings of 79.4, 82m² and 130.2m² and 4-bedroom dwellings of 104m², 118m² and 130.2m². The minimum guidelines given in the Development Guidelines SPD are 72m² for two-bedroom houses, 82m² for three bedroom houses and 106m² for four-bedroom housing. Therefore some of the 3-bedroom houses would fall marginally short of this standard (by 2.6m²) and some of the four bedroom dwellings would fall short by 2m². However this is just guidance and most of the dwellings proposed would well exceed this standard. There would be sufficient natural light to all habitable rooms. The rear curtilage areas of the dwellings proposed would on the whole exceed the average size of garden areas for existing properties in these areas. All properties would have refuse storage facilities located in their rear curtilage areas out of public view, with easy access to refuse collection points. It is therefore considered that these storage areas would comply with the standards given in the Development Guidelines SPD.

Design and Materials

Building forms are provided in a hierarchical series of terraces. This hierarchy is defined by the storey heights and the type and scale of the roof forms. There are two types of terraced forms. Those that are modelled by mono-pitched gable forms to east – west facing elevations, and those with simpler standard pitch roofs to north – south orientations. Under these roofs, the terraces are fragmented by fenestration patterning to create rhythmic articulation to the housing blocks. This vertical emphasis within the elevational form is further enhanced by panels of differing texture and colour of the cladding materials to the terraces. Two and a half storey units are placed as

bookends to terraces or to ends of blocks, strategically to provide containment of the terrace forms and act as focal points to key approaches and to turn key corners. Providing the top storey of these units within the roof space both reduces the scale of the house and provides a better visual relationship to the two storey units adjacent. Fenestration detailing to the elevations has been chosen to reflect the orientation of the block, with larger windows to the southerly aspects, and smaller windows to the northern. The proposed development is composed of both wide and narrow frontage units. These provide a variation both within and between the housing blocks. Within these structure rhythms of terraced elevations, differing window forms and sizes strike a variety to the overall appearance.

The materials have been chosen to create a high quality contemporary scheme whilst respecting materials used locally. Materials are chosen to provide a robust finish to the development in protecting it from the harsh exposed environment in which it sits.

All the buildings use brickwork for their wall construction. This will provide a synergy not only with style, but also materials with DCHA's other proposed development at Foulston Avenue, where reference for the use of brickwork is taken from the Listed Grade 2 building within the Bull Point Barracks. Two colours of brick are proposed, these being a Onyx grey / blue brick and a Oyster white brick, both of smooth texture. These bricks are chosen to contrast, and are used separately at large scale on the housing terraces, and combined in details to fragment the palette of the individual terraces (generally the less public rear and side elevations will be in a single colour). The brickwork detailing is key to creating textural variation to the simple elevations of the terraces. Changes in the brickwork bonding have been used to highlight panels as features, such as at entrances and gables. This contrast has been done by using a stack bonded arrangement, whether the brickwork colours are the same or contrasting. Roofs will be finished in a modern interlocking tile to give a clean simple line to the roofscape. These tiles will be in contrasting finishes, grey / blue over white contrasting brickwork below and clay red over the darker brickwork below. Windows and glazed doors will be grey UPVc double glazed units, and the front doors will be IG or similar steel panel SBD type. These will provide both robustness for security and weathering, as well as good long term appearance qualities with low maintenance requirements.

All front gardens will be delineated by simple strong galvanised railings and gates. Garden walls to streets will be built of brickwork to match the housing, otherwise it will generally be close boarded fencing between gardens of properties (unless hedging stipulated for ecological mitigation).

The design and materials have been carefully considered and consequently are deemed to accord with Policy CS02.

Housing Tenure

Affordable housing need in the City is very high, especially in a time of financial insecurity in the wider market. People cannot access credit to secure

accommodation on the open market and an increasing number of people are losing employment and are faced with the prospect of repossession.

The delivery of Affordable Housing development has recently been included as one of the top Corporate Improvement Targets for Plymouth City Council (CIP5, LAA - NI 155) measured by GOSW. This scheme could make a valuable contribution to the Affordable housing needs of the City; there is a need for both affordable rented and home buy direct (shared equity) at this location.

The Housing Strategy position is that at least 30% affordable housing should be provided on site to meet the requirements of policy CS15. This site is offering 100% affordable housing and meets this element of the policy.

A tenure mix of 50% rent and 50% intermediate (shared ownership) is proposed which will help meet the city's aspiration to create a more sustainable and re-balanced community.

Housing Strategy support this application as it is hoped that quick delivery will allow people living in North Prospect a choice in decant or permanent move on to Barne Barton, to aid the regeneration at North Prospect. The site has been made available from the Homes and Communities Agency (HCA) to support the regeneration plans at North Prospect.

Impact on Neighbouring Amenity

It is considered that the careful positioning of the proposed dwellings will ensure that there is no direct conflict between the proposed and existing development, and that undue problems of overlooking and loss of sunlight are not created. The relationships are therefore considered acceptable. Furthermore, only one letter of representation has been received.

The west facing terrace on the Old Parade Ground will have a relatively close relationship with the existing development at 116 – 124 Berthon Road. The separation distance between the windows of the existing dwellings and the windows on the proposed housing will be between 13 and 15 metres. This does not create significant concern as such distances are typical of the existing separation distances between properties in the area; furthermore the windows of existing dwellings facing the Old Parade Ground are all obscure glazed.

The proposed development on the Old Parade Ground is sited at a higher ground level than surrounding development. However, your officers are satisfied that there will not be an unreasonable loss of outlook given the separation distances and existing fenestration layout. Specifically the only windows on existing dwellings that would face the Old Parade Ground are obscure glazed.

With regard to the proposed block of three properties facing the school playing field, it is considered that no. 124 Berthon Road will be most affected given the close relationship between the proposed terrace and this existing

house. In this instance, some overlooking may occur to the external amenity space at the rear of this adjoining plot. However, this relationship is typical of residential development in the area and could not warrant the refusal of planning consent in this instance.

The proposed terrace of three dwellings sited north of the existing playground lies in close proximity to the rear curtilage of no's 19 -15 Gray Crescent. However, your Officer's are satisfied that there will not be an unreasonable loss of privacy given the existing brick boundary wall which would not allow any overlooking due to its height.

Overall it is not deemed that there would be a detrimental impact to neighbouring residential amenity and therefore the proposal would accord with Policy CS15.

Highway Considerations

The Transport Service did comment on a previously withdrawn application for 58 residential units at this site, which was submitted in 2007, no 'in principle' objections were raised but concerns were had with regard to the proposed access road and excessive parking, it was therefore recommended for refusal. Although within this application the number of houses has increased it is accepted that 14 of them are accessed via the existing highway network. As such there is no objection to the principle and it is now considered that the access road and parking provision concerns raised in the previous application have been addressed. The majority of the site will be served via the proposed new access road from Poole Park Road. The proposed roundabout will be subject to a Section 278 agreement with the Highway Authority. The scheme is acceptable in principle but will be subject to Road Safety Audits and formal approval by the Highway Authority. The remainder of the access road will be subject to a Section 38 agreement with the Highway Authority in order for the road to become adopted as Highway Maintainable at Public Expense. In addition to this it is requested that a footway be provided on both sides of the access road junction for as long a distance as possible to allow a suitably located pedestrian crossing. The applicant is proposing a parking ratio of 1.2 spaces per dwelling. This is acceptable in this location but it should be noted that any spaces within the highway or in isolated pockets surrounded by highway cannot be allocated to individual properties. Such spaces will be adopted by the Highway Authority and will be for general public use.

A footpath already exists along the school site boundary and this same route will become the new access road. As such this pedestrian link will be retained and actually upgraded to a footway. It appears that a footpath link will be achievable from the development onto Gray Crescent; however the link appears to be narrow. In order to provide good connectivity between the new site and the existing area this link should be enhanced as a surfaced and lit footpath. There are 2 additional dwellings to be served off Kinterbury Terrace. This would bring the total to 4 dwellings off this private drive. This is acceptable. The properties with a direct frontage onto both Berthon Road and Savage Road will each require dropped vehicular footway crossings and approval must be sought from the Highway Authority.

The proposed estate roads are sufficient to serve the development and the details of such, with regard to surface treatment, lighting and drainage will be dealt with under the Section 38. Taking the above into account and the previous history at the site the Transport Service raise no objections and the proposal is considered to comply with Policy CS28.

Sustainability

All of the new homes will achieve Level 4 of the Code for Sustainable Homes. This will provide significant improvements in the energy performance of a home, along with other benefits such as reduced water consumption, reduction in waste, enhanced ecological value and use of environmentally friendly materials.

The achievement of Level 4 of the Code goes beyond the usual requirement for housing associations to build to Level 3.

The sustainability of the new homes will exceed the levels required by policy CS20. The homes will produce much lower levels of carbon emissions than required by the policy and their ecological footprint will be much smaller.

By achieving Level 4 of the Code, all of the new homes would be much more water efficient than most other homes. Maximum water use for all the new homes would not exceed 90 litres per person per day. Currently average consumption in the southwest is 122 litres per person per day for those households on a water meter and 139 litres per person per day for unmetered households (source: South West Water (2009) Water Resources Plan 2010 – 2035, data for 2007/08).

Drainage will be dealt with by seeking to use attenuation, with a system that discharges rain water into the nearby stream.

It is proposed that all of the new homes would be heated using a mixture of mainly solar thermal panels with some photovoltaic panels. These will meet the policy requirement of providing 10% renewable energy on site and offer other benefits. By providing a well insulated building with a wall thickness of at least 360mm and by using the solar thermal and photovoltaic panels, carbon emissions from the homes are reduced by more than 44%, which far exceeds the levels of carbon reduction required by policy CS20. Ensuring that the homes are very well insulated is considered the most important and efficient step to reducing carbon emissions. The use of good quality insulation and the solar thermal panels will have a significant impact on carbon emissions and results in lower energy costs for residents when heating their homes.

Natural lighting has been taken into account and the designs seek to maximise solar gain. Where possible individual units are orientated to ensure principle living accommodation is on the south side of the property, thus benefiting from passive solar gain and direct sunlight. Windows on the south elevations are increased in size, whilst north orientated windows reduced (except where dramatic views occur). The inclusion of sedum roofs on the

homes will provide additional thermal mass and insulation that will reduce carbon emissions and provide lower heating costs to residents.

The materials used in this development would all be rated under the Green Guide to Specification in order to meet the requirements of the Code for Sustainable Homes. Mineral use is therefore reduced in a number of ways – for example, through the use of timber cladding on some parts of the homes and some sedum roofs. All of the homes would be built using timber frames with mostly brick and masonry external finishes, which is more environmentally friendly than using traditional masonry construction for the entire building envelope.

All of the homes would be provided with dedicated recycling bins and composting facilities.

The development will reduce carbon emissions by at least 44% and the environmental impact of the development is reduced through a comprehensive assessment of a range of issues and by achieving Level 4 of the Code for Sustainable Homes. It has therefore been demonstrated that the objectives of policy CS20 have been exceeded in the proposals put forward.

Nature Conservation/ Open Space

The proposed development site currently comprises a range of habitats including semi improved and amenity grassland, broadleaved woodland, dense scrub and an area of hard standing which has become overgrown with ephemeral/short perennial vegetation and scattered scrub. The woodland and scrub area within the site is considered to offer a suitable habitat for dormice and nesting birds. The semi-improved grassland habitats present within the site have the potential to support reptiles. The entire site may be utilised by foraging/commuting bats and the woodland to the north of the site may be utilised by badgers.

Due to these habitats and species it is important to consider the impacts on adjacent land (European Marine Site and County Wildlife Site), pay special attention to drainage (SUDS) and lighting, and ensure a net gain in biodiversity. The applicants had to demonstrate wildlife mitigation and enhancement both during and post-construction.

In order to do this a number of documents were submitted to support this application. These include a Reptile Mitigation and Compensation Strategy, a Dormouse Mitigation and Compensation Strategy, a Badger Survey, Ecological Impact Assessment, Ecological Construction Method Statement and Extended Phase 1 Habitat Survey.

Having considered these documents the proposals are considered to achieve net gain in biodiversity in accordance with Policy CS19. However concern was initially expressed that the proposals did not make enough provision for green space within what is a very dense area of housing. Policy CS18 states that development proposals should improve the quality, quantity and address local deficiencies of accessible green space. It is evident from the Sustainable

Neighbourhood Assessment that Barne Barton lacks accessible greenspace and play space. It was therefore requested that the proposals be reconsidered so that some areas of open space are incorporated into the scheme. In order to support the proposals it was essential that definite enhancement commitments for each of the greenspace areas were given. It was also essential that a receptor site for reptiles was established.

Following this the applicant submitted revised proposals which included additional pockets of land as part of the application site. These additional areas of land are proposed as ecological areas and amenity space for the community. The area of land to the west of the sports ground is now proposed to be a reptile receptor site enhanced with bat and bird boxes, adjacent to this it is proposed that the allotments be reinstated and an ecological area will be formed. The area to the south of the parade ground will be an area of wild flower meadow grassland with trees and pathways around the existing ball court play area that will be maintained. Land to the south-east will also be planted with wild flower meadow and have an area of dense woodland planting.

It is now considered that the proposal achieves biodiversity net gain (CS19), maintenance of the biodiversity networks (CS18) and demonstrates that protected species issues will be adequately dealt with.

Further to this European Protected Species (in this case dormice) have been taken into account in assessing the impacts of this proposal as it has been assumed that dormice are present on site (subject to a further survey). There is therefore a legal duty in the Habitats Regulations 1994 that development should pass the three derogation tests with regard to this species. In this case, the Ecological Construction Method Statement (ECMS) submitted states clearly how each of these tests has been met and thus we consider that sufficient account has been taken of these tests in making our decision.

The actions required as a result of the ECMS will be secured by way of condition, highlighting the need for further ecological surveys to be completed before the commencement of works on site and the need to draw up an Ecological Management Plan in order to manage habitats for biodiversity into the future.

Landscaping

Landscaping proposals are as detailed above in the Nature Conservation section of the report. In addition the area along the eastern edge of the new access road and would be made up of areas of scrub planting, wild flower meadow grassland, dense woodland planting and trees.

There would be no impact to existing trees of any merit and additional tree planting is proposed. This will include planting along street frontages and to break up parking areas. The strong tonal quality of groupings of houses has created 2 distinct types of housing. Those with a majority of darker grey brick work with white detailing will be contrasted with *Betula utilis jacquemontii* as the street tree. The darker building emphasising the inherent 'whiteness' of

the bark of these trees, which will amplify and ground the design in the landscape. The second housing type where the majority of the colour is white a contrasting street tree, *Prunus nigra* is proposed which has a sumptuous dark purple/black foliage will provide a strong graphic contrast. It also has lovely pink blossoms.

Details of all landscaping shall be secured by way of a condition; however the information given demonstrates the proposal accords with Policy CS18.

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equalities & Diversities issues

Life Time Homes

Special attention has been placed on the properties to incorporate the key 16 design criteria features that together will create a flexible blue print for accessible and adaptable housing on the development. This will increase the choice, independence, and longevity of the tenure. In this case, to comply with policy CS15, this scheme should (as a minimum) include 20% or 14 (rounded up) dwellings to Joseph Rowntree Lifetime Homes standards. The applicant has confirmed that 80% of the scheme will be Life Time Homes compliant; this is excellent and exceeds the standards given in Policy CS15.

Section 106 Obligations

The applicant has agreed to pay the required tariff. The tariff has been calculated as £139,617, with the 5% management fee a total of £146,597. 100% affordable housing schemes are only required to pay the Transport contribution. This figure is with the 50% reduction as applied to all applications submitted in 2009. Despite agreeing to pay the required sum the applicant has submitted a viability assessment to support this application. This assessment has been fully considered and the opinion of your officers is that the applicant has demonstrated that the scheme would be unviable if further contributions were sought. As the applicant is willing to pay the required tariff as set out in the Planning Obligations and Affordable Housing SPD this is deemed acceptable and this sum shall be secured in the S106 agreement.

The S106 agreement shall also secure the affordable housing and tenure mix.

Representations have been received about social infrastructure deficiencies in Barne Barton. The LDF Core Strategy and the Planning Obligations and Affordable Housing Supplementary Planning Document allow for additional negotiated element, to address site specific or neighbourhood issues should the Council require it. The applicants have indicated that they are unable to

make any further S106 contributions, over and above the tariff contributions they have agreed. The question your officers and the Committee therefore have to address is 'will the development have such a significant impact on the social infrastructure of Barne Barton that it should be refused?' Your Officers are of the opinion that there are not sufficient grounds to refuse the application for this reason. It must also be taken into account that these new dwellings in Barne Barton will help the strategically important housing regeneration initiative in North Prospect to progress significantly. There are therefore wider City benefits arising from allowing this proposed development. Members must also bear in mind that the tariff system is designed to allow infrastructure deficiencies to be addressed across the City- but on a co-ordinated basis- according to the priorities which each service provider identifies for itself. The tariff contributions are paid into central pots under their appropriate headings (e.g. 'Children's Services', 'Health' etc ;) Service providers can use this money to invest in infrastructure (provided their spending plans accord with LDF Core Strategy principles). It will therefore be possible, in the future, for Service Providers to use the tariff contributions given to them to make improvements in Barne Barton, if they have identified this neighbourhood for priority spending.

Conclusions

This residential development would provide essential decant housing linked to the North Prospect regeneration. The housing proposed would respect the character of the area, achieve biodiversity gain and offer open amenity space for community use. The development will achieve 80% lifetime homes and exceed the requirements of CS20. Therefore subject to the Environment Agency's objections being dealt with the proposals are supported.

This application has been re-advertised as amended plans have been received to show additional detail and extend the boundary line to include additional areas of land which are now proposed as managed open space for use by the community. Unfortunately the 21-day statutory consultation period does not end until 9th March. It has been necessary to bring this application to committee now as the applicant has advised that it is essential that the developers start on site in March in order to secure the public grant funding that has allocated. If the applications were brought to a later committee funding would be lost and the proposals would not come into fruition. Members are therefore asked to consider the proposals with a recommendation of 'Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (with delegated authority to refuse in event of S106 not being signed by 12th March 2010)'.

Recommendation

In respect of the application dated **11/12/2009** and the submitted drawings, **09091 P 01.01 A, 09091 P 01.02 A, 09091 P 01.03, 09091 P 01.04, 09091 P 01.05, 09091 P 01.07 A, 09091 P 01.08 A, 09091 P 01.09, 09091 P 01.12, 09091 P 01.13, 09091 P 01.15, 09091 P 01.16, 09091 P 01.16bis, 09091 P 01.17, 09091 P 01.18 A, 09091 P 01.19, 09091 P 01.20, 09091_L_03 G, 2002 A, 2002 B, 2003 A, 09091_L_05 A, 09091_L_07 A, 09091_L_08,**

09091_L_09, L01_01_10, L01_01_11 and accompanying Design and Access Statement, Reptile Mitigation and Compensation Strategy, a Dormouse Mitigation and Compensation Strategy, a Badger Survey, Ecological Impact Assessment, Ecological Construction Method Statement, Extended Phase 1 Habitat Survey, Tree Survey, Flood Risk Assessment, Utilities Statement, Statement of Community Involvement, Ground Quality Assessment and Phase 1 and 2 Desk Study and Intrusive Survey Report , it is recommended to: **Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (delegated authority to refuse in event of S106 not being signed by 12th March 2010)**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 2 YEARS

(1)The development hereby permitted shall be begun before the expiration of two years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004, and due to concessions in Planning Obligation contributions/requirements under Plymouth's temporary Market Recovery measures.

CODE OF PRACTICE

(2) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LAND QUALITY

(3) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 4 to 6 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 7 has been complied with in relation to that contamination.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SITE CHARACTERISATION

(4) An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SUBMISSION OF REMEDIATION SCHEME

(5) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

REPORTING OF UNEXPECTED CONTAMINATION

(7) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 4, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 5, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a

verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 6.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

TREE PROTECTION DURING CONSTRUCTION

(8) The existing trees and/or hedgerows shown to be retained on the approved plans shall be properly protected with appropriate fencing during construction works. The erection of fencing for the protection of any retained tree or hedgerow shall be undertaken in accordance with Section 9 of BS 5837:2005 (Trees in relation to construction - recommendations) before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall an excavation be made, without the written consent of the local planning authority.

Reason:

To ensure that any trees or hedgerows to be retained are protected during construction work in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE DESIGN PROPOSALS

(9) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include means of enclosure and boundary treatment; hard surfacing materials; refuse or other storage units, signs, lighting; proposed and existing functional services above and below ground e.g. drainage, power, communications cables, pipelines, indicating lines, manholes, supports etc.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SOFT LANDSCAPE WORKS

(10) Soft landscape works shall include planting plans; written specifications; schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; the implementation programme.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

LANDSCAPE WORKS IMPLEMENTATION

(11) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

SUSTAINABLE RESOURCE USE

(12) Unless otherwise agreed previously in writing with the Local Planning Authority, prior to any development taking place, the applicant shall provide to the Local Planning Authority a report for approval identifying how for the period up to 2010, a minimum of 10% of the carbon emissions for which the development is responsible will be off-set by on-site renewable energy production methods, rising to 15% for the period 2010-2016. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

Unless otherwise agreed in writing, the approved on-site renewable energy production methods shall be provided in accordance with these details prior to the first occupation of the development and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within PPS22.

LIFETIME HOMES

(13) 80% of the new dwellings shall be first constructed and subsequently maintained so as to meet Lifetime Homes Standards.

Reason:

To ensure that the development delivers 80% of the residential units to Lifetime Homes Standards in accordance with development proposal and the adopted Core Strategy Policy CS15 and relevant Central Government advice.

RESTRICTIONS ON PERMITTED DEVELOPMENT

(14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), no development falling within Classes A, B, C, D, E and F of Part 1 of the Schedule to that Order shall at any time be carried out unless, upon application, planning permission is granted for the development concerned.

Reason:

In order to protect neighbouring amenity and comply with policies CS34 of the Core Strategy.

STREET DETAILS

(15) Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ROAD ALIGNMENT AND DRAINAGE

(16) Development shall not begin until details of the vertical alignment for the new street areas have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

ACCESS (CONTRACTORS)

(17) Before any works are commenced, an adequate road access for contractors with a proper standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to the adjacent highway in a position and a manner to be agreed with the Local Planning Authority.

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with

Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF NEW JUNCTION

(18) Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

COMPLETION OF ROADS AND FOOTWAYS

(19) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under condition 16 above before the first occupation of the penultimate dwelling.

Reason:

To ensure that an appropriate and safe access is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DRIVEWAY GRADIENT

(20) The driveway to any dwelling hereby permitted shall not be steeper than 1 in 10 at any point.

Reason:

To ensure that safe and usable off street parking facilities are provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

GRAMPIAN (ACCESS/HIGHWAY IMPROVEMENTS)

(21) No dwelling shall be occupied until the proposed access and improvements to the existing highway shown on the approved plans have been completed.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

BIODIVERSITY

(22) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Construction Method Statement dated December 2009 and drawings 2001, 2002 and 2003 dated February 2010 for the site. This will include submission and adherence to a full ecological management plan.

Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in PPS9.

EXTERNAL LIGHTING

(23) Details of any proposed external lighting shall be previously submitted to and agreed in writing with the Local Planning Authority prior to its use on site. The lighting strategy shall follow the principles outlined in the Ecological Construction Method Statement dated December 2009. The agreed details shall be strictly adhered to during the course of development and thereafter so retained unless the written agreement of the LPA is provided to any alternative external lighting.

Reason:

To minimise the impact of light pollution on foraging bats in the locality in accordance with the provisions of Core Strategy policies CS01, CS02, CS19, CS22, CS34 and relevant Government advice in PPS9.

EXTERNAL MATERIALS

(24) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MAINTENANCE PLAN

(25) No unit shall be occupied until details of the treatment of the open spaces have been agreed and a schedule of maintenance has been submitted to and approved in writing by the Local Planning Authority. Maintenance shall be carried out in accordance with the approved schedule.

Reason:

To ensure that satisfactory maintenance works carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

INFORMATIVE: CODE OF PRACTICE DURING CONSTRUCTION

(1) The management plan required by condition 2 shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.
- b. Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, and construction traffic parking.
- c. Hours of site operation, dust suppression measures, and noise limitation measures.

SECTION 278 AGREEMENT

(2) The application consists of works within the highway and as such the developer will be required to enter into a Section 278 agreement with the Highway authority to agree the scope of the works prior to any works taking place on the highway.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the design and amenity of the dwellings proposed, the impact on neighbouring properties; the impact on wildlife and trees/vegetation, the impact on the highway and to the character of the area., the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

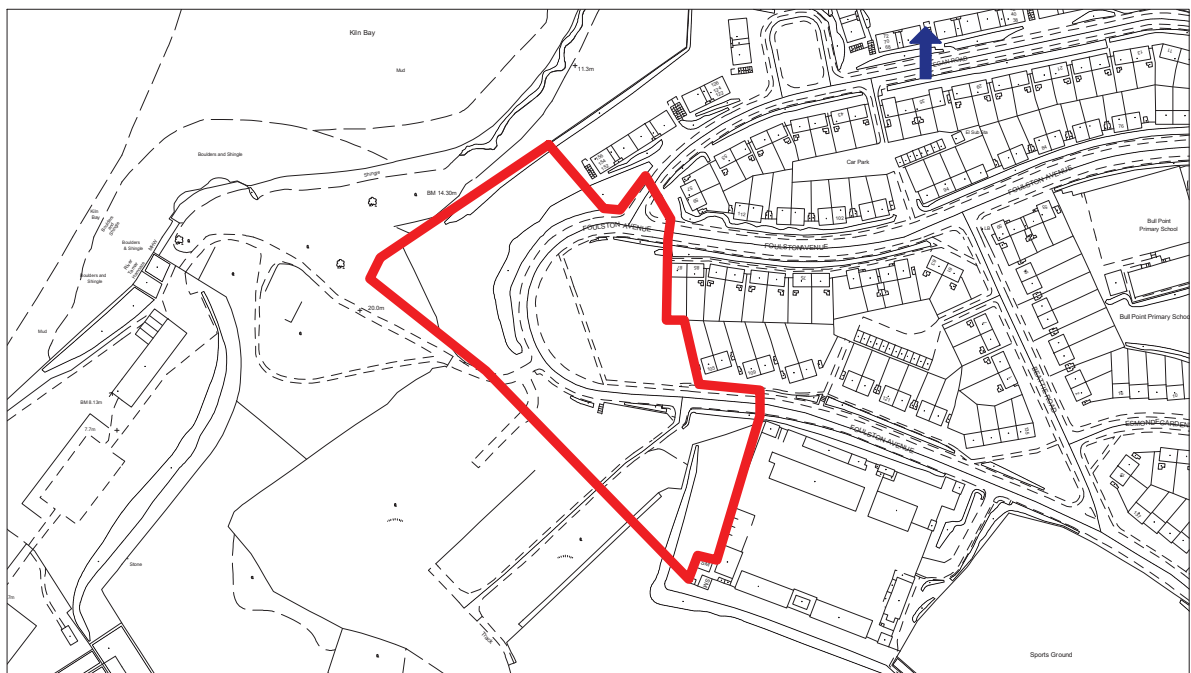
- PPG13 - Transport
- PPS3 - Housing
- PPS9 - Biodiversity and geological conservation
- PPS1 - Delivering Sustainable Development
- PPS22 - Renewable Energy
- PPS23 - Planning & Pollution Control
- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS18 - Plymouth's Green Space
- CS19 - Wildlife
- CS20 - Resource Use

CS21 - Flood Risk
CS03 - Historic Environment
CS01 - Sustainable Linked Communities
CS02 - Design
CS15 - Housing Provision
CS16 - Housing Sites
CS27 - Supporting Strategic Infrastructure Proposals
SPD1 - Development Guidelines

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ITEM: 04

Application Number:	09/01837/FUL
Applicant:	Devon & Cornwall Housing Association (DCHA) and Homes and Communities Agency (HCA)
Description of Application:	Erection of 38 dwellings with associated access roads and parking areas
Type of Application:	Full Application
Site Address:	LAND ADJACENT TO FOULSTON AVENUE BARNE BARTON PLYMOUTH
Ward:	St Budeaux
Valid Date of Application:	11/12/2009
8/13 Week Date:	12/03/2010
Decision Category:	Major Application
Case Officer :	Carly Francis
Recommendation:	Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (delegated authority to refuse in event of S106 not being signed by 12 th March 2010)
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

The site is by the loop on Foulston Avenue in Barne Barton. It includes land contained within the loop, and to the south, and east of the outside of the loop. The area is 1.5 hectares. There is housing and the Grade II listed Bull Point Barracks to the east, with open land to the south, west and north. To the north is Kinterbury Creek. There are spectacular views of the Royal Albert Bridge and Tamar and Lynher rivers. The land within the loop is open grass that falls from south to north. The area to the south and west is open scrub and falls from the east to the west.

Proposal Description

Erection of 38 dwellings with associated access roads and parking areas. There would be twenty-five 3-bed houses, six 2-bed houses and seven 4-bed houses. A total of 48 parking spaces are proposed.

The site is in three parcels. The southern part of Foulston Avenue west of Bull Point Barracks would comprise of fifteen houses, a landscaped area would separate the former barracks from the housing.

The inner loop comprises sixteen houses which are set back from the road with the parking provided to the west.

The area to the north-east of the loop would comprise of seven houses.

Relevant Planning History

08/00580 (REM) Erection of 8 dwellings and 24 flats, with associated access road and car parking areas (approval of reserved matters) pursuant to outline planning permission 02/00707/OUT- PERMITTED.

07/01427 (OUT) Application to develop land by erection of 81 residential units with associated access roads and car parking area - WITHDRAWN

02/00707 (OUT) Outline application to develop land for residential purposes – PERMITTED.

Consultation Responses

Highway Authority- no objections providing conditions regarding street details, road alignment and drainage, completion of roads and footways, access details, sight lines, driveway gradient, parking areas, highway improvements and a code of practice for construction are attached to any grant of planning permission.

Archaeologist- no objections.

Public Protection Service- no objections providing conditions regarding a land contamination assessment and code of practice for construction are attached to any grant for planning permission.

Housing Strategy - support this application as it is part of a package of sites linking value for money and quick start on site developments for the Homes and Communities Agency (HCA) and Plymouth City Council. The package of sites is linked to the regeneration of North Prospect and it is hoped that this site will offer opportunities for residents at North Prospect to decant. The Housing Department supports this application as it is striving for high quality design which is aiming to reach Building for Life Gold standard and Code for Sustainable Homes level 4.

Police Architectural Liaison Officer- supports the application having been consulted at pre-application stage.

Health and Safety Executive- no objections.

Ministry of Defence- any comments to be reported orally.

Environment Agency- any comments to be reported orally.

Representations

9 letters of representation all objecting for reasons summarised below:

- Would block the natural light.
- Loss of open area where children play.
- Loss of views.
- Houses not in keeping.
- Would result in overstretched doctor's surgeries and schools.
- Impact on the value and resale of property.
- Building works would cause disturbance.
- Road can not cope with additional traffic.
- Land proposed is in a 'blast route'.
- Land is used by HM Forces for training.
- More traffic fumes, spillage of light from street lamps and noise- impact on amenity.
- Nearby roads are causing the hill to vibrate.
- Public awareness of consultation was low.
- Site is vital in maintaining wildlife diversity in the city.
- Car parking on the estate is at saturation point.
- Does not contribute to meeting the needs of the neighbourhood.
- Does not contribute to promoting a positive sense of place.
- Does not contribute to creating a well-contacted, accessible, inclusive and safe community.
- No community benefits are offered.

Analysis

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this

recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

The main considerations relevant to this application are the design and amenity of the dwellings proposed, their impact on neighbouring properties, the impact on the setting of the listed Bull Point Barracks; the impact on wildlife and trees/ vegetation, the impact on the highway and to the character of the area.

This application turns on policies CS01, CS02, CS03, CS15, CS16, CS18, CS19, CS20, CS21, CS22, CS27, CS28, CS32, CS33 and CS34 from the adopted Core Strategy, 'Development Guidelines' SPD, the Planning Obligations and Affordable Housing SPD, the Barne Barton Neighbourhood Regeneration Strategy (2003) and the Barne Barton Sustainable Neighbourhoods Assessment (2006). National Guidance that is of relevance includes PPG13, PPS1, PPS 3, PPS9, PPS 22 and PPS23.

The principle of developing this site has already been agreed as can be seen in the planning history section of this report; planning application 08/00580 was permitted for the erection of 8 dwellings and 24 flats. This permission could still be implemented and therefore an improved scheme would be of benefit to the area.

The proposals in this submission are for 2 simple terraces fronting onto Foulston Avenue and overlooking a newly defined area of open space which respects the stunning views over the Tamar River and which connects with the surrounding development, existing and proposed. Two further terraces of houses frame the view towards the Royal Albert and Brunel Bridges at the lower level.

The development has been designed in accordance with the 20 criteria for achieving the 'Building for Life' award, as set down by CABI in partnership with Design for Homes, in order to create a development that provides a special quality of place and environment.

Consultation

A public consultation event for local residents was held at the Tamar View Community Centre in Barne Barton on the 2nd November 2009. Over 40 people attended the event and were invited to make comments and give feedback on the proposals. A separate Statement of Community Involvement forms an integral part of the planning submission and outlines the key issues raised by the public about the proposals. Proposals were generally supported by people visiting the consultation event. The main concerns raised included the loss of green space and impact on wildlife and the impact on community facilities. Specific issues about the proposals were raised and have informed some changes and improvements to the master plan.

Layout

Terraces have been aligned to direct people towards the amazing view and through a stepping of open space between levels. Working with the distinctive ecology and topography of the site has been a significant design driver.

Legibility will be further reinforced by careful consideration of building form and height at important corners and streets. The vehicular access into the site will be principally characterised by the existing curved road (Foulston Avenue) with new houses fronting onto the newly defined public open space creating an attractive spatial focus.

The masterplan shows how a sensible simple layout, finishing of existing blocks creates safe and overlooked streets and spaces. This has been achieved by placing buildings at the edge of blocks and plots and ensuring front doors and windows to habitable room's front onto public streets and spaces. The form also helps to clearly define public and private spaces creating defensible space. The layout has been designed to clearly define public and private areas. This includes reinforcing the private areas of existing properties through ensuring back to back development. The privacy of existing properties and other aspects of residential amenity has been an important design driver. The layout ensures that sufficient distance between existing and new properties is maintained.

Development is proposed at a density of 32 houses per hectare (excluding areas of structural open space). This density is deemed appropriate as the main priority in developing this site is to conserve the open space and create a vista towards the Royal Albert and Brunel Bridges. This density would be appropriate given the unique site circumstances.

Scale

The heights of buildings have been designed to complement existing development which reinforces the character and importance of each street. Taller buildings have been used to create a scale and presence to the street at the south end of the central open space. This scale is informed by the neighbouring Bull Point Barracks defensive wall. The scale of the new 3 storey properties is further enhanced by raising the terrace above road level creating a raised walkway. Lower buildings are located elsewhere on the upper terraces of the site, with further 3 storey townhouse type properties nestling on the northern lower part of the site, their scale and geometry allowing them to relate to the formality of the overall layout in creating the drama of space and views.

Views of the Albert Bridge

The views of the bridge and rivers will be protected by limiting the amount of development within the loop, an area to the west will be maintained as open space but enhanced with planting and benches for the public to enjoy the views. The change in ground levels and positions of the terraced housing would ensure that the views are preserved.

Setting of Bull Point Barracks

There are earthworks to the west of the barracks. These have been left undeveloped with an area generally 27 metres wide on the western side left as open land with some planting. The nearest buildings are a terrace of two storey dwellings that would have minimal impact on the barracks, the relationship is considered to be acceptable and it would not harm the setting of the Listed Barracks, it therefore complies with policy CS03.

Amenity of proposed dwellings

All dwellings would be of an adequate size and have adequate amenities. The size of the houses varies with housing types with 2-bedroom houses of 79.47m², 3- bedroom dwellings of 79.4, 82m² and 130.2m² and 4-bedroom dwellings of 130m². The minimum guidelines given in the Development Guidelines SPD are 72m² for two-bedroom houses, 82m² for three bedroom houses and 106m² for four- bedroom housings. Therefore some of the 3-bedroom houses would fall marginally short of this standard (by 2.6m). Despite this it must be remembered that this does only provide guidance and all of the other dwellings proposed would well exceed these figures. Therefore on balance the dwellings proposed are considered to be of a sufficient size. There would be sufficient natural light to all habitable rooms. The curtilage areas for each dwelling vary in size. Some fall short of the recommended amenity space guideline given in Development Guidelines SPD but most would exceed this 50m² guideline and given the nearby open amenity space this is deemed acceptable. All properties would have refuse storage facilities located in their rear curtilage areas out of public view, with easy access to refuse collection points. It is therefore considered that these storage areas would comply with the standards given in the Development Guidelines SPD.

Design and materials

The 3 storey terraced units are composed of a two storey plinth dissected by the two storey projecting gable features. Setting the second storey back on these town houses provides a roof terrace to these units. This set back in the elevation visually reveals the gable forms to the houses, as well as pronouncing a less dominant upper storey volume, reducing the roof height. The roof forms on the two lower plateau terraces to the northern edge of the site are formed as flat 'green' roofscapes providing a more natural synergy with the surrounding 'green edge' along the estuary embankment.

The 2 storey terrace units are of a much simpler arrangement with standard pitched roofs (some with 'gabled' features breaking the roof form) over flat façade articulated with framed panels of materials and windows patterns.

The materials have been chosen to create a high quality contemporary scheme whilst respecting materials used locally. Materials have been chosen to provide a robust finish to the development in protecting it from the harsh exposed environment in which it sits. All the buildings use brickwork for their wall construction. Reference for the use of brickwork is taken from the Listed Grade 2 building within the Bull Point Barracks where English bond engineering construction has been used. Two colours of brick are proposed, these being a Onyx grey / blue brick and a Oyster white brick, both of smooth

texture. These bricks are chosen to contrast, and are used separately on the 3 storey housing, and combined on the two storey (generally rear and side elevations will be in a single colour). As well as brickwork, the 3 storey town houses also incorporate vertical rough sawn timber boarding on the walls of their gable features. This boarding is to be stained either dark grey or white, the colour to be the opposite contrast to the brickwork below. Roofs will be finished in a modern interlocking tile to give a clean simple line to the roofscape. Again these tiles will be in contrasting finishes, grey /blue over white contrasting brickwork below and clay red over the darker brickwork below. 'Green' ecological roofs are used on the two terraces on the sites lower plateau to its northern boundary. Windows and glazed doors will be timber doubleglazed units, and the front doors will be IG or similar steel panel SBD type. These will provide both robustness for security and weathering, as well as good long term appearance qualities with low maintenance requirements.

Garden walls to streets will be built of brickwork to match the housing, otherwise it will generally be close boarded fencing between gardens of properties (unless hedging stipulated for ecological mitigation). The raised footpath retaining wall to the principle south terrace will be constructed in stone facing referencing to the adjacent Bull Point Barracks perimeter wall.

The Design and materials have been given careful consideration and as a result are considered to comply with Policy CS02.

Housing Tenure

Affordable housing need in the City is very high, especially in a time of financial insecurity in the wider market. People cannot access credit to secure accommodation on the open market and an increasing number of people are losing employment and are faced with the prospect of repossession.

The delivery of Affordable Housing development has recently been included as one of the top Corporate Improvement Targets for Plymouth City Council (CIP5, LAA - NI 155) measured by GOSW. This scheme could make a valuable contribution to the both the Affordable and Open Market housing needs of the City, there is a need for both affordable rented, home buy direct (shared equity) and open market sale units at this location. Housing Strategy particularly welcome a tenure mix that introduces more intermediate and open market sales at this location to help re-balance and create a more sustainable community in this area.

The Housing Strategy position is that at least 30% affordable housing should be provided on site to meet the requirements of policy CS15. This site is offering 60% affordable housing and meets this element of the policy.

This site is a mix tenure site being built by a registered social landlord (DCHA). A tenure mix of 30% rent, 30% intermediate (shared ownership) and 40% open market sales has been proposed to help meet the city's aspiration to create a more sustainable and re-balanced community in this location.

Housing Strategy support this application as it is hoped that quick delivery will allow people living in North Prospect a choice in decant or permanent move on to Barne Barton, to aid the regeneration at North Prospect. The site has been made available from the Homes and Communities Agency (HCA) to support the regeneration plans at North Prospect.

Impact on Neighbouring Amenity

There are no residential properties that could be affected by the dwellings proposed on the parcel of land to the south of Foulston Avenue.

The houses erected in the loop would be immediately adjoining existing dwellings. In the plan received at pre-application stage these dwellings were set well forward of the existing building line and it was deemed that they would have a negative impact on the amenity of those properties they would abut. The plans submitted as part of this application have been amended to set the proposed dwellings further back. Those adjacent to No. 87 Foulston Avenue would still be slightly set forward, however the layout has been improved from that previously proposed and it is no longer considered that the impact would be significant to No.87. This property currently has a thick line of conifer trees along its western boundary and there are no windows on its gable end.

The impact on No.105 Foulston Avenue would also be minimal as although there would be some windows on the side elevation on the proposed adjacent house facing No.105 Foulston Avenue, these windows would not be to habitable room windows and the agent has conformed in writing that these windows will be obscure glazed. This shall be secured by way of condition.

Those dwellings proposed to the north-west of the loop would only have an impact on the adjoining residential units No. 152, 154 and 156 Foulston Avenue. In the plans submitted at pre-application stage the proposed dwellings nearest to these properties were originally set much further forward from the existing dwellings. The plans have been amended and in this submission the dwellings have been set further back. Given the orientation of the buildings it is now considered that there would be no detrimental impact to any neighbouring dwelling, the proposal is therefore deemed to accord with policies CS15 and CS34.

Highway Considerations

The proposed layout features the existing Foulston Avenue road as the primary route through the site with 3 smaller access roads into parking areas for new residents. These help to punctuate the street scene and offer residents safe and overlooked parking areas.

The Transport Service note that an earlier consent exists for residential development at this location and a further outline application, for 81 units, was submitted although subsequently withdrawn. The previous applications did not raise any Transport objections in terms of traffic generation and local network capacity. The earlier application was assessed and a financial contribution was requested for bus shelter improvements and traffic calming works. This

contribution was caveated with a minimum number of 21 dwellings before any payment was required. This application proposes 38 dwellings. However, the tariff is applicable to this latest application and as such the separate contribution, under section 106, is not required as before. Following discussions with the applicant it has been agreed that each of the proposed access roads will remain private due to the small number of dwellings that they each serve. A management company will be in place for future maintenance. Therefore the main issue in terms of highways is the proposed works to Foulston Avenue. The developer must enter into a section 278 agreement with the City Council as Highway Authority to agree the details of any highway works prior to any works within the highway boundary being started. A negative condition to this effect will be attached to any grant of consent. The above scheme will include the relocation of an existing bus stop. In its new location it must be constructed with a bus boarder and incorporate Real Time Passenger Information, and some traffic calming, gateway, measures on the road. All works will be subject to Road Safety Audits. The applicant is proposing a mix of residential properties with a parking provision at a ratio of 1.2 spaces per dwelling. It should be noted that the majority of spaces will be allocated to dwellings and are served off the aforementioned private drives. However the lay-by type bays provided off Foulston Avenue are within the highway and as such will become public highway for general use. Due to the increase in residential units in the area a footway will be required around the perimeter of Foulston Ave to enable residents to walk safely on a linked network of footways. Such a provision is not apparent on the drawings and will be a requirement within the S278; such a provision will encourage non-car based travel such as walking or public transport. Although the proposed private drives serve more than 5 houses and would normally be required for adoption as highway by the Highway Authority, it has been agreed in this instance that they can remain private due to the existence of the management company and the fact that no further development can take place off each drive. The properties will be exempt from the provision of the Advance Payment Code, Highway Act 1980. The widths of the drives can therefore be less than the required adoptable standard and do not need separate footway provision. Full highway demarcation will be required at the rear boundary of Foulston Ave.

Providing the above requirements are adhered to in line with the details of the submission and conditions attached the Transport Service raise no objections to the proposal and it is considered to accord with Policy CS28.

Sustainability

All of the new homes will achieve Level 4 of the Code for Sustainable Homes. This will provide significant improvements in the energy performance of a home, along with other benefits such as reduced water consumption, reduction in waste, enhanced ecological value and use of environmentally friendly materials. The achievement of Level 4 of the Code goes beyond the usual requirement for housing associations to build to Level 3.

The sustainability of the new homes will exceed the levels required by policy CS20. The homes will produce much lower levels of carbon emissions than required by the policy and their ecological footprint will be much smaller.

By achieving Level 4 of the Code, all of the new homes would be much more water efficient than most other homes. Maximum water use for all the new homes would not exceed 90 litres per person per day. Currently average consumption in the southwest is 122 litres per person per day for those households on a water meter and 139 litres per person per day for unmetered households (source: South West Water (2009) Water Resources Plan 2010 – 2035, data for 2007/08).

Drainage will be dealt with by seeking to use attenuation, with a system that discharges rain water into the nearby stream.

It is proposed that all of the new homes would be heated using a mixture of mainly solar thermal panels with some photovoltaic panels. These will meet the policy requirement of providing 10% renewable energy on site and offer other benefits. By providing a well insulated building with a wall thickness of at least 360mm and by using the solar thermal and photovoltaic panels, carbon emissions from the homes are reduced by more than 44%, which far exceeds the levels of carbon reduction required by policy CS20. Ensuring that the homes are very well insulated is considered the most important and efficient step to reducing carbon emissions. The use of good quality insulation and the solar thermal panels will have a significant impact on carbon emissions and results in lower energy costs for residents when heating their homes.

Natural lighting has been taken into account and the designs seek to maximise solar gain. Where possible individual units are orientated to ensure principle living accommodation is on the south side of the property, thus benefiting from passive solar gain and direct sunlight. Windows on the south elevations are increased in size, whilst north orientated windows reduced (except where dramatic views occur). The inclusion of sedum roofs on the homes will provide additional thermal mass and insulation that will reduce carbon emissions and provide lower heating costs to residents.

The materials used in this development would all be rated under the Green Guide to Specification in order to meet the requirements of the Code for Sustainable Homes. Mineral use is therefore reduced in a number of ways – for example, through the use of timber cladding on some parts of the homes and some sedum roofs. All of the homes would be built using timber frames with mostly brick and masonry external finishes, which is more environmentally friendly than using traditional masonry construction for the entire building envelope.

All of the homes would be provided with dedicated recycling bins and composting facilities.

The development will reduce carbon emissions by at least 44% and the environmental impact of the development is reduced through a

comprehensive assessment of a range of issues and by achieving Level 4 of the Code for Sustainable Homes. It has therefore been demonstrated that the objectives of policy CS20 have been exceeded in the proposals put forward.

Landscaping

Three main areas of soft landscaping are proposed. The first area is that within the loop of Foulston Avenue. The retained open space will be managed; wild flower planting will take place here, with benches in this area so that the views can be enjoyed by the public. Dense hedgerows and woodland planting will be provided as dormice habitat.

The area adjacent to the Bull Point Barracks will consist of a structured and layered ecological intervention including field layer, scrub, dense woodland planting with some trees. This will give maximum provision of habitat, but not be oppressive to residents, giving plenty of open space and visibility to pedestrians, while respecting the setting of the listed Barracks.

Both of these areas will provide usable space for education purposes through ecological information but would also provide informal leisure provision.

The third area to the north west of the loop would have a combination of scrub planting, dense woodland planting, wild flower meadow grassland and some trees. This will provide an attractive setting for the dwellings while again aiding the local wildlife through provision of habitat.

All plant combinations and maintenance regimes will aid the local wildlife through provision of habitat in accordance with Policy CS19.

In terms of the impact on trees this will be minimal; the only tree lost would be the Silver Birch where the access to the lower terrace is proposed. While it would be preferable for this tree to be maintained its loss is not of significant concern given the re-planting proposed. Tree planting is proposed to break up some of the parking spaces as indicated on plan; details of this shall be agreed by way of condition. All of the landscaping proposals are deemed to accord with Policy CS18.

Nature Conservation/ Open Space

The proposed development site currently comprises two separate areas. There is the area of amenity grassland which is within the loop of Foulston Avenue. The remainder of the site to the west and south of Foulston Avenue comprises a matrix of dense scrub and semi-improved grassland to the south-east, and an area dominated by amenity grassland with a small area of broadleaved woodland to the north-west. The scrub and broadleaved woodland habitats within the site are considered to offer suitable habitat for nesting birds and dormice, and the scrub/grassland mosaic to the south-east of the site is a suitable habitat for reptiles. The entire site may be utilised by foraging/commuting bats and badgers.

Due to these habitats and species it is important to consider the impacts on adjacent land (European Marine Site and County Wildlife Site), pay special

attention to drainage (SUDS) and lighting, and ensure a net gain in biodiversity. The applicants had to demonstrate wildlife mitigation and enhancement both during and post-construction.

In order to do this a number of documents were submitted to support this application. These include a Reptile Mitigation and Compensation Strategy, a Dormouse Mitigation and Compensation Strategy, a Badger Survey, Ecological Impact Assessment, Ecological Construction Method Statement and Extended Phase 1 Habitat Survey.

Having considered these documents the proposals are considered to achieve a net gain in biodiversity in accordance with Policy CS19, maintenance of the biodiversity networks (CS18) and demonstrates that protected species issues will be adequately dealt with.

Further to this European Protected Species (in this case dormice) have been taken into account in assessing the impacts of this proposal as it has been assumed that dormice are present on site (subject to a further survey). There is therefore a legal duty in the Habitats Regulations 1994 that development should pass the three derogation tests with regard to this species. In this case, the Ecological Construction Method Statement (ECMS) submitted states clearly how each of these tests has been met and thus we consider that sufficient account has been taken of these tests in making our decision.

The actions required as a result of the ECMS will be secured by way of condition, highlighting the need for further ecological surveys to be completed before the commencement of works on site and the need to draw up an Ecological Management Plan in order to manage habitats for biodiversity into the future.

Letters of Representation

In the letters of objection received a number of different concerns are raised, many of which have been dealt with in the above report such as those relating to transport, wildlife, design, open space and impact on neighbouring properties. Those concerns relating to the value of properties is not a material consideration. With regard to building works, while some disturbance can not be avoided, a code of practice for construction condition shall be attached to ensure that construction works cause minimal disturbance. In relation to those concerns relating to the blast zone and use of the land by HM forces, the MOD have been consulted on the application and have not raised any concerns to date although an update shall be provided to committee if representations are received. Those remaining representations relating to community needs and benefits are dealt with in the S106 Obligations section of the report.

Equalities & Diversities issues

Life Time Homes

Special attention has been placed on the properties to incorporate the key 16 design criteria features that together will create a flexible blue print for accessible and adaptable housing on the development. This will increase the

choice, independence, and longevity of the tenure. In this case, to comply with policy CS15, this scheme should (as a minimum) include 20% or 14 (rounded up) dwellings to Joseph Rowntree Lifetime Homes standards. The applicant has confirmed that 80% of the scheme will be Life Time Homes compliant; this is excellent and exceeds the standards given in policy CS15.

Section 106 Obligations

The applicant has agreed to pay the required tariff. The tariff has been calculated as £143,823. With the 5% management fee, the total would be £148,414. This figure is with the 50% reduction as applied to all applications submitted in 2009. Despite agreeing to pay the required sum the applicant has submitted a viability assessment with this application. This assessment has been fully considered and the opinion of your Officers is that the applicant has demonstrated that the scheme would be unviable if further contributions were sought. As the applicant is willing to pay the required tariff as set out in the Planning Obligations and Affordable Housing SPD the proposals are deemed acceptable and this sum shall be secured in the S106 agreement.

The S106 agreement shall also secure the affordable housing and tenure mix.

Representations have been received about social infrastructure deficiencies in Barne Barton. However since this letter has been received the applicant has confirmed that the scheme will be a mix of market housing and affordable units and that they will be paying the required tariff as detailed above. The tariff collected from the market housing will therefore go some way towards addressing these concerns. Despite this if concerns are still remaining the LDF Core Strategy and the Planning Obligations and Affordable Housing Supplementary Planning Document allow for additional negotiated element, to address site specific or neighbourhood issues should the Council require it. The applicants have indicated that they are unable to make any further S106 contributions, over and above the tariff contributions they have agreed. The question your officers and the Committee therefore have to address is 'will the development have such a significant impact on the social infrastructure of Barne Barton that it should be refused?' Your Officers are of the opinion that there are not sufficient grounds to refuse the application for this reason. It must also be taken into account that these new dwellings in Barne Barton will help the strategically important housing regeneration initiative in North Prospect to progress significantly. There are therefore wider City benefits arising from allowing this proposed development. Members must also bear in mind that the tariff system is designed to allow infrastructure deficiencies to be addressed across the City- but on a co-ordinated basis- according to the priorities which each service provider identifies for itself. The tariff contributions are paid into central pots under their appropriate headings (e.g. 'Children's Services', 'Health' etc ;) Service providers can use this money to invest in infrastructure (provided their spending plans accord with LDF Core Strategy principles). It will therefore be possible, in the future, for Service Providers to use the tariff contributions given to them to make improvements in Barne Barton, if they have identified this neighbourhood for priority spending.

Conclusions

The proposed residential development is supported, it would provide a mix of affordable and market housing which will provide essential decant housing linked to the North Prospect regeneration. The housing proposed would respect the character of the area; maintain public open space and the valuable public views of the Royal Albert Bridge and Tamar Valley. The development will provide net biodiversity gain and achieve 80% lifetime homes, while exceeding the requirements of CS20.

This application has been re-advertised as amended plans were received to show additional detail and extend the boundary line to include additional areas of land which are now proposed as managed open space for use by the community. Unfortunately the 21-day statutory consultation period does not end until 9th March. It has been necessary to bring this application to committee now as the applicant has advised that it is essential that the developers start on site in March in order to secure the public grant that has been agreed. If the applications were brought to a later committee the funding would be lost and the proposals would not come into fruition. Members are therefore asked to consider the proposals with a recommendation of 'Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (with delegated authority to refuse in event of S106 not being signed by 12th March 2010)'.

Recommendation

In respect of the application dated **11/12/2009** and the submitted drawings, **09091 P 01.01 A, 09091 P 01.02 A, 09091 P 01.03, 09091 P 01.06 A, 09091 P 01.07 A, 09091 P 01.08 A, 09091 P 01.09, 09091 P 01.10 A, 09091 P 01.11 A, 09091 P 01.14 A, 09091 P 01.19, L01_02_10, L01_02_11, 2001 A, 2001 B, 2004, 09091_L_04 H, 09091_L_06 A** and accompanying **Design and Access Statement, Reptile Mitigation and Compensation Strategy, a Dormouse Mitigation and Compensation Strategy, a Badger Survey, Ecological Impact Assessment, Ecological Construction Method Statement, Extended Phase 1 Habitat Survey, Tree Survey, Flood Risk Assessment, Utilities Statement, Statement of Community Involvement, Ground Quality Assessment and Land Quality Assessment Phase 2** , it is recommended to: **Minded to grant conditionally subject to S106 Obligation, delegated authority for the Head of Development Management to determine on expiry of consultation period (delegated authority to refuse in event of S106 not being signed by 12th March 2010)**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 2 YEARS

(1)The development hereby permitted shall be begun before the expiration of two years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004, and due to concessions in Planning Obligation contributions/requirements under Plymouth's temporary Market Recovery measures.

CODE OF PRACTICE

(2) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LAND QUALITY

(3) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 4 to 6 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 7 has been complied with in relation to that contamination.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SITE CHARACTERISATION

(4) An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SUBMISSION OF REMEDIATION SCHEME

(5) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

REPORTING OF UNEXPECTED CONTAMINATION

(7) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 4, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 5, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 6.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

TREE PROTECTION DURING CONSTRUCTION

(8) The existing trees and/or hedgerows shown to be retained on the approved plans shall be properly protected with appropriate fencing during construction works. The erection of fencing for the protection of any retained tree or hedgerow shall be undertaken in accordance with Section 9 of BS 5837:2005 (Trees in relation to construction - recommendations) before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or

placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall an excavation be made, without the written consent of the local planning authority.

Reason:

To ensure that any trees or hedgerows to be retained are protected during construction work in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE DESIGN PROPOSALS

(9) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include means of enclosure and boundary treatment; hard surfacing materials; refuse or other storage units, signs, lighting; proposed and existing functional services above and below ground e.g. drainage, power, communications cables, pipelines, indicating lines, manholes, supports etc.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SOFT LANDSCAPE WORKS

(10) Soft landscape works shall include planting plans; written specifications; schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; the implementation programme.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE WORKS IMPLEMENTATION

(11) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SUSTAINABLE RESOURCE USE

(12) Unless otherwise agreed previously in writing with the Local Planning Authority, prior to any development taking place, the applicant shall provide to the Local Planning Authority a report for approval identifying how for the period up to 2010, a minimum of 10% of the carbon emissions for which the

development is responsible will be off-set by on-site renewable energy production methods, rising to 15% for the period 2010-2016. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

Unless otherwise agreed in writing, the approved on-site renewable energy production methods shall be provided in accordance with these details prior to the first occupation of the development and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within PPS22.

LIFETIME HOMES

(13) 80% of the new dwellings shall be first constructed and subsequently maintained so as to meet Lifetime Homes Standards.

Reason:

To ensure that the development delivers 80% of the residential units to Lifetime Homes Standards in accordance with development proposal and the adopted Core Strategy Policy CS15 and relevant Central Government advice.

RESTRICTIONS ON PERMITTED DEVELOPMENT

(14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), no development falling within Classes A, B, C, D, E and F of Part 1 of the Schedule to that Order shall at any time be carried out unless, upon application, planning permission is granted for the development concerned.

Reason:

In order to protect neighbouring amenity and comply with policies CS34 of the Core Strategy.

STREET DETAILS

(15) Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ROAD ALIGNMENT AND DRAINAGE

(16) Development shall not begin until details of the vertical alignment for the new street areas have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

COMPLETION OF ROADS AND FOOTWAYS

(17) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under condition 16 above before the first occupation of the penultimate dwelling.

Reason:

To ensure that an appropriate and safe access is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ACCESS (CONTRACTORS)

(18) Before any other works are commenced, an adequate road access for contractors with a proper standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to the adjacent highway in a position and a manner to be agreed with the Local Planning Authority.

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROVISION OF SIGHT LINES

(19) No work shall commence on site until details of the sight lines to be provided at the junction between the means of access and the highway have been submitted to and approved in writing by the Local Planning Authority. The approved sight lines shall be provided before any dwelling is first brought into use.

Reason:

To provide adequate visibility for drivers of vehicles at the road junction in the interests of public safety in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DRIVEWAY GRADIENT

(20) The driveway to any dwelling hereby permitted shall not be steeper than 1 in 10 at any point.

Reason:

To ensure that safe and usable off street parking facilities are provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROVISION OF PARKING AREA

(21) Each parking space shown on the approved plans shall be constructed, drained, surfaced and made available for use before the unit of accommodation that it serves is first occupied and thereafter that space shall not be used for any purpose other than the parking of vehicles.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

GRAMPIAN (ACCESS/HIGHWAY IMPROVEMENTS)

(22) No dwelling shall be occupied until the proposed access and improvements to the existing highway shown on the approved plans have been completed.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

BIODIVERSITY

(23) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Construction Method Statement dated December 2009 and drawings 2001, 2002 and 2003 dated February 2010 for the site. This will include submission and adherence to a full ecological management plan.

Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in PPS9.

EXTERNAL LIGHTING

(24) Details of any proposed external lighting shall be previously submitted to and agreed in writing with the Local Planning Authority prior to its use on site. The lighting strategy shall follow the principles outlined in the Ecological Construction Method Statement dated December 2009. The agreed details shall be strictly adhered to during the course of development and thereafter so retained unless the written agreement of the Local Planning Authority is provided to any alternative external lighting.

Reason:

To minimise the impact of light pollution on foraging bats in the locality in accordance with the provisions of Core Strategy policies CS01, CS02, CS19, CS22, CS34 and relevant Government advice in PPS9.

EXTERNAL MATERIALS

(25) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OBSCURE GLAZING

(26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), the windows in the east elevation of the dwelling adjacent to 105 Foulston Avenue shall at all times be obscure glazed and non-openable.

Reason:

In order to protect the privacy enjoyed by the occupiers of the adjacent dwelling in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

INFORMATIVE: CODE OF PRACTICE DURING CONSTRUCTION

(1) The management plan required by condition 2 shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.
- b. Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access

points, hours of deliveries, numbers and types of vehicles, and construction traffic parking.

c. Hours of site operation, dust suppression measures, and noise limitation measures.

INFORMATIVE: SECTION 278 AGREEMENT

(2) The application consists of works within the highway and as such the developer will be required to enter into a Section 278 agreement with the Highway authority to agree the scope of the works prior to any works taking place on the highway.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the design and amenity of the dwellings proposed, their impact on neighbouring properties, the impact on the setting of the listed Bull Point Barracks; the impact on wildlife and trees/ vegetation, the impact on the highway and to the character of the area, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

PPG13 - Transport

PPS3 - Housing

PPS9 - Biodiversity and geological conservation

PPS1 - Delivering Sustainable Development

PPS22 - Renewable Energy

PPS23 - Planning & Pollution Control

CS28 - Local Transport Consideration

CS32 - Designing out Crime

CS33 - Community Benefits/Planning Obligation

CS34 - Planning Application Consideration

CS22 - Pollution

CS18 - Plymouth's Green Space

CS19 - Wildlife

CS20 - Resource Use

CS21 - Flood Risk

CS03 - Historic Environment

CS01 - Sustainable Linked Communities

CS02 - Design

CS15 - Housing Provision

CS16 - Housing Sites

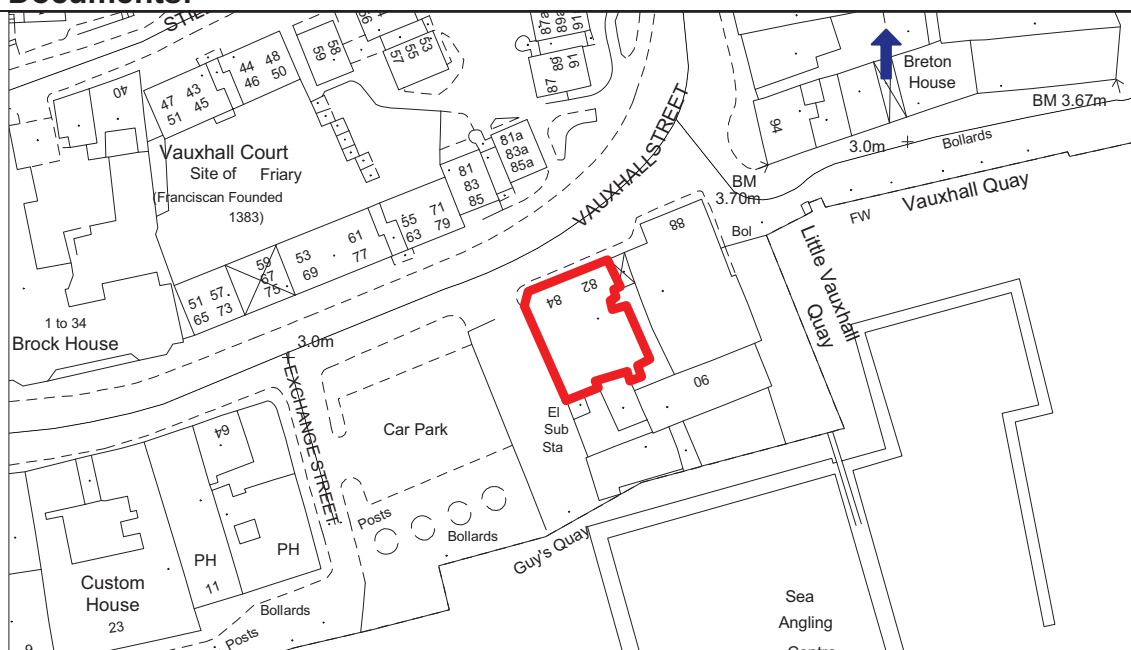
CS27 - Supporting Strategic Infrastructure Proposals

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ITEM: 05

Application Number:	09/01867/FUL
Applicant:	Sutton Harbour Property & Regeneration Ltd
Description of Application:	Change of use of ground floor from shops (A1 use) to shops (A1 use) and/or Financial and Professional Services (A2 use) and/or Restaurant/Café (A3 use) and/or Drinking Establishment (A4 use) and first and second floors to 6 residential apartments (C3 use) together with new ground floor windows and doors, new rooflights and associated works
Type of Application:	Full Application
Site Address:	82 to 84 VAUXHALL STREET PLYMOUTH
Ward:	St Peter & The Waterfront
Valid Date of Application:	18/12/2009
8/13 Week Date:	19/03/2010
Decision Category:	Major Application
Case Officer :	Mark Evans
Recommendation:	Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 4 th May 2010.

Click for Application Documents: www.plymouth.gov.uk



OFFICERS REPORT

Site Description

Jamaica House comprises two pairs of limestone rubble warehouses set within the Barbican Conservation Area. The three storey building mid 19th Century building is listed grade II.

The building has been vacant since 2006 and has been identified as a "Building at Risk" on the Plymouth Buildings at Risk Register (Grade 4 – Vulnerable).

The building has been altered internally and externally to varying degrees but retains its key historic fabric and integrity being largely constructed from rubble limestone with brick quoins around the windows and doors and a pitched (hipped) slate roof.

Until 2006, the premises were used on the ground floor and in part on the first floor for a retail use, but appeared vacant on the remainder of the first floor and the second floor.

Proposal Description

Conversion of ground floor of building to shops, and/or Financial and Professional Services and/or Restaurant/Café and/or Drinking Establishments and 6 residential apartments incorporating associated internal and external refurbishment works and replacement of ground floor windows and doors, together with construction of new rooflights.

Relevant Planning History

09/01868/LBC - Conversion of building to shops, and/or Financial and Professional Services and/or Restaurant/Café and/or Drinking Establishments and 6 residential apartments incorporating associated internal and external refurbishment works and replacement of ground floor windows and doors, together with construction of new rooflights - APPROVED

02/00285/FUL – Alterations and extensions to roof, installation of roof lights, alterations to first and second floors to form 3 flats and 3 maisonettes and provision of entrance to flats and refuse store on ground – APPROVED.

02/00286/LBC – Alterations and extensions to roof, installation of roof lights, alterations to first and second floors to form 3 flats and 3 maisonettes and provision of entrance to flats and refuse store on ground – APPROVED.

93/00657 - Continue Use of first floor as a cafe and part sale of antiques and second floor as offices, studios and caretakers flat (FULL) GRANTED.

98/00637 - Continue Use of first floor as a cafe and part sale of antiques and second floor as offices, studios and caretakers flat (RENEWAL) GRANTED.

99/01037 - Alterations to form Pub with ancillary accommodation (FULL) REFUSED.

99/01038 - Alterations to form Pub with ancillary accommodation (FULL) REFUSED.

99/01039 - Alterations to form Pub with ancillary accommodation (LBC) REFUSED.

Consultation Responses

Environment Agency
No objections.

Highway Authority
No objections subject to conditions.

Public Protection Service

At the time of writing the officer's report, the Council's Public Protection Service raises objections to the proposed residential use within the development primarily on the basis that the property is located within an area where there is noise from various sources: busy main road, car park, queuing patrons and the smoking area to the adjoining nightclub, and taxis, busy human thoroughfare, and several night clubs within the area that provide music entertainment until late. These sources have had a negative impact on existing residents in the use and enjoyment of their properties. Due to the intrusion of noise activities, the area has been designated a Cumulative Impact Area in an attempt to reasonably control any further impact that business activities will have on local residents.

Further acoustic survey testing has therefore been requested. The results of this survey and the comments of Public Protection will be reported as an addendum to this report.

Public Protection also objects on the basis that a preliminary risk assessment of potential ground contamination at the site (Phase I Desk Study) has not been submitted with the application.

Representations

Four letters of objection have been received. Objections can be summarised as:

1. The proposed residential uses are not compatible with the existing well established use of the adjoining nightclub (Licensed until 4am with occasional 6am licences) which has its main entrance and outdoor smoking area/courtyard immediately abutting the walls of the application site building. This area can hold up to 70 people and is also the area in which the nightclub's bins and recycling area (breaking glass) are kept and also the area through which all deliveries to the club occur, including barrels and kegs which are rolled along the stone floor. It is also noted that there are alarms on all the fire exit doors in the courtyard which go off intermittently at any given time. It is

- considered that the proposed bedroom windows which front onto this noisy area would, even if triple glazed, experience noise and smoke nuisance.
2. To open an additional bar next to the existing nightclub would exacerbate potential problems with attendant anti-social behaviour and noise levels, and increased taxi noise outside the existing and proposed residential flats to the detriment of their residential amenity. This would also impact on businesses during the day and night particularly from customers talking and laughing outside. Patrons to the adjoining nightclub often queue on the street immediately in front of the application site. Loud music emanating from the proposed commercial uses will also result in noise disturbance during the day and night for local residents and businesses. Broken glass in the area is considered to be an on-going problem which is likely to get worse if this application is approved.
 3. Concern is expressed that the current nightclub operator/owner has worked hard to manage the impact of noise and smell pollution and the impact of taxi use at the club to the satisfaction of existing local residents, concern is expressed that this would not only worsen with the proposed additional bar use but there is no guarantee that any future tenant would have the respect to deal with this in the same way.
 4. The noise from the existing "Vue 2" Disco is also reported to often "bleed" through to this courtyard which is next to the proposed flats, and triple glazing is not considered to be sufficient to mitigate against this. It is further suggested that filling in the windows completely would achieve better sound reduction.
 5. The proposed car parking and loading / unloading arrangements will present considerable problems to the existing adjoining business which has 8 adjoining car park spaces accessed via this area which is considered very narrow and has limited turning opportunities on site.
 6. The proposed external bin storage area would further reduce the width of the four car parking spaces and may result in only 3 useable car parking spaces on site. Assurance is sought that all 8 car parking spaces used by the adjoining business will be maintained throughout the re-development period and that these will not be used by residents or customers of the retail units.
 7. Query whether a bedroom with no opening windows is a proper healthy environment for life in the future?
 8. Due to the close proximity of the building to two nightclubs and a pub, the long established uses of all these properties could be put at risk in the long term if the proposed residential use is permitted as any noise complaints from future residents of the development may have an adverse impact on licence renewals of the adjoining public houses and club premises.
 9. Concern that the noise survey conducted in the winter is not representative of the busier summer months when both clubs are considered to be busier.
 10. It is noted that Jamaica House appears within the boundaries of the cumulative impact policy for the Barbican area therefore change to use A4 is queried.

Analysis

This proposal has been submitted under the Plymouth Market Recovery Action Plan initiative launched by the Planning Service on 22nd October 2008. The Plymouth Market Recovery Action Plan is an officer-level approach to negotiating community benefits on validly made planning applications submitted between 14th October 2008 – 31st December 2009 on selected sites to help stimulate the local economy in 2009, 2010 and 2011. The Plymouth Market Recovery Action Plan will work within the existing planning policy framework established by the Local Development Framework Core Strategy adopted in April 2007 and all subsequent Area Action Plans.

The aims of the initiative are:

1. To maintain optimism and momentum about the exciting regeneration and investment opportunities which exist in Plymouth.
2. To focus on delivery of key projects that can be completed in 2009, 2010 and 2011.
3. To maintain quality in developments but be realistic in assessing what can be delivered in the short term.
4. To explore creatively the use of public assets and joint venture models to build momentum so that Plymouth is well placed when the market does recover.
5. To work with partners (CDC, RDA, HCA) to promote Plymouth.

The Market Recovery Action Plan does NOT:

1. Propose a change in Local Development Framework policy.
2. Justify poorer quality design.
3. Apply to strategic sites crucial for Plymouth's growth agenda.
4. Apply to previously negotiated planning applications.
5. Alter the Planning Committee's statutory role in determining each application on its merits.

Following a "call for sites" this site is one of 16 sites that were submitted by the deadline of 22nd December 2009 and which have been accepted for consideration under the initiative.

Plymouth must respond to the current market difficulties in a proactive and positive way because of the sheer enormity of the city's growth agenda. Whilst trying to balance long term objectives with short term market responses officers have sought to take a considered view of the risks in a manner that protects member discretions and the primacy of the Planning Committee's duty to consider each application on its merits. In this case the proposal meets the requirements of the initiative and is therefore presented to Planning Committee for consideration on that basis.

The key issues are:

1. The impact of existing, established commercial uses on the proposed residential apartments;
2. The impact of the proposed commercial uses on residential amenity of existing and proposed residential units and on adjoining business premises;
3. The impact of the development on the appearance, character and setting of the Listed Building;
4. The impact of the development on the Barbican Conservation Area;
5. The impact of the development upon the highway network.

Policies CS01, CS02, CS03, CS13, CS15, CS21, CS22, CS28, CS32, CS33, CS34 and Area Vision 5 of the adopted Core Strategy together with the objectives of the Sutton Harbour Area Action Plan, Draft Development Guidelines Supplementary Planning Document (SPD1), adopted Planning Obligations and Affordable Housing Supplementary Planning Document (SPD2), adopted Design Supplementary Planning Document (SPD3) and Government advice contained within PPS1, PPS3, PPG13, PPG15, PPS23, PPG 24 and PPS25 are all of relevance in the determination of this application.

The impact of existing, established commercial uses on the proposed residential apartments and the impact of the proposed commercial uses on residential amenity of existing and proposed residential units and on adjoining business premises:

A material planning consideration is the fact that planning consent was granted in 2002 for three residential units in the building with active commercial uses on the ground floor. Although this permission was not implemented and has now expired, it is considered that there has not been a material change in planning policy since this decision and therefore significant weight should be given to this “in principle support” decision. It is however noted that since this decision the number of A4 uses (drinking establishments) in the Barbican area has increased.

The proposed development for a mixed use residential development is fully supported by Core Strategy Area Vision 5 which outlines the Council’s vision “to consolidate and develop the Sutton Harbour area as an attractive and sustainable mixed-use city quarter creating a unique, high quality environment that will attract investment and new residents”.

The adopted Sutton Harbour Area Action Plan advises that the Council’s approach for the Barbican, consistent with the Core Strategy, is to see it conserved and enhanced as a predominantly residential area, while safeguarding and improving its role as a hub for cultural, leisure and tourism related uses and protecting and strengthening its local centres at Southside Street, Notte Street and Quay Road.

Policy CS13 encourages evening/night time economy uses that contribute to the vitality of the waterfront areas and that support the creation of a safe,

balanced and socially inclusive evening/night time economy provided the cumulative impact of any proposed large scale use and existing uses does not exacerbate any existing unacceptable problems of disorder and nuisance arising from them, that new uses support the creation of a balanced provision of evening / night time uses and the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.

In line with Government guidance set out within PPS23 and Core Strategy Policies CS13, CS22 and CS34, the key issue is therefore to ensure that a safe, healthy and unpolluted environment is able to be enjoyed by occupiers of the proposed residential units as well as existing residential units, free from unacceptable levels of noise or smell pollution that may be created by the existing commercial premises or those proposed under this application.

In accordance with policy CS13, it is important that the cumulative impact of any proposed commercial use and existing uses does not exacerbate any existing unacceptable problems of disorder and nuisance arising from them, and that the new use supports the creation of a balanced provision of evening / night time uses. Due to previously identified problems of anti-social behaviour and noise as a result of the number of A4 uses (drinking establishments) that exist in close proximity in the area, the Public Protection Service has advised that the area has been designated a "Cumulative Impact Area" in an attempt to reasonably control any further impact that business activities will have on local residents.

As a result of concerns expressed regarding the cumulative impact of a new A4 (drinking establishment) use in the premises, the applicant has agreed to delete this proposed use from the planning application. The proposed ground floor uses will therefore comprise A1 (retail) or A3 (restaurant/café) uses. The impact of such proposed use is considered have an acceptable impact on neighbouring uses in terms of noise, traffic and disturbance, and is therefore supported by policy CS13.

The Council's Public Protection Service has, at the time of writing the officer's report, raised objections to the proposed residential use within the development, primarily on the basis that the property is located within an area where there is noise from various sources: busy main road, car park, queuing patrons and the smoking area to the adjoining nightclub, and taxis, busy human thoroughfare, and several night clubs within the area that provide music entertainment until late. It is noted that in the past, these sources have had a negative impact on existing residents in the use and enjoyment of their properties. No objection is raised to the proposed ground floor commercial uses.

The letters of objection from the owners and operators of the immediately adjoining nightclubs ("Annabel's Nightclub" and "Vue 2") further acknowledges the issue regarding the proposed residential use, and whilst it is noted that considerable ongoing efforts are being made by the current operator of Annabel's Nightclub to mitigate any adverse noise and smell pollution from

the site, strong concerns are raised by the operator/owner of this and the adjoining nightclub that any proposal for residential uses in such close proximity to the nightclub's main entrance, outdoor smoking area and main area of patron queuing will only exacerbate the situation. Concern is also expressed that this would also worsen with the proposed additional bar uses on the ground floor of the building.

The current acoustic survey information submitted by the applicant to support the application to date, has not satisfied the Council's Public Protection Service that future residential uses within the building will not experience unacceptable noise and smell pollution from the adjoining commercial premises. In order to enable an adequate assessment to be made, the applicant has therefore been requested to undertake additional acoustic survey work to demonstrate that the future occupiers will not be adversely affected by noise from the nearby pubs/clubs.

Taking into account the previous grant of planning consent on this site, it is considered that mitigation measures required to ensure that a reasonable standard of residential environment is achieved can be conditioned and accordingly the development will not conflict with policies CS22 and CS34. The results of this additional acoustic survey together with the updated response of the Public Protection Service and recommended level of mitigation measures to be imposed as planning conditions will be reported as an addendum.

The impact of the development on the Listed Building and Barbican Conservation Area.

The proposed internal and external alterations are considered to preserve and enhance the appearance, character and setting of the Listed Building and that of the Barbican Conservation Area. As such the works are considered to accord with Policies CS01, CS02, CS03, CS34 and Area Vision 5 of the adopted Core Strategy, the objectives of the Sutton Harbour Area Action Plan, adopted Design Supplementary Planning Document (2009) and Government advice contained within PPG15.

With regards the proposed replacement of the ground floor doors and windows. Whilst the existing windows are considered to be of poor quality, the use of aluminium, as opposed to a high quality bespoke design in hardwood is questioned, particularly taking into account the fact that this is a Listed Building in a prominent position within one of the city's premier Conservation Areas. A condition is therefore imposed to ensure that this detail is reviewed to the satisfaction of the Local Planning Authority.

The impact of the development upon the highway network.

The proposed development is considered to be located within a sustainable location (just a short walk from the City Centre Core Area and the various amenities that are provided). On this basis, the proposed car parking standard

of 4 spaces serving 6 units is supported particularly as two-thirds of the units will only have 1 bedroom.

No dedicated off-street car parking spaces are provided to serve the ground floor commercial unit. However, as there are several public car parks within easy walking distance of the site and the likelihood that most visitors would arrive on-foot in any case, this is considered to be acceptable and is supported by Core Strategy Policy CS28 and Government guidance within PPG13.

The Highway Authority does not object to the proposed development on the basis that four car parking spaces are maintained for use by residents of the building; adequate cycle parking is provided, and the loading and unloading for delivery vehicles is restricted to the private car parking area to the side of the site rather than the kerbside on Vauxhall Street. Accordingly appropriate conditions are recommended to ensure that the above are delivered.

Third party queries seeking assurance that all 8 car parking spaces used by the adjoining business will be maintained throughout the re-development period and that these will not be used by residents or customers of the retail units are acknowledged. A contractor's code of conduct condition is recommended which will address this matter, in addition to a condition requiring details to be submitted of the proposed management of the car parking area.

Overall in terms of access and transport, the proposed scheme is considered to comply with adopted Core Strategy Policies CS02, CS28 and CS34.

Community Benefits

In order to set the proposed development in the context of the current economic climate, it is important to note that the Council formally agreed, on 14th October 2008, the adoption of a series of phased-in temporary concessions to be granted for developments in relation to the Plymouth Development Tariff. It was agreed that as part of these measures, 50% of the tariff will be charged for the development of previously developed brown-field land.

On this basis, if the application were to be considered outside of the umbrella of the Market Recovery Action Plan, but include the 50% tariff reduction on the basis of the independently verified viability assessment submitted with the application, the development would be required to make a financial contribution of £27,212 towards the Plymouth Development Tariff in accordance with the adopted Planning Obligations and Affordable Housing Supplementary Planning Document (SPD2).

The current scheme is brought forward under the structured approach of the Market Recovery Plan. If approved, it would deliver a mixed use development starting on site within the next two years, within what is still likely to be a restricted financial climate. This early start is one of the requirements of the recommended S106 Obligation.

The viability assessment submitted with the application makes a case that the development cannot afford to deliver the reduced Plymouth Development Tariff contribution. Under the parameters of the Market Recovery Action Plan, it is proposed that a reduced tariff contribution of £10,000 is made.

At the time of writing the committee report, the viability assessment was still being verified by the Council. The results of this verification process will be reported as an addendum, although it is anticipated that the report will be accepted.

Whilst it is noted that on this basis the proposal will not fully mitigate against the adverse community infrastructure impacts of the development as required by adopted Core Strategy policy CS01. The impact of one site failing to fully deliver the requirements of the Plymouth Development Tariff required by Council policy is considered to be insignificant, when set against the context of making a noteworthy contribution to the delivery of the wider regeneration of the environs of the Sutton Harbour waterfront, as supported by adopted Core Strategy and Sutton Harbour Area Action Plan objectives and policies.

Subject to the financial appraisal being verified, it is recommended that the reduced financial contribution to the Development Tariff be agreed. In addition, a “clawback” clause shall be incorporated within the S106 Obligation in order to ensure, should the final development profit exceed that predicted within the submitted viability assessment, that this additional profit is paid back to the Council to increase the development contribution towards the delivery of additional community infrastructure up to the total amount otherwise required under the full Plymouth Development Tariff.

Other Matters

The Public Protection concern that a preliminary risk assessment of potential ground contamination at the site (Phase I Desk Study) has not been submitted with the application can be addressed by the imposition of an appropriate Grampian condition.

Human Rights Act

The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant’s reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equalities & Diversities issues

No negative impact on any of the equality groups is anticipated.

Section 106 Obligations

The following clauses and financial contributions towards strategic infrastructure are required in connection with the development under the parameters of the Market Recovery Action Plan and Plymouth Development Tariff:

1. A contribution of £10,000 towards the Plymouth Development Tariff payable upon commencement of the development.
2. Development to commence within two years.
3. Developer to commission a post scheme development appraisal to be submitted to the Local Planning Authority, and support other monitoring arrangements in order for Planning Services to review the impact of the Market Response Action Plan.
4. A “clawback” clause be incorporated within the S106 Obligation to ensure, should the above post development appraisal identify that the final development profit has exceeded 15%, that 100% of this additional profit is paid back to the Council to increase the development contribution towards the delivery of community infrastructure in line with adopted planning policy and the Plymouth Development Tariff (up to the maximum amount that would have otherwise been required under the Plymouth Development Tariff).

Conclusions

The principle of residential and commercial use in this property has previously been accepted under planning consent 02/00285. It is noted that the A4 (drinking establishment) use has been deleted from the application and the proposed ground floor uses (A1 and A3) are therefore considered to be acceptable and fully supported by policy CS13.

Residential use within this building is accepted as a suitable means of bringing forward a new use for the building however it is important that the applicant demonstrates that the potential impact of noise and smells from adjoining commercial premises are adequately mitigated against. The additional acoustic survey that has been requested will address this matter and the results of this survey and related Public Protection comments will therefore be reported as an addendum to this report. It is expected that information on the level of mitigation measures required to enable an adequate standard of residential environment to be created will be available in time for the committee meeting.

The proposed internal and external alterations are considered to preserve and enhance the appearance, character and setting of the Listed Building and that of the Barbican Conservation Area. As such the works accord with Policies CS01, CS02, CS03 and Area Vision 5 of the adopted Core Strategy, the objectives of the Sutton Harbour Area Action Plan and adopted Design Supplementary Planning Document and Government advice contained within PPG15.

Deliberations on the noise pollution issues and the development viability will make it impossible for the application to be determined within the statutory 13 week timescale taking into account the requirement for a Section 106 Obligation.

It is therefore recommended that the application be conditionally approved subject to the satisfactory completion of the S106 Obligation. Delegated authority is also sought to refuse the application should the S106 Obligation not be signed within a reasonable time period following Planning Committee. It is suggested that this should be by the 4th of May, 2010.

Recommendation

In respect of the application dated **18/12/2009** and the submitted drawings, it is recommended to: **Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 4th May 2010.**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 2 YEARS

(1)The development hereby permitted shall be begun before the expiration of two years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004, and due to concessions in Planning Obligation contributions/requirements under Plymouth's temporary Market Recovery measures.

CONTAMINATION - LAND QUALITY

(2) Unless otherwise agreed in writing by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until points 1 to 3 (below) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until point 4 has been complied with in relation to that contamination.

1.Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is

subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a desk study characterising the site and identifying potential risks from contamination;
- (ii) a survey of the extent, scale and nature of contamination;
- (iii) an assessment of the potential risks to: Human health; Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; Adjoining land; Groundwaters and surface waters; Ecological systems; archeological sites and ancient monuments;
- (iv) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk

assessment must be undertaken in accordance with the requirements of point 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of point 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with point 3.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Strategy Policy CS22, CS34 and Government advice contained in PPS23.

CODE OF PRACTICE DURING CONSTRUCTION

(3) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan. Unless otherwise agreed previously in writing with the Local Planning Authority, the existing 8 car parking spaces occupied by the adjoining business premises (Davies Johnson) and vehicular access thereto shall be

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

FURTHER DETAILS

(4) Notwithstanding the submitted details, no work shall commence until the following details have been submitted to and agreed in writing by the Local Planning Authority:

- (i) Details of the design, materials and finish of the new balconies;
- (ii) Details of the siting, design, materials and finish of any proposed external extract /intake flues, pipes, vents or grills.

The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure appropriateness and quality of materials and that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ROOFLIGHTS

(5) Notwithstanding the submitted details of the new rooflights, no works shall commence until details of the size, method of construction, design, materials, finish and sound attenuation of all new and replacement rooflights have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure appropriateness, quality of design and materials and sound attenuation are achieved, and that the details of the proposed work do not conflict with Policies CS02, CS03, CS13, CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Government advice contained within PPS1, PPG15 and PPG24.

WINDOW AND DOOR DESIGN

(6) Notwithstanding the submitted details of the design and materials of the new windows and doors, no work shall commence until details of all new and replacement windows and doors have been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure appropriateness and quality of materials and sound attenuation are achieved, and that the details of the proposed work do not conflict with Policies CS02, CS03, CS13, CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Government advice contained within PPS1, PPG15 and PPG24.

SECONDARY GLAZING

(7) No works shall commence until details of the proposed secondary glazing shall have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure appropriateness, quality of design and materials and sound attenuation measures are achieved and that the details of the proposed work do not conflict with Policies CS02, CS03, CS13, CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Government advice contained within PPS1, PPG15 and PPG24.

JOINERY DETAILS

(8) No works shall commence until a schedule of all joinery details (with cross sections at 1:5 scale and 1:1 moulding details) have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure appropriateness and quality of design and materials and that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MORTAR, PLASTER AND RENDER DETAIL

(9) No works shall commence until a schedule of mixes for all mortars, plasters and renders to be used has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved schedule.

Reason:

To ensure appropriateness and quality of materials and that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

RECORDING OF EXISTING STAIRS

(10) No works shall commence until a written, drawn and photographic record, as appropriate, of the existing stairs shall have been completed, and submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that an adequate record is made and retained of this element of historic fabric and to ensure that the proposed works do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

VENTILATION AND ODOUR CONTROL

(11) Before the commercial use hereby permitted is first implemented, details of the siting, specification and design (including details of any proposed extraction flues) of equipment to extract and disperse cooking odours of that unit shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented before the commercial use first commences and shall be retained at all times thereafter. Any alteration or variation to the equipment shall be submitted to and agreed in writing by the Local Planning Authority prior to implementation.

Reason:

In the interests of amenity and to ensure the appearance of the equipment is acceptable in accordance with policies CS02, CS03, CS22 and CS34 of the adopted Core Strategy..

CONTROL OF NOISE LEVELS

(12) The noise generated by the extract ducting/ventilation/air conditioning equipment (LAeqT) shall not exceed the background noise level (LA90) by more than 5 decibels, including the character/tonalities of the noise, at anytime as measured at the façade of the nearest residential property.

Reason:

To control noise levels generated by the use hereby permitted, in accordance with policies CS22 and CS34 of the adopted Core Strategy.

WASTE STORAGE

(13) Notwithstanding the submitted details of the proposed siting and design of the waste storage area, the uses hereby permitted shall not commence until details of the proposed method of commercial and domestic waste storage, disposal and recycling have been submitted to and approved in writing by the Local Planning Authority. The waste and recycling shall be stored in a manner that will prevent the encouragement of pests. The approved method shall thereafter be adopted at all times. For the avoidance of doubt, unless otherwise agreed in writing with the Local Planning Authority the storage of waste containers within the carpark area is not permitted.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects of refuse and vermin, and ensure that the location of the bin storage area does not detract from the appearance, character and setting of the listed building and conservation area, to avoid conflict with policies CS02, CS03, CS22 and CS34 of the adopted Core Strategy.

COMMUNAL CAR PARKING PROVISION

(14) No unit of residential accommodation shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for a maximum of 4 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The submitted details shall include measures to control the use of the permitted car parking areas and that of the adjoining car parking spaces currently used by the adjoining business premises.

The agreed details shall thereafter be so retained for the said purpose unless otherwise agreed previously in writing with the Local Planning Authority.

Reason:

In the opinion of the Local Planning Authority, although some provision needs to be made, the level of car parking provision should be limited in order to assist the promotion of sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(15) No unit of accommodation shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for 6 bicycles to be parked within a secure and covered area.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(16) The ground floor commercial uses shall not be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for 2 bicycles to be parked.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE STORAGE

(17) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building, in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LOADING AND UNLOADING PROVISION

(18) Notwithstanding the submitted information, before the development hereby permitted is first brought into use, adequate provision shall be made to enable goods vehicles to be loaded and unloaded within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To enable such vehicles to be loaded and unloaded off the public highway (Vauxhall Street) so as to avoid:- (i) damage to amenity; (ii) prejudice to public safety and convenience; and (iii) interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OPENING HOURS

(19) Unless otherwise agreed previously in writing with the Local Planning Authority, the ground floor commercial uses hereby permitted shall not be open to customers outside the following times: 08.00 - 23.00 hours Mondays to Saturdays inclusive and 09.00 - 22.00 hours on Sundays and Bank or Public Holidays.

Reason: To protect the residential and general amenity of the building and area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

USE OF ACCESS DOORS

(20) Notwithstanding the submitted information, the ground floor access door to the corner commercial unit on the north elevation of the building shall be first constructed and subsequently maintained for use as restricted access fire exit only in accordance with details to be submitted to and agreed in writing with the Local Planning Authority, and shall not be used as a primary or secondary entrance to the ground floor commercial unit.

Reason:

To control noise levels generated by the use hereby permitted, in accordance with policies CS22 and CS34 of the adopted Core Strategy.

INFORMATIVE - CODE OF PRACTICE DURING CONSTRUCTION

(1) The management plan required in connection with the "Code of Practice During Construction" Condition should be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.
- b. Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, and construction traffic parking.
- c. Hours of site operation, dust suppression measures, and noise limitation measures.
- d. details of an area to be created within the site for the parking of contractor's equipment and materials.
- E. Confirmation that the existing car park access and 8 car parking spaces in use by the adjoining business premises will be maintained for the said use and not be unreasonably obstructed during the development works.

INFORMATIVE - EXCLUSION FROM CONTROLLED PARKING ZONE

(2) The applicant's attention is drawn to the fact that the building will continue to be excluded from the Controlled Parking Zone that is in operation within the area.

INFORMATIVE - GREASE SEPARATION

(3) Building Regulations doc. H states that drainage serving kitchens in commercial hot food premises should be fitted with a grease separator, complying with prEN1825-1 and designed in accordance with prEN1825-2 or other effective means of grease removal. In light of the problems caused by grease from catering establishments blocking drains, the operator of the commercial units is strongly recommended to provide a grease separator to the drainage serving the kitchens.

INFORMATIVE - MARKETING STATEMENT

(1) It is recommended that all marketing particulars associated with the sale or letting of the residential units include a statement making specific reference to the fact that some bedroom windows are located next to and directly overlook the adjoining nightclub which is licensed until 4am.

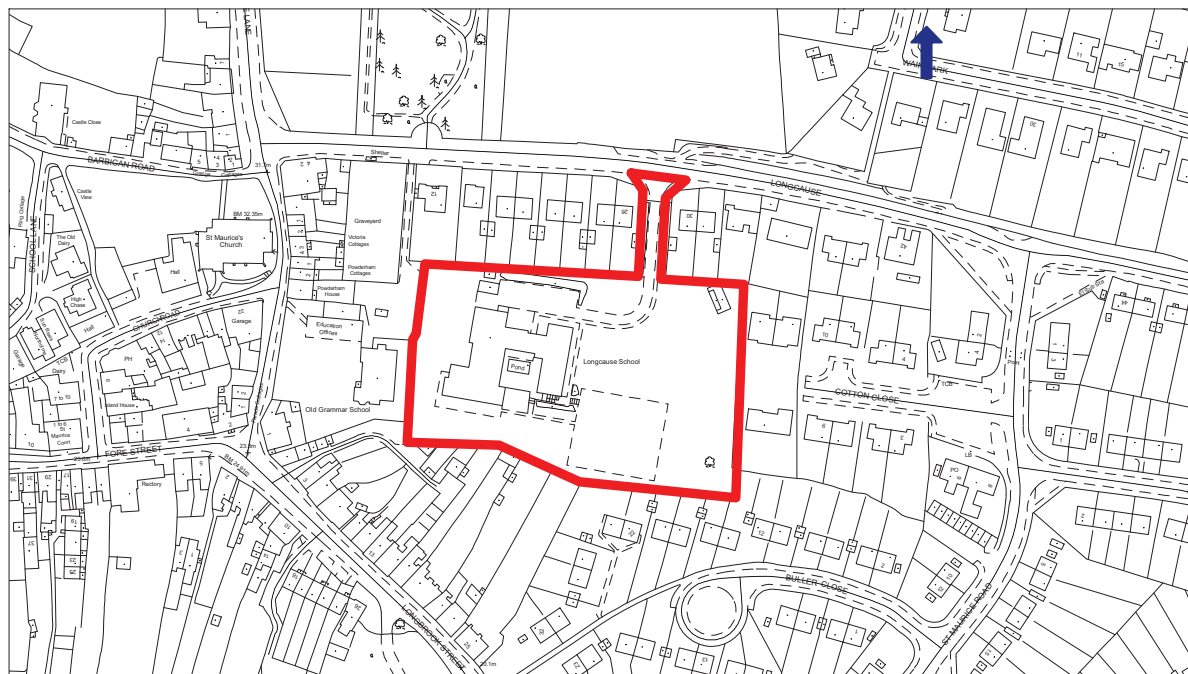
Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: The impact of the development upon neighbouring properties; The impact of existing commercial uses on proposed residential apartments; The impact of the development upon the appearance, character and setting of the building and Barbican Conservation Area; The impact of the development on the highway network, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (1) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

PPG13 - Transport
PPG15 - Planning and the Historic Environment
PPG24 - Planning and Noise
PPS3 - Housing
PPS1 - Delivering Sustainable Development
PPS23 - Planning & Pollution Control
CS28 - Local Transport Consideration
CS32 - Designing out Crime
CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS22 - Pollution
CS13 - Evening/Night-time Economy Uses
CS21 - Flood Risk
CS03 - Historic Environment
CS01 - Sustainable Linked Communities
CS02 - Design
CS15 - Housing Provision
PPS25 - Development and Flood Risk
SPD2 - Planning Obligations and Affordable Housing
SPD1 - Development Guidelines

ITEM: 06

Application Number:	10/00010/FUL
Applicant:	Mr Mike Jelly
Description of Application:	Construction and erection of covered multi-use games area
Type of Application:	Outline Application
Site Address:	LONGCAUSE SCHOOL, LONGCAUSE PLYMOUTH
Ward:	Plympton Erle
Valid Date of Application:	08/01/2010
8/13 Week Date:	05/03/2010
Decision Category:	Member referral
Case Officer :	Jon Fox
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

Longcause School is situated on the south side of Longcause and is a pocket of non-residential use set within and surrounded by residential property on all four sides. The adjoining land to the south west and west is within the Plympton St. Maurice Conservation Area and the nearest listed building to the site is the old Plympton Grammar School. The land to the east is characterised by more modern semi-detached and detached residential property. The location of the school is therefore one that straddles the divide between the historic village to the west and the further spread of more modern development to the east. The southern boundary of the school land is several metres above the rear gardens of semi-detached bungalows in Buller Close and the terrace in Longbrook Street; the former having short gardens and the latter with much long gardens.

Proposal Description

Construction and erection of covered multi-use games area. The proposed sports facility would serve the existing school, other local schools and also provide for out-of-school activities for the local community. The proposed building is 17 metres wide by 24.3 metres long and its long axis runs north/south adjacent to the eastern side of the existing school buildings, which is currently the site of a hard surfaced games area. The building has been designed with an asymmetrical curved roof with five, curved timber beam extensions that give the appearance of extending the curved roof down to ground level. The building scales approximately 13.4 metres from the southern boundary of the site and is in line with adjacent school building. The semi-detached bungalows beyond the southern boundary are below the level of the school land.

Relevant Planning History

In recent years the school had significant new buildings erected on the southern side of the site. More recently a proposal for the construction and erection of a covered multi-use sports facility was withdrawn (application 09/00710) amid concerns about the building's size, design and impact on neighbours.

Consultation Responses

Highway Authority

Transport accept that the proposed sports facility would give rise to a small number of additional vehicle movements, but consider that this is not enough to have a significant impact on the highway network. They have also commented on the sub-standard accessway to the school, car parking and the school travel plan. Transport therefore has no objections subject to conditions requiring the submission of a staff travel plan and a code of practice. Informative notes are also recommended regarding improvements to the school access and the formal marking out of the car parking area in the north-west corner of the site.

Public Protection Service

Has no objection subject to the submission of a code of practice.

Police Architectural Liaison Officer

The Devon and Cornwall Constabulary are not opposed to the granting of planning permission.

Representations

22 letters were received. 19 letters raise the following objections:-

1. The development will increase the amount of traffic visiting the school.
2. The proposed use of the building will lead to vehicles being parked on the adjoining roads causing obstruction and restricting the use of the highway, as well being prejudicial to highway safety by virtue of inconsiderate parking that restricts access and visibility. Extra traffic will also cause noise and pollution.
3. The roads around the site are not capable of accommodating the extra traffic without causing more congestion and damage to property.
4. Will transport be provided to students who wish to use the facility during the holiday periods?
5. The school has limitations for community use for numbers and hours of use as well as there being only one disabled parking space on site.
6. The similar facility at Hele School should be used instead. There is also the Ridgeway Sports Centre and other unused commercial structures in the Plympton area.
7. Youths and their vehicles will congregate causing noise, littering and damage.
8. The operational hours have not been verified.
9. The building is out of character in the area. The existing school dominates the village and is out of keeping with this historic area.
10. The building is disproportionate to the site and not in keeping with the surrounding environment.
11. There was no proper public consultation on the proposals and the recent application for an extension at the school.
12. The applications states that net additional gross internal floor space of the development will be 379, whereas the design and access statement states that the sports facility has a total proposed internal floor area of 388m².
13. The school cannot accommodate more development – there must be a limit to development at the site.
14. The proposals will lead to flood risk elsewhere due to overdevelopment of the school site and the lack of natural drainage.
15. Impact on the water table, ground water and possible underground springs. The lower part of the site is liable to flooding and the proposed drainage and storage system will concentrate water behind properties in Buller Close and Longbrook Street.
16. The proposed building does not provide full size courts or showering/changing facilities or heating. Only 20% of the sporting activities have national sizes. An alternative site would be more viable and efficient to run as well and traffic and parking issues would not be

- a problem and would be fit for the number of users and hours of opening.
17. The sporting activities for after school hours are extremely limited due to the use of Education Authority transport. There is no proposed management of the facility for the community's use.
 18. The conservation area management plan states that the conservation area should not attract additional traffic movements.
 19. Loss of existing play area and associated benefits of outdoor play space, which is advocated in Plymouth Core strategy Objective 15.
 20. The curved roof support structures would present a danger to children and further erode the space for outdoor play.
 21. Contrary to policy CS30 (for reasons given above).
 22. Contrary to PPG17 (planning for open space, sport and recreation) due to loss of existing open space at the school for sport and informal recreation.
 23. The existing temporary school car park and the potential extension to it, as well as plans to widen the school driveway mean that the available outdoor play space is being eroded.
 24. Detrimental to the conservation area, listed buildings and the vista of the area. The modern design of the building is totally out of keeping.
 25. The development will dominate and overshadow a number of bungalows in Buller Close. There will be a loss of light and the building will be visually oppressive.
 26. Light pollution and noise from within the building and from those accessing it during evenings, weekends and holidays.
 27. Loss of security at the site.
 28. There are enough sport and relaxation facilities elsewhere.
 29. The protected oak tree on the eastern boundary is being ignored.
 30. No confidence that improvements referred to in the travel plan will be implemented. The travel plan states that there will be no more than two additional minibuses for visiting students, but this does not take account of staff, assistants or parents that would accompany them.
 31. Sports halls on school grounds are of limited value because they cannot be accessed by the public during school hours.
 32. The facility will not provide a benefit for local people.
 33. The development would be better sited at Plympton St. Maurice Primary School.

Three letters of support were received, which state that the facility will be available for use by the community outside school hours; pupils at the school will not have to travel elsewhere for similar facilities and this will reduce vehicle journeys; it will compliment the existing school buildings and grounds; this will provide a much needed venue; this facility will provide a properly supervised sporting venue for pupils with autism and cognitive behavioural problems;

Analysis

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights

included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

The application turns on policies CS02, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and the main issues are:-

1. The size, scale and design of the building in relation to the site and the surrounding area;
2. The impact on neighbours' amenities in terms of outlook, noise and disturbance and light pollution;
3. Traffic generation and parking;
4. Flood risk.
5. Loss of outdoor play space at the school.

With regard to the size and design of the building in relation to the site, the height, width and length of the building is not considered to dominate or unduly detract from the scale and setting of the existing school buildings and the openness of the space around them. In this respect the proposed building is also situated close to existing school buildings and leaves a significant proportion of the outside play areas to the east and north. The result is that the bulk and massing of the building and its position on the site is not considered to be out of scale and proportion with the school buildings and the school site overall.

With regard to design the form and materials are considered to result in a building of interest and quality that would not, in this context, appear discordant or out of character with the modern extensions to the school or the surrounding area.

With regard to the surrounding area, the proposed building is distant enough from the northern and eastern boundaries such that it will not appear visually dominant in relation to the surrounding domestic scale of development. The residential properties beyond the southern boundary are at a lower level and the building will have a greater impact on the scale of buildings there. However, the building would not project beyond the line of the existing two-storey building near this boundary and as such would be visually contained within the site.

The nearest part of the Conservation Area is adjacent to the school boundary to the south west of the proposed building. As described above the historic village is generally to the west and south of the site, whereas the sports facility would be on the eastern side of the school buildings and it is considered that the building would not be harmful to the setting of the Conservation Area.

With regard to the impact on neighbours' amenities in terms of outlook, the main impact is on 22 and 24 Buller Close and 25 Longbrook Street. These

properties are adjacent to the lower, southern side of the school site and would look up at the proposed building as they do the adjacent two-storey school building. 25 Longbrook Street has a very long garden and the proximity of the proposed building next to it would not be harmful to outlook and it is considered that the rear garden would not be dominated by the structure. 22 and 24 Buller Close have shorter rear gardens and the dwellings themselves are much closer to the school boundary. Of these two, No.24 is affected the most. This property is approximately two metres below the level of the school site and the proposed building would be approximately 13.5 metres from the boundary at its nearest point. The proposed building has a curved roof and at its highest would be approximately 7.8 metres high. However, the end of the building would not extend across the whole length of the boundary with No.24. Given also that the overall height of the eastern elevation of the building, being at the lower (asymmetrical) end of the curved roof, is lower (4.6 metres high compared with 6.2 metres on the other side of the building) means that the property would enjoy a degree of unimpeded outlook and for this reason it is considered that the proximity of the building would not unreasonably affect the outlook from No.24 Buller Close.

Any loss of light to neighbouring properties would not be significant because the proposed building is situated to the north of Buller Close and Longbrook Street.

With regard to noise and disturbance and light pollution, the hours of use of the building would need to be controlled so that comings and goings associated with the building's use would not be harmful to residential amenity. On that basis it is considered that the level of activity associated with the building would not be harmful to amenity. There would be no external lighting associated with the building.

With regard to traffic generation and parking, this is a major concern with residents who are unhappy with the amount of on-street car parking generated by the school. Incremental additions to the school such as this sports facility, the previous application for an additional classroom and past extensions are all potentially adding to traffic generation. However, it is considered that existing parking and access infrastructure is adequate at this time. As mentioned in the Transport response, the time is likely to come when additional provision will have to be made. However, in this scheme the use of the building is not considered to generate such additional traffic that would warrant refusal of the application.

Residents are also concerned with the potential for the development to increase flood risk. Surface water from the development would be drained to an attenuation tank, which would allow the water to seep slowly into the ground over time. The alternative, to allow some of this water to drain to the surface water sewer, would be resisted because this area of Plympton has suffered flooding downstream in the Longbrook watercourse. Therefore it would be important to ensure that the release of water into the ground did not lead to flooding and associated problems in the properties down the slope, in Longbrook Street and Buller Close.

With regard to the loss of outdoor play space at the school, the building would be mainly on the existing hard surfaced play area, although some of the existing running track would be developed. However, the area of grassed play space/running track that would be lost is not considered significant in the context of the sporting facilities being provided. It is accepted that this is a smaller site compared with many schools and that the amount of open space is correspondingly less. However, a reasonable balance of open space, including informal recreation space, would remain.

With regard to neighbours' concerns about security at the site, it is considered appropriate for a management plan to be submitted that defines the operation of the facility and how it would be supervised and overseen during its operation.

Equalities & Diversities issues

The building has been designed to be accessible to people with disabilities.

Section 106 Obligations

There is no Section 106 application in respect of this application.

Conclusions

The proposed building is not considered to be harmful to residential amenity or the character and appearance of the area. Hours of use would need to be restricted and details will need to be submitted regarding drainage and the management of the facility. With the conditions recommended by Transport and PPS it is considered that the proposals are in accordance with policies CS02, CS03, CS21, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007. It is therefore recommended that conditional planning permission be granted.

Recommendation

In respect of the application dated **08/01/2010** and the submitted drawings, **208 L 01.01 PL, 208 L 01.02 PL, 208 L 02.01 PL, 208 L 04.01 PL, 208 L 04.02 PL, 208 L 04.06 PL, 208 L 51.02 PL, contamination statement, School Travel Plan and accompanying design and access statement**, it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

(1) The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

STAFF/SCHOOL TRAVEL PLAN

(2) The development hereby permitted shall not be occupied until the phase one of a Staff Travel Plan (STP) and an updated School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. This shall provide measures for monitoring, measuring and controlling travel to and from the school, based on available information at the time of the development hereby permitted being commenced. The approved measures shall be brought into operation upon occupation of the permitted development. Phase two of the travel plan shall be submitted and approved and brought into use by the beginning of the second school term after the occupation of the permitted development, and shall be based on surveys and monitoring exercises of the operation of the school under the measures introduced under the phase 1 Travel plan.

Reason:

In the opinion of the Local Planning Authority, such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

CODE OF PRACTICE

(3) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(4) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SURFACE WATER DISPOSAL

(5) Notwithstanding the submitted plans development shall not begin until details of the proposals for the disposal of surface water have been submitted to and approved in writing by the Local Planning Authority. The approved

details shall be implemented before the development hereby permitted is first brought into use.

Reason:

To enable consideration to be given to any effects of changes in the drainage regime on landscape features in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OPENING HOURS

(6) The covered multi-use games area hereby permitted shall not be open or used outside the following times: 0800 hours to 2100 hours Mondays to Saturdays inclusive and 1000 hours to 1600 hours on Sundays and Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MANAGEMENT PLAN

(7) The covered multi-use games area shall be used strictly in accordance with a management plan to be submitted to and approved in writing by the Local Planning Authority before development commences. The management plan will include, among other things, the manner in which the facility will be supervised during its use.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF LIGHTING

(8) Details of any external lighting, including security lighting shall be submitted to and approved in writing by the Local Planning Authority before development commences. The works shall accord with the approved details.

Reason:

To protect the residential and general amenity of the area from any harmful light pollution and glare, in accordance with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

INFORMATIVE - IMPROVEMENTS TO SCHOOL ACCESSWAY

(1) The applicant is advised that the sub-standard school access-way is liable to stifle any future development at the school site. It is considered that the existing sub-standard pedestrian and vehicular school access-way needs to be improved as a matter of priority to provide safe ease of movement for both

pedestrians and vehicles entering and leaving the school property, to allow two vehicles to pass one another and provide a safe footway for pedestrians of 2 - 3 metres wide.

INFORMATIVE - IMPROVEMENTS TO ON-SITE PARKING

(2) The applicant is advised that in order to improve existing car parking opportunities at the school site the car parking area in the northeast quadrant of the site should be formally demarked.

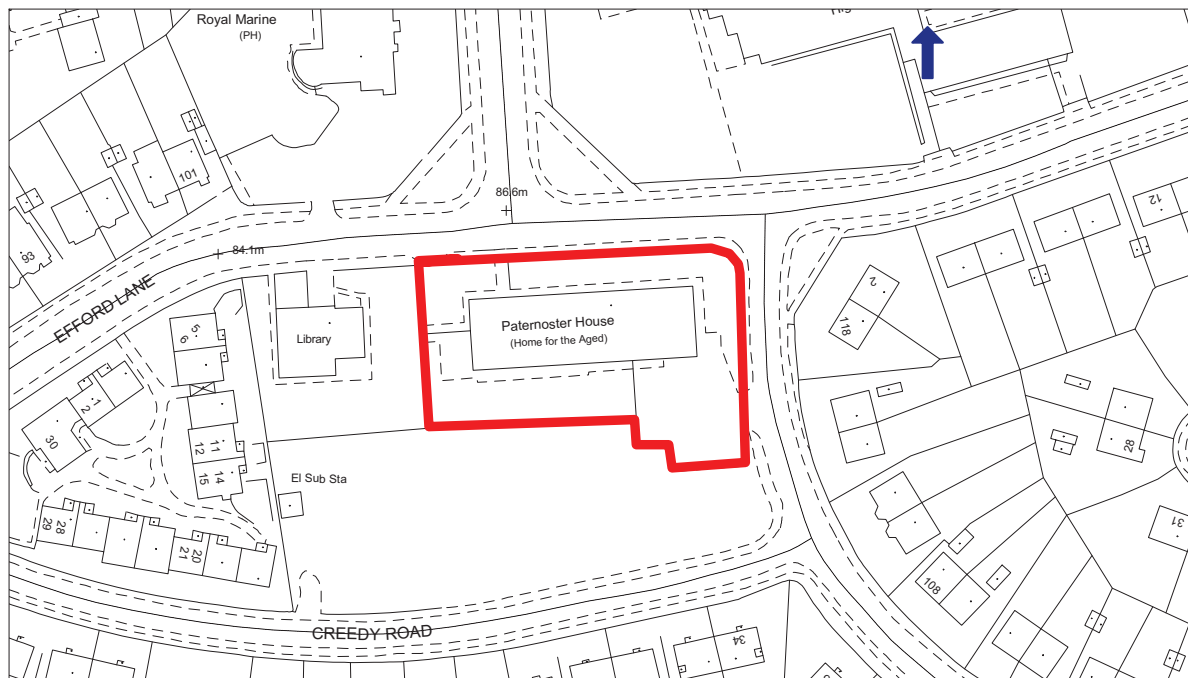
Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the size, scale and design of the building in relation to the site and the surrounding area; the impact on neighbours' amenities in terms of outlook, noise and disturbance and light pollution; traffic generation and parking; flood risk and loss of outdoor play space at the school the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS21 - Flood Risk
- CS03 - Historic Environment
- CS02 - Design

ITEM: 07

Application Number:	09/01749/FUL
Applicant:	Sarsen Housing Association
Description of Application:	Demolition of existing building and erection of 10 houses with associated parking
Type of Application:	Full Application
Site Address:	PATERNOSTER HOUSE, EFFORD LANE EFFORD PLYMOUTH
Ward:	Efford & Lipson
Valid Date of Application:	21/12/2009
8/13 Week Date:	22/03/2010
Decision Category:	Major Application
Case Officer :	Jon Fox
Recommendation:	Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 22 nd March 2010.
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

Paternoster House is a large, three-storey former care home building situated on the south side of Efford Lane at its junction with Torridge Way. The front (north) elevation faces the school site (currently being redeveloped for a new school) and the site of the demolished Royal Marine public house. Severn Place runs down the eastern side of the site with semi-detached houses/flats on the other side of the road. The site is bounded to the west by the new St. Pauls Church and to the south by the houses and rear gardens of the terraced properties in Creedy Road. The houses in Creedy Road are at a lower level than Paternoster House and the two easternmost houses in this terrace have truncated gardens due to the shape and extent of the Paternoster site.

Proposal Description

Demolition of existing building and erection of 10 houses with associated parking. The proposed building would have a similar frontage onto Efford Lane compared with existing building and would be set back from the footway by approximately four metres. The depth of the new buildings would be approximately 10.8 metres at its greatest, which is less than Paternoster House. The result is that the rear elevation of the proposed dwellings would be more than 30 metres from the rear walls of the houses in Creedy Road. The gardens of the latter would be in the order of 16 to 17 metres from the new buildings. Proposed units 9 and 10 are three storeys and units 1 to 8 are two storeys. Of the latter units 5 to 8 have rear balconies at first floor level.

Relevant Planning History

None.

Consultation Responses

Housing

Housing Strategy are strongly supportive of the scheme.

Highway Authority

No objections subject to conditions.

Public Protection Service

No objections subject to conditions relating to land quality and a code of practice.

Representations

Two letters have been received. There is concern that the new, elevated, dwellings will overlook bedroom windows in the Creedy Road properties. Consideration should be given to the possibility of tree planting along the borders. The occupier of 116 Severn Place objects on the grounds that one of the houses would overlook that property.

Analysis

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

The application turns on policies CS02, CS15, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and the main issues are the design of the dwellings and their impact on the character and appearance of the area; affordable housing status; the impact on the occupiers of neighbouring properties; and access and parking.

With regard to design, the proposed terrace of 10 houses is set back from Efford Lane and Severn Place and will not therefore intrude into the street scene. The side of unit 10, facing Severn Place, is three storeys, but because of its set back will not appear visually dominant. The proximity to the new St. Paul's Church is not considered to be harmful to the design and setting of that building.

The front elevation includes variation in the roof lines, window patterns and materials, including some timber cladding, and as a result will display a degree of visual interest that is appropriate. The plans show indicative locations for the possible use of solar panels and these would not significantly affect the appearance of the buildings in the street scene.

With regard to residential amenity, the main impact is the potential for overlooking of properties in Creedy Road. Given the relatively elevated position of the new dwellings, and the three storey height of units 9 and 10, there will be overlooking of those properties. However, the new dwellings would be over 30 metres from the dwellings in Creedy Road. There would be overlooking of the Creedy Road gardens, although the degree of overlooking is not considered harmful. The proposed balconies on units 5-8 would not significantly add to overlooking because they are set within the rear walls and do not project out beyond the rear face of the dwellings. Having regard also to the existing three-storey building, which, as a care home, would have led to overlooking of the Creedy Road properties; it is considered that the loss of privacy resulting from the development would not be unreasonable.

In highway terms, the proposed access and parking facilities are appropriate. The parking spaces would be fenced off and whilst not ideal from a visual point of view, would provide security and would not be unduly visible from the road.

There is a proposed amenity area on the south side of the access road and the precise use of this land should be controlled in the interests of residential amenity.

It is important that the boundary treatment to the front and side of the site, facing Efford Lane and Severn Place contributes positively to the street scene and gives a sense of defensible space to the dwellings.

With regard to affordable housing, the development provides an early opportunity to deliver affordable housing which will help meet the strategic priorities concerning the North Prospect Regeneration and will provide essential decant accommodation from North Prospect in association with these wider Regeneration proposals.

Equalities & Diversities issues

All of the dwellings have been designed to meet Lifetimes homes standards.

Section 106 Obligations

Following the submission and consideration of a viability assessment it is considered that this development should be excluded from the need to pay a tariff. However, a Section 106 obligation is necessary in order to secure the affordable housing status of the proposed development.

Conclusions

The proposals provide much needed affordable housing that is considered to be appropriate in terms of its scale and design. The impact on neighbouring properties in terms of overlooking is not unreasonable and overall the scheme is considered to be in accordance with policies CS02, CS15, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007. It is therefore recommended that conditional planning permission be granted.

Recommendation

In respect of the application dated **21/12/2009** and the submitted drawings, **DG09174-1-1, 1728 - 001, 1728 - 005A, 1728 - 006A, 1728 - 008A and accompanying design and access statement**, it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

(1) The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

DETAILS OF BOUNDARY TREATMENT

(2) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the

positions, design, materials and type of boundary treatment to be erected on the Efford Lane and Severn Place frontages of the site. The boundary treatment shall be completed before any of the units is first occupied. The development shall be carried out in accordance with the approved details and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no other fences gates or walls shall be erected within the curtilage of any dwellinghouse without the prior written consent of the Local Planning Authority.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PEDESTRIAN/CYCLE ACCESS

(3) The development shall not be occupied until a means of access for both pedestrians and cyclists has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These details shall include the provision of a tactile paving crossing point on Severn Place outside plots 8/9.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

DETAILS OF NEW JUNCTION

(4) Development shall not begin until details of the junction between the proposed rear service road and the highway have been approved in writing by the Local Planning Authority; and the development shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

PROVISION OF PARKING AREA

(5) Each parking space shown on the approved plans shall be constructed, drained, surfaced and made available for use before the unit of accommodation that it serves is first occupied and thereafter that space shall not be used for any purpose other than the parking of vehicles.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

CYCLE STORAGE

(6) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

LAND QUALITY

(7) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 8 to 11 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 11 has been complied with in relation to that contamination.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

SITE CHARACTERISATION

(8) An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,

- archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

SUBMISSION OF REMEDIATION SCHEME

(9) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

REPORTING OF UNEXPECTED CONTAMINATION

(11) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 8, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 9, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 10.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

RESTRICTIONS ON PERMITTED DEVELOPMENT

(12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development falling within Classes A (enlargement, improvement or other alteration of a dwellinghouse), B (enlargement of a dwellinghouse consisting of an addition or alteration to its roof), C (any other alteration to the roof of a dwellinghouse), D (erection or construction of a porch outside any external door of a dwellinghouse), E (provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such), and F (provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such) of Part 1 of Schedule 2 to that order shall at any time be carried out unless, upon application, planning permission is granted for the development concerned.

Reason:

In order to preserve residential amenity and the character and appearance of the area, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

NO FURTHER WINDOWS OR DOORS

(13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) and Class A of Part 1 of Schedule 2 to that order, no further windows, external doors or other external openings (additional to those hereby approved) shall at any time be provided in the dwelling hereby permitted.

Reason:

In order to protect the privacy enjoyed by the occupiers of the nearby dwellings in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

RENEWABLE ENERGY

(14) The development hereby permitted shall incorporate on-site renewable energy production equipment in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such equipment shall be implemented before any of the units is first occupied and thereafter retained.

Reason:

In order to contribute towards reducing the city's use of non-renewable resources, in accordance with policy CS20 of the Core Strategy of Plymouth's Local Development Framework 2007.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the design of the dwellings and their impact on the character and appearance of the area; affordable housing status; the impact on the occupiers of neighbouring properties; and access and parking, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

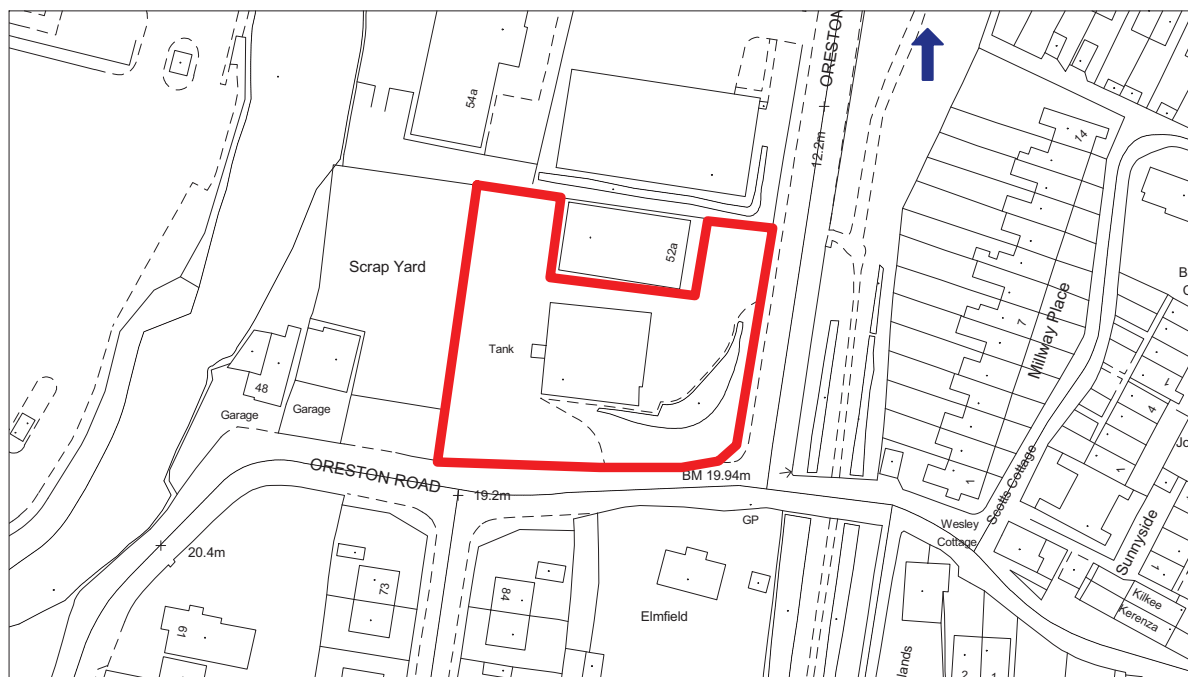
CS28 - Local Transport Consideration

CS34 - Planning Application Consideration

CS02 - Design

CS15 - Housing Provision

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ITEM: 08**Application Number:** 09/01801/FUL**Applicant:** Mr Terry Purdy**Description of Application:** Demolition of former plant hire building and erection of 4 two storey light industrial workshop units, extension to existing factory, recladding of existing factory and provision of associated vehicle parking and turning areas and alterations to access from Oreston Road.**Type of Application:** Full Application**Site Address:** 52A ORESTON ROAD PLYMOUTH**Ward:** Plymstock Radford**Valid Date of Application:** 08/12/2009**8/13 Week Date:** **09/03/2010****Decision Category:** Major Application**Case Officer :** Jon Fox**Recommendation:** Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 9th March 2010.**Click for Application Documents:** www.plymouth.gov.uk

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OFFICERS REPORT

Site Description

The site is just over a quarter of a hectare in size and is situated on the western and southern sides of Oreston Road. Beyond Oreston Road, to the east, there is the old railway line and the terrace of houses in Millway Place; and the south the semi-detached houses in Thornyville Villas. The site is bounded on the northern and western sides by commercial properties. The site contains two buildings at present; the TJ Purdy premises, on the northern portion of the site, and a separate industrial building in the centre/southern part of the site. The southern part of the site is set well below the adjacent Oreston Road.

Proposal Description

The original proposal was for six industrial units, which has been amended as follows: Demolition of former plant hire building and erection of 4 two storey light industrial workshop units, extension to existing factory, recladding of existing factory and provision of associated vehicle parking and turning areas and alterations to access from Oreston Road. The four new units are laid out in two pairs of semi-detached buildings, each approximately 15 metres by 18 metres. Mezzanine floors are proposed on one half of each of the four units.

Relevant Planning History

09/01065/FUL - Demolition of former plant hire building and erection of 6 two storey light industrial workshop units, extension to existing factory and provision of associated vehicle parking and turning areas, pedestrian entrance and alterations to access from Oreston Road. This application was withdrawn.

Consultation Responses

Transport

A Transport Statement accompanies the application that considers the traffic impact of the proposal for the commercial site, and concludes that comparison of the traffic generation of the existing and proposed development indicates that the proposal would have a lesser impact on the local highway network than the combined current and former plant hire business. Overall the proposed redevelopment may be expected to result in a reduction in vehicle trips associated with the application site, trips that during peak periods should not have a material impact on the highway network, therefore overall the proposed development is not predicted to have an adverse impact on the local highway network.

The development would provide 26 car parking spaces for staff and visitors to the site in addition a loading and unloading area is provided in front of each of the small business units for light commercial vehicles. The development would have an indicative loading /unloading area for larger lorries, as shown on the amended application drawing along the east side of the private access road, controlled and managed by the applicant. Covered and secure parking

would be provided for cycles and motorcycles to encourage cycling and motorcycling as a more sustainable alternative means of transport to the private car; secured conditionally.

Transport does not wish to raise any objections to the proposal and recommend conditions are included in any grant of planning permission.

Public Protection Service

Have no objections subject to conditions relating to land quality and a code of practice.

Environment Agency

This proposal falls within the scope of the Environment Agency's Flood Risk Standing Advice. In addition, the EA recommend conditions relating to land quality.

Representations

Five letters were received in respect of the original scheme for six industrial units. The amended scheme is being publicised and any further letters of representation will be reported separately to the planning committee. The letters received so far raise the following objections and concerns:-

1. There will not be enough parking at the site and vehicles will therefore park on Oreston Road and Thornyville Villas.
2. The proposal will add to traffic on the existing, congested main road into Plymouth.
3. Noise and pollution affecting residences and schools.
4. The proposed pedestrian access will encourage parking on the highway.
5. There are insufficient footways in the locality and the additional traffic will cause a danger to pedestrians together with the proposed pedestrian access, which is located on a blind bend. This access is too steep for use by disabled people and therefore they would have to use the vehicular entrance, which is potentially dangerous.
6. The site is too far for cyclists to commute to.
7. The site is not well connected to bus routes and most people would have to use their own transport.
8. The proposed parking bays appear to be small and some spaces would be unusable if a HGV is on site.
9. Each of the 6 new units would have roller doors leading to a bay to be used for loading/unloading but also for additional parking which is surely contradictory in terms of use.
10. Large vehicles will attend the site, despite aims to encourage the use of smaller vehicles, and such vehicles would have to stand on the highway causing an obstruction.
11. Traffic surveys referred to in the Transport Statement relate to sites outside of Plymouth and therefore should not be taken into consideration.

12. The Transport Statement figures and traffic comparisons, i.e. comparisons between existing and proposed traffic generation are biased in favour of the proposals and should be ignored.
13. The projected demand for parking is totally unrealistic.
14. The road layout in the area is sub-standard and existing commercial traffic leads to blocking of the roads in the vicinity.
15. The scale of the development is excessive.
16. The developer should make improvements to the footways outside the site.

Analysis

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

The application turns on policies CS04, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and the main issues are the impact on neighbours; highway safety and sustainability and the character and appearance of the area and employment benefits.

With regard to the impact on neighbours, the four new units are situated on the southern part of the site, which is below the level of the adjoining Oreston Road. As such the units would project approximately 4.5 metres above the boundary wall when viewed from the south. The nearest unit to the eastern boundary with Oreston Road is approximately 15 metres away and overall the impact of these four units is not considered to adversely affect neighbours' amenities. The existing TJ Purdy building, which would be overclad, and the proposed extension to this building, would stand well above the commercial properties to the north, but given the industrial nature of surrounding development this relationship would not be harmful.

The use of the units would be between 0800 to 1700 hours Mondays to Saturdays inclusive with no opening on Sundays/Bank Holidays. The extended TJ Purdy building would be opened at the same times. These hours are considered appropriate and would not lead to unreasonable noise and disturbance for surrounding residential occupiers.

With regard to traffic generation, parking and the impact on highway safety, this is the main concern/objection raised by neighbours. The road layout is such that the movement of large vehicles around the site has, and would lead to vehicles having to stand on the highway. However, it is considered that the proposed development would not increase this activity. The parking levels on the site are also considered to be adequate. The site is within an industrial area and has previously been used for industrial purposes. Therefore the question is whether the scale of the proposals is within the general scale of

existing development and use and whilst the proposals make more use of the available site space they are considered to be within these general parameters.

With regard to the character and appearance of the area, the modern, curved roof design of the buildings is considered appropriate - The nearest unit to the eastern boundary with Oreston Road is approximately 15 metres away and the buildings would therefore not stand out in the street scene. In this respect the four new units are situated on the southern part of the site, which is below the level of the adjoining Oreston Road. As such the units would project approximately 4.5 metres above the boundary wall when viewed from the south. Therefore, although closer this boundary (two metres at their nearest), the buildings would not impose unduly in the street scene.

With regard to employment, the proposals make good, and more efficient, use of the site and are considered to deliver an appropriate quantity and quality of industrial development that supports the city's economic vision and strategy.

With regard to the Environment Agency's comments these are essentially calling for the same land quality assessment and remedial measures that are recommended by the Council's Public Protection Service.

Equalities & Diversities issues

There are no equality and diversity issues in respect of this application.

Section 106 Obligations

There is no Section 106 application in respect of this application.

Conclusions

The proposals are considered to provide good employment/economic opportunities and make good use of the site without imposing on residential amenity or the character and appearance of the area. The highway safety concerns of neighbours have weight but are not considered to warrant refusal in view of the existing use of the site and the overall scale of the proposed development. The proposals are therefore considered to be in accordance with policies CS04, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and it is recommended that planning permission be granted.

Recommendation

In respect of the application dated **08/12/2009** and the submitted drawings, **1:2500 location plan, AS/1, AS/2, AD/10A, AD/11A, transport statement and accompanying design and access statement**, it is recommended to: **Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 9th March 2010.**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

(1) The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

CAR PARKING PROVISION

(2) The development shall not be occupied until space has been laid out delineated and marked within the site in accordance with the Approved plan for 26 cars to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear.

Reason:

To make adequate provision for parking and servicing, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

CYCLE & MOTOR CYCLE PROVISION

(3) The development shall not be occupied until space has been laid out within the site in accordant with details previously submitted to and approved in writing by the Local Planning Authority for a minimum of 5 bicycles and 5 motorcycles to be parked.

Reason:

In order to promote cycling & motorcycling as an alternative to the use of private cars, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

CYCLE & MOTOR CYCLE STORAGE

(4) The secure area for storing cycles & motorcycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

STAFF TRAVEL PLAN

(5) The development hereby permitted shall not be occupied until a Staff Travel Plan (STP) has been submitted to and approved in writing by the Local Planning Authority. The said STP shall seek to encourage staff to use modes of transport other than the private car to get to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the STP; an the name, position and contact telephone number of

the person responsible for its implementation. From the date of occupation the occupier shall operate the approved STP.

Reason:

In the opinion of the Local Planning Authority, such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

DETAILS OF PEDESTRIAN ACCESS/CYCLE & MOTORCYCLE PARKING/SITE DRAINAGE

(6) No work shall commence on site until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz:- Pedestrian access and circulation areas; cycle & motorcycle parking; site drainage. The works shall conform to the approved details.

Reason:

To ensure that these further details are acceptable to the Local Planning Authority and that they are in keeping with the standards of the vicinity, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework April 2007.

LAND QUALITY

(7) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 8 to 11 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 11 has been complied with in relation to that contamination.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

SITE CHARACTERISATION

(8) An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is

subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

SUBMISSION OF REMEDIATION SCHEME

(9) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

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

weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

REPORTING OF UNEXPECTED CONTAMINATION

(11) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 8, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 9, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 10.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Core Strategy of Plymouth's Local Development Framework April 2007.

CODE OF PRACTICE

(12) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(13) No development shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

BOUNDARY TREATMENT

(14) Notwithstanding the submitted plans, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected on the Oreston Road frontages of the site. The boundary treatment shall be completed before any of the units is first occupied. The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OPENING HOURS

(15) The light industrial workshop units and extension to existing factory hereby permitted shall not be opened for business and no deliveries taken at or dispatched from the said premises outside the following times: 0800 to 1700 hours Monday to Saturday inclusive; nor at any time on Sundays, Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the impact on neighbours; highway safety and sustainability and the character and appearance of the area and employment benefits, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out

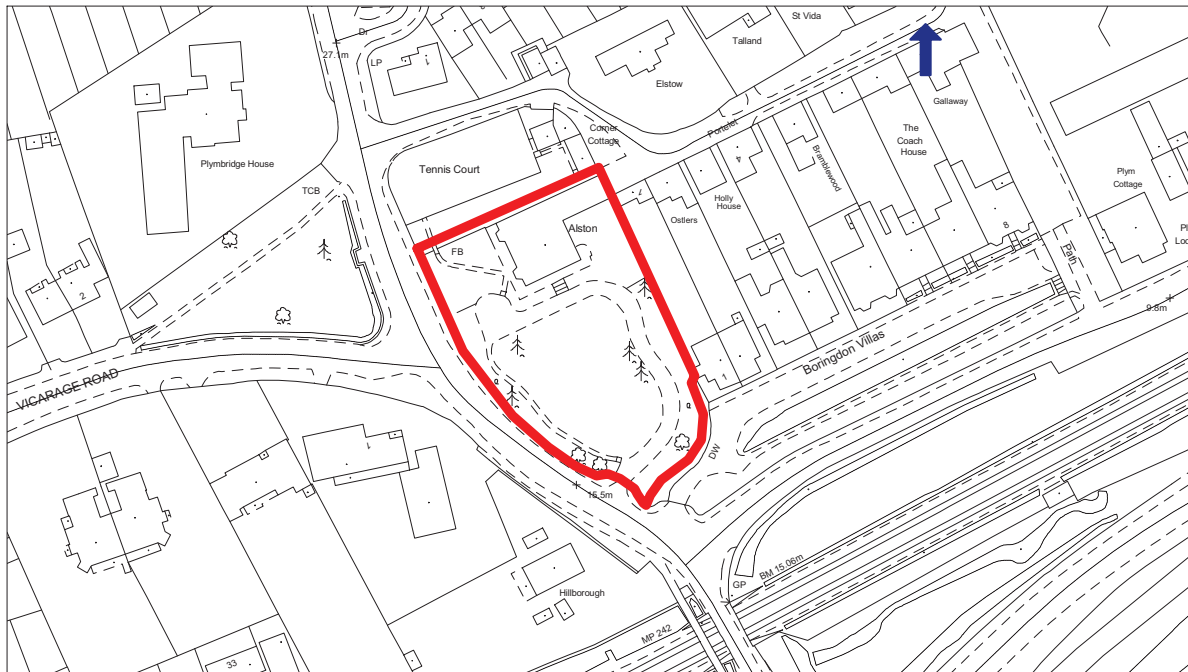
within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS34 - Planning Application Consideration
- CS04 - Future Employment Provision

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ITEM: 09

Application Number:	09/01900/FUL
Applicant:	Alston Homes Ltd
Description of Application:	Redevelopment of site by erection of 13 dwellings (demolition of existing property)
Type of Application:	Full Application
Site Address:	ALSTON HOUSE, 2 PLYMBRIDGE ROAD PLYMPTON PLYMOUTH
Ward:	Plympton St Mary
Valid Date of Application:	22/12/2009
8/13 Week Date:	23/03/2010
Decision Category:	Major Application
Case Officer :	Robert Heard
Recommendation:	Grant Conditionally Subject to a S106 Agreement, Delegated authority to refuse in event of S106 not signed by 23 rd March 2009
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

The site is located in the Plympton area of the city, within an established residential area. Currently the site is occupied by a large period dwelling situated at the north end of the site, known as Alston House. The remainder of the site to the south of the existing dwelling is residential curtilage. The site is surrounded by an attractive stone wall, slopes gently from north to south and is 0.3 hectares. Surrounding development is mainly residential with the Ridgeway shopping centre within walking distance to the south of the site.

Proposal Description

This application proposes to demolish the existing dwelling and erect 13 new dwellings.

Relevant Planning History

08/00614/FUL - Demolition of residential dwelling and redevelopment of site by erection of 13 dwellings. REFUSED and APPEAL DISMISSED.

Consultation Responses

Public Protection Service

Support subject to conditions

Highways Officer

Support subject to conditions

Representations

26 letters of representation received, all objecting to the application on the following grounds:

- The proposal would create significant additional traffic and cause increased congestion in the area and parking problems.
- The proposal is over development.
- Alston House should be protected.
- Loss of privacy to nearby dwellings on Boringdon Villas.
- The character of the proposed development is not in keeping with the period character of the immediate surroundings.
- The proposed roundabout raises issues of highways safety.

Analysis

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Members will recall that a very similar application at this site for 13 dwellings was submitted in 2008 under reference 08/00614/FUL. Although recommended for approval subject to conditions and a Section 106 agreement, the application was deferred by committee members for further negotiation on the provision of affordable housing at the site.

However, no agreement was reached on this issue as the applicants claimed that the provision of affordable housing was unviable (a viability assessment was submitted by the applicants and accepted by the Council) and that it wasn't obligatory as the application is for less than 15 dwellings and therefore affordable housing is not necessary or required by Policy CS15. Negotiations thus came to a standstill and the applicants chose to appeal against non determination, removing the ability for the planning committee to determine the application. Nevertheless, the committee were invited to advise what their resolution would of been if they still had the power to determine the application and this was confirmed as being that '*permission would be refused on the basis of absence of affordable housing (contrary to policy CS15) and absence of bat mitigation measures (contrary to policy CS19)*'.

Appeal

The appeal was determined by written representations and although it was dismissed this wasn't on the basis of lack of affordable housing. With regards to this issue the Inspector commented that '*The land to the north of the appeal site is also owned by the appellant. Outline consent exists for two houses on this site (ref 09/01103). That permission was sought and obtained by a previous owner and included a separate access. The Councils supplementary planning document (SPD) 'Planning Obligations and Affordable Housing' provides that the spirit of its affordable housing should not be avoided by the artificial sub-division of sites. However, the evidence before me does not indicate that the appellant has sought to circumvent the Council's affordable housing trigger. In this regard, the Council Officers advised the appellant during the pre-application discussions that the two sites would be treated separately. Even if the Council is correct in its assertion that the appeal scheme triggers the provision of some on site affordable housing, the appellant has submitted a development appraisal to support its argument that the appeal scheme would be unviable if affordable housing were provided as part of the proposals. I agree with the appellant and the Councils planning officer, and conclude on the second main issue that it would be unreasonable to withhold permission on the basis that the scheme does not include any*

affordable housing provision'. It is therefore established (by way of the appeal decision) that affordable housing is not required to be provided by this planning application.

The issue of nature conservation was also raised as a secondary issue by the planning committee and with regards to this the Inspector commented that *'The appellant's appraisal recommends mitigation measures for the loss of the bat roosting sites. These include cutting and removing surrounding brambles outside the bird nesting season, commissioning surveys and making provision for bats within purpose built structures. Whilst the replacement bat roosts could provide an appropriate alternative to the existing loft voids there is no information before me regarding foraging habitat or flight lines.....it is essential that the extent to which any protected species may be affected by a proposed development should be established before planning permission is granted. This matter could not therefore be addressed by way of a planning condition. Whilst my decision does not turn on this issue, had I not found harm in respect of the first issue I would still have been unable to grant planning permission.'* This issue has been considered further by the applicants and a Bat and Barn Owl Appraisal was submitted with this application. Mitigation measures have been designed into the proposal in accordance with the findings of the report and Natural England are satisfied that the application is not harmful to nature conservation. It is the view of your officers that this issue has therefore been addressed satisfactorily.

The Planning Inspector also raised the issue of the impact of the proposed development on the character and appearance of the area, although this was not raised as a problem or reason for refusal by the case officer or planning committee. Whilst generally being complimentary about the design of the development, with regards to impact upon the character of the area the Inspector stated that the new sweeping entrance proposed in the previous application would *'disrupt the continuity and sense of enclosure created by the existing roadside wall.'* This issue has been addressed within the current application and whilst the access proposed within the appeal application was in the form of a swept curve approach, this proposal reduces the width of the opening creating more of a stepped and angled turn into the site, and is in the form of a 'punched hole' rather than a sweeping curve. It is considered that this approach addresses the Inspectors concerns that the sweeping entrance contained within the appeal proposal disrupts the sense of enclosure created by the existing wall and is detrimental to the character and appearance of the area.

Finally, as mentioned above, reference was made by the Inspector in his report to design issues (under the heading 'other matters'), stating that *'new dwellings would have steep roof pitches, clad with natural slate, with bay windows on their front elevations clad using painted timber. Although lacking chimneys, the design would represent a contemporary interpretation of the Victorian architecture that exists in this part of the town. These dwellings would be designed to a high standard and would respect the setting of Boringdon Villas and the architectural qualities of the area.'* The Inspector then goes on to state that *'In contrast, the rear elevations of the buildings*

intended for plots 4 and 5 would be reminiscent of much modern estate housing found throughout the country. With the exception of the slate roofs, these buildings would fail to create or reinforce local distinctiveness.’ This application seeks to address this issue by modifying plots 4 and 5 to make them more in keeping with the other proposed dwellings on the site, by incorporating steeply pitched slate roofs, projecting gables and a positive variance in external materials. This is considered to adequately address the issues raised by the Inspector concerning the external appearance of plots 4 and 5.

Notwithstanding the appeal issues which are discussed above, the application also needs to be considered with regards to its impact on the character of the area, on the highway and to neighbouring properties amenities.

Impact on the character of the area and design issues

The scale of the dwellings has been designed to follow the street pattern and respect the gradient of the land. Particular attention has been given to the height of buildings on plots 7 and 8 so that their ridge height is consistent with No.1 Boringdon Villas (the nearest existing property), ensuring that the local context is respected. The proposed layout is a response to the shape of the site and ensures that best use is made of the land, whilst respecting the established pattern of development and amenities of the closest existing dwellings.

As stated in the section above concerning appeal issues, the design of the dwellings proposed is considered to be of good quality with a varied materials palate that would include white render, painted timber cladding and brick. The quality of the design was also noted by the Inspector in his appeal report, who commented that the proposed dwellings would be *‘designed to a high standard’* and *‘respect the setting of Boringdon Villas and architectural qualities of the area.’* It is considered that the proposed development would be a contemporary architectural response to the distinctive period qualities of the local vernacular and that it is compliant with policies CS02 (Design) and CS34 (Planning Application Consideration).

Issues regarding the existing stone wall at the site are discussed in the appeal section above. The Inspector had commented that the sweeping entrance proposed within the previously refused application would disrupt the continuity and sense of enclosure created by the wall. This issue is addressed within the current application, which instead of a sweeping curved opening proposes a ‘punched hole’ that has less of an impact upon the streetscene and historic wall, and maintains a sense of enclosure at the site. This is considered acceptable and adequately addresses the concerns raised by the Inspector.

Highway Considerations

It is considered that the local highway network has sufficient capacity to accommodate the modest increase in vehicular traffic associated with the proposed development. Car parking provision is for two parking spaces per dwelling but this does include a number of garages which may or may not be used for the parking of a car, although the majority of the dwellings have car

ports which will ensure the spaces are used for parking and not storage (in the case of a garage).

The Councils Transport Officer is supportive of the application, stating that *'This application is similar in the Transport elements to an earlier unsuccessful planning application (08/00614) for the site to which transport did not object to in principle. Therefore as the transport elements of this latest application and proposal are virtually the same as the previous, Transport would reiterate the earlier recommendation to grant conditionally.'*

The proposed site layout provides a functional turning head at the entrance to the site, and what would be private shared surface housing-court type layouts at either end. The turning head entrance area including footway would safely facilitate pedestrian access and provide for the essential servicing of the site, allowing commercial vehicles and others to turn. It is considered that the application complies with Policy CS28 (Local Transport Considerations).

Impact on neighbouring properties

The proposed development has been designed to ensure that it would not result in significant overlooking or a loss of privacy to any neighbouring property. Where proposed buildings directly face neighbouring windows they are set at least 21m away. Existing housing to the north would be more than 35m away from the development and the residential home to the west would be over 21m away.

The only properties that would be within close enough proximity to the site to be significantly affected would be those which the site adjoins to the east. The only window that could overlook No. 1 Boringdon Villas is a small hallway window which would not cause a significant loss of privacy. No other windows would directly overlook dwellings to the east. Some concern has been expressed with regard to the rear curtilage areas of properties to the east being overlooked. However, given the difference in ground levels, the existing boundary wall and additional landscaping proposed, it is considered that significant overlooking would not be caused and that neighbouring properties would not suffer a loss of privacy.

This was also the view of the Inspector, who in his appeal report on the previous application (which contained the same proposed housing layout) stated that *'The proposed dwellings would be sited and designed to avoid any harmful overlooking or loss of light to neighbouring properties. The outlook from some adjacent properties would change but the scheme would not be overbearing.'*

Letters of Representation

Comments made in the letters of representation received include many concerns about the impact of the proposed development on the highway and highway safety. Highways issues are discussed above, but to confirm, the Councils Transport Officer is happy that the proposal will not have a detrimental impact on the surrounding highway network and would not prejudice highway safety. Therefore, while there are some outstanding fears

from residents, it is considered that the application does not raise issues of highway safety.

Other concerns raised in the letters of objection received include those about the impact to the visual appearance of the area and the loss of the existing building. The character of the existing building is noted but it is not listed, nor in a conservation area and therefore could be demolished without planning permission. The proposed scheme therefore has to be judged on its merits and it is considered that the proposed housing would not be detrimental to the character of the area.

Some of the letters of objection received also raised concerns that the site would be overdeveloped, that there would be overbearing noise during construction and a loss of privacy to nearby property occupiers. The issue regarding privacy has already been dealt with above. Regarding overdevelopment, it is considered that the site would not be overdeveloped. The layout is considered to be satisfactory and the development would have a density of 43 dwellings per hectare, which accords with the governments minimum density target of between 30 and 50 dwellings per hectare.

Finally while some noise is to be expected with any construction, a code of practice plan shall be agreed to ensure that the amenity of surrounding residents is protected.

Equalities & Diversities issues

The application proposes 13 new dwellings that on completion should be offered for sale on the open market and therefore will be available to people from all backgrounds to purchase. No negative impact to any equality group is anticipated.

Section 106 Obligations

The applicant has committed to provide the contributions generated by the Plymouth Development Tariff and required by Policy CS33 (Community Benefits/Planning Obligations) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007), to mitigate the impacts of the proposal. A draft Section 106 agreement has been produced to secure the following contributions:

- £13, 155.50 towards Children's Services;
- £2, 641 towards Health;
- £1, 362 towards Libraries;
- £15, 502.50 towards Green Space/Natural Environment;
- £12, 463 towards Sport and Recreation;
- £659 towards Public Realm;
- £26, 201 towards Transport.

There is an administration fee of £3, 599.

Conclusions

This application proposes 13 new dwellings in an established residential area that is not constrained by any restrictive planning policies. The development provides satisfactory levels of car parking and is in a form that is respectful of the surrounding townscape, whilst introducing contemporary elements of building design and materials. The residential amenities of nearby property occupiers are not significantly affected and the applicant has agreed to provide the financial contributions generated by the Plymouth Development Tariff.

The application addresses the issues raised by the Planning Inspector in his Appeal Decision Notice for the previously refused (very similar) application at the site and it is therefore recommended for approval, subject to conditions and the satisfactory completion of a Section 106 Legal Agreement, with delegated authority to refuse the application sought if the Section 106 Agreement is not signed by the 23rd March 2010.

Recommendation

In respect of the application dated **22/12/2009** and the submitted drawings, **07380.EX01, 07380.EX02A, 07380.SD201A, 07380.SD204, 07380.SD202, 07380.SD203, 07380.SD208, 07380.SD206, 07380.SD207, 07380.SD205, 07380.SD215, 07380.SD217, 07380.SD216, 07380.SD209, 07380.SD219, 07380.SD221, 07380.SD220, 07380.SD218, 07380.SD223, 07380.SD225, 07380.SD224, 07380.SD222, 07380.SD226, 07380.SD227, 07380.SD228, 07380.SD229, 07380.SD230** and accompanying **Design and Access Statement, Transport Statement and Chiroptera (bats) and Barn Owl Appraisal**, it is recommended to: **Grant Conditionally Subject to a S106 Agreement, Delegated authority to refuse in event of S106 not signed by 23rd March 2009**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 2 YEARS

(1) The development hereby permitted shall be begun before the expiration of two years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004, and due to concessions in Planning Obligation contributions/requirements under Plymouth's temporary Market Recovery measures.

STREET DETAILS

(2) Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF NEW JUNCTION

(3) Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING PROVISION

(4) The development shall not be occupied until space has been laid out within the site in accordance with the Approved plan and for vehicles to turn so that they may enter and leave the site in forward gear.

Reason:

In the opinion of the Local Planning Authority, although some provision needs to be made, the level of car parking provision should be limited in order to assist the promotion of sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CODE OF PRACTICE DURING CONSTRUCTION

(5) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SITE CHARACTERISATION

(6) An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons

and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason:

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

SUBMISSION OF REMEDIATION SCHEME

(7) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development

can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

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

REPORTING OF UNEXPECTED CONTAMINATION

(9) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 6, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 7, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 8.

Reason:

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

EXTERNAL MATERIALS

(10) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF BOUNDARY TREATMENT

(11) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before first occupation of the first dwelling. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE DESIGN PROPOSALS

(12) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE WORKS IMPLEMENTATION

(13) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

NOISE

(14) The development should be built in such a way that the living rooms meet BS8233:1999 Good Room criteria

Reason:

To protect the residents from unwanted noise, after occupation of the building.

INFORMATIVE: SECTION 278 AGREEMENT

(1) In order to carry out the necessary off-site highway works including the forming of the new entrance into the application site it is essential that the

developer enter into a legal agreement with the City Council under Section 278 of the Highways Act 1980.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be; the impact of the proposed development on the character and appearance of the area, the surrounding highway network and nearby property occupiers residential amenities; the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (1) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS18 - Plymouth's Green Space
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS15 - Housing Provision
- CS16 - Housing Sites

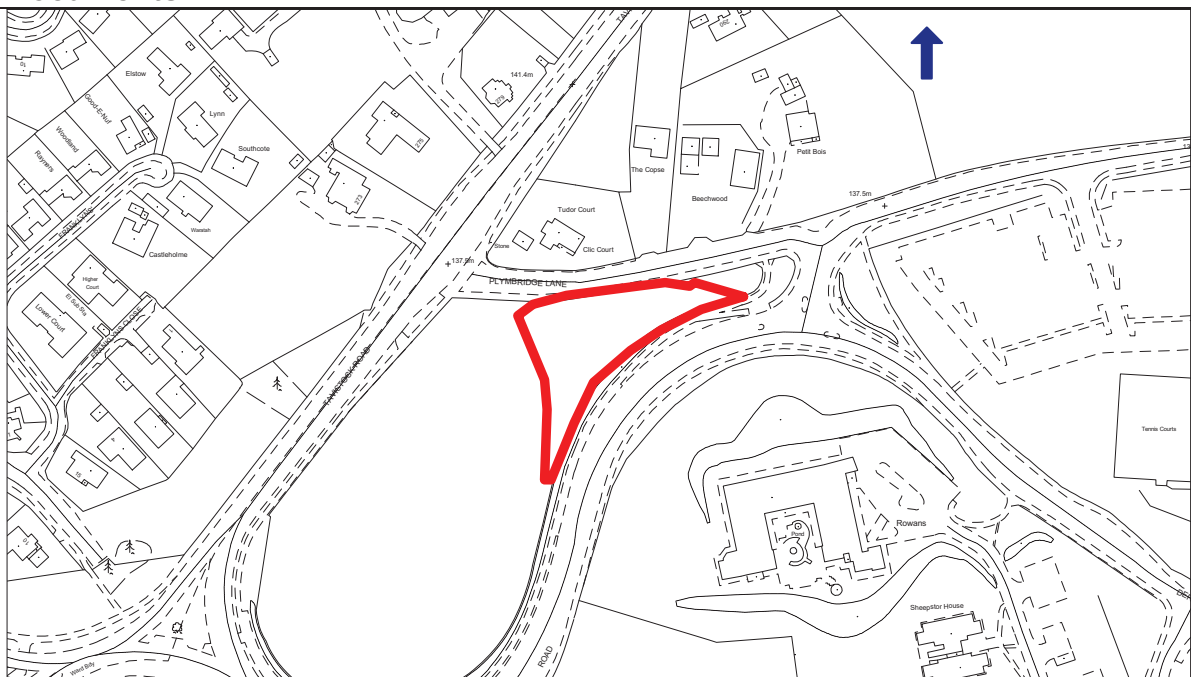
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ITEM: 10

Application Number:	09/01888/OUT
Applicant:	Pillar Land Securities Ltd
Description of Application:	Erection of one three-five storey building and one three storey building for student accommodation for 107 occupiers, arranged around 14 communal dining/living spaces, access, parking and landscaping
Type of Application:	Outline Application
Site Address:	LAND BOUNDED BY PLYMBRIDGE LANE, DERRIFORD ROAD AND HOWESON LANE DERRIFORD PLYMOUTH
Ward:	Moor View
Valid Date of Application:	21/12/2009
8/13 Week Date:	22/03/2010
Decision Category:	Major Application
Case Officer :	Robert McMillan
Recommendation:	Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 17 th March 2010.

Click for Application Documents:

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OFFICERS REPORT

Site Description

The site is an island plot surrounded by Plymbridge Lane, Derriford Road and Howeson Lane. It has an area of 0.17 hectare and frontages with Plymbridge Lane of 55 metres and Derriford Road of 98 metres. It is the remainder of the old Lozenge site that was developed in the early 2000's for a hotel, pub and car dealership that lie to the south west. There are houses to the north and the new accommodation for Derriford staff to the northeast, next is the part of the airport to be developed for housing with the Devonshire Raquet club to the east. The former "Rowans", hospital accommodation and car park are to the south east that now forms part of the North West Quadrant development site.

The land is unkempt and is made up ground. The land slopes from north to south with a maximum fall of 3 metres.

Proposal Description

The proposal is to develop the site for student housing in two buildings. These are at right angles to each other forming a small parking courtyard facing Derriford Road. There is accommodation for 107 occupiers grouped around 14 kitchen/living areas. Block A is on the western part of the site would front Howeson Lane, It would be mainly four storeys but the northern part facing Plymbridge Lane would drop down to three storeys. At the southern part fronting Derriford Road it is five storeys owing to the drop in levels across the site. It is 39 m long by 11m wide. The height would vary: at the northern end it is 10m, at the southern part it is 15m and in the central part containing the stairwell, lift housing, plant room and a kitchen/living area is 15.5m. There is solar shading at southern end attached to a mast like structure.

It would provide space for 61 students grouped around eight kitchen/living areas including one accessible study bedroom, a laundry room and a refuse and recycling room

Block B fronts Plymbridge Lane and is a three storey building. It is 40m long by 11m wide. It is 10m high and the stairwell, lift housing, plant room is 11.7m. There are 46 study bedrooms grouped round six kitchen/living areas with one accessible room and a refuse and recycling room. There is solar shading at eastern end attached to a mast like structure.

Access is from Plymbridge Lane with seven parking spaces and parking shown for 62 cycles. Landscaping would be in the three corners and along the Derriford Road frontage.

The materials are coloured render, natural stone, timber boarding, grey cladding, aluminium cladding and roof and aluminium windows doors and curtain walling.

Relevant Planning History

Application site

09/01400 - Erection of student accommodation for 123 students organised around 16 communal dining/living spaces in two blocks and associated access, parking and landscaping – REFUSED – APPEAL lodged.

09/01088 - Erection of student accommodation for 132 students organised around 17 communal dining/living spaces in two blocks and associated access, parking and landscaping – WITHDRAWN.

Adjoining land on the developed part of the Lozenge site

Mercedes-Benz dealership

04/04/00722 – RESERVED MATTERS - Detached building for use as motor vehicle dealership with associated workshop stores, valet and MOT testing facility, showroom and car parking/landscaping – APPROVED.

02/ 01026 – RESERVED MATTERS - Erection of a part single/part 2 storey building for a motor dealership and workshop and parking and display areas - APPROVED.

01/00489 – OUTLINE - Erection of a motor garage and car showroom, with vehicular and pedestrian access off Plymbridge Lane, and a bus lane - GRANTED CONDITIONALLY

Hotel and pub

03/01193 – RESERVED MATTERS - Erection of a hotel (revised scheme) - APPROVED.

02/01005 – RESERVED MATTERS - Erection of a hotel, pub/restaurant, parking, access and landscaping - APPROVED.

02/01004 - Variation of a condition to allow work to begin on the hotel and pub/restaurant in advance of the highway works - GRANTED.

01/00490 – OUTLINE - Erection of a pub and restaurant – GRANTED

01/00488 – OUTLINE - Erection of hotel and restaurant together with new vehicular and pedestrian access off Plymbridge Lane and a bus lane - GRANTED CONDITIONALLY

Unimplemented permissions on the Lozenge

01/00485 – OUTLINE - Erection of offices (class B1), with vehicular and pedestrian access off Plymbridge Lane and a bus lane -GRANTED CONDITIONALLY.

01/00486 – OUTLINE - Erection of creche and nursery, with vehicular and pedestrian access off Plymbridge Lane, and a bus lane - GRANTED CONDITIONALLY.

Consultation Responses

Environment Agency

No objection subject to conditions on flood risk and contaminated land.

Plymouth City Airport

No objection provided that the noise issues have been addressed.

Highway Authority

No objection provided that there are adequate measures in place to mitigate the reduced parking on site through appropriate terms in the section 106 agreement including the creation of a car club and conditions. These matters are dealt with in the 'Transport and Parking' part of the 'Analysis' section below.

Highways Agency

No objections.

Public Protection Service

No objection subject to conditions on ground contamination and noise so that habitable rooms meet the "good room criteria".

Architectural Liaison Officer

No objections.

Representations

The Council received seven letters of representation raising the following points:

1. Appreciate that parts of the development have been reduced in height but it is still too high;
2. Out of character with the area which is two and three storeys; it is more suited to the inner city than this out of centre location;
3. A poor transition from the proposed urban three storey scale to the suburban two storeys on the other side of the road;
4. Overdevelopment of the site and too high a density; Inadequate parking: as a comparison the halls of residence at Marjons have more parking;
5. Will exacerbate existing on street parking in the surrounding streets including Windermere Crescent and Leatfield Drive;
6. If this occurred it could lead to increased risk of danger to small children who attend a nursery there;
7. Parking restrictions should be introduced in Windermere Crescent;
8. Dangerous access will add to the hazard caused since Plymbridge Lane was opened onto Tavistock Road and the speed of traffic entering from the slip road;
9. Extra traffic;

10. Since the Lozenge was developed a few years ago there has been harm to amenity caused by an increase in traffic, pollution, fumes, damage to the highway, problems with the transporters to the car dealership, nuisance from patrons of the Jack Rabbit PH, litter and obstruction from an unofficial taxi rank: the proposal will add to this adverse change in the character of Plymbridge Lane;
11. Visual harm;
12. Harm to residential amenity;
13. Overlooking;
14. Loss of light;
15. The supporting statement cites Council policies and aspirations but does not show how the application complies with them and the writer believes it does not for the reasons stated above;
16. Nuisance from the anti-social behavior of some of the occupiers especially late at night and from sound systems with no proper supervision;
17. There are more suitable sites elsewhere in the Derriford area at the Dental School, Blunts Lane and the North West Quadrant;
18. The new hospital workers' accommodation on Plymbridge Lane originally had far fewer car parking spaces but more were provided during consideration of the application;
19. That development is more in keeping with the area and sensitive to adjoining properties and similar principles should apply to this application;
20. Occupiers on Plymbridge Lane could be forced to install automatic gates to avoid illegal parking that would add to danger on the lane while they are waiting to enter;
21. Possible damage to cars at the dealership from vandalism;
22. Possible damage to cars at the dealership from dust and debris during the construction phase so there should be a code of practice condition;
23. The scheme should be amended by reducing the height, scale and massing with fewer bed spaces, more car parking and landscaping.
24. The reduction in the number of students from 123 to 107 does not overcome their previous objections on overdevelopment, buildings that are too high, lack of parking and general nuisance and disturbance;
25. Will harm the wildlife in the area including bats and owls that have been seen in the vicinity, the land should have been surveyed and the habitat should be protected;
26. Increase in litter;
27. Eight students sharing a kitchen is too many;
28. Difficulty in selling their home given all the development activity taking place nearby;
29. Inaccurate street names in the design and access statement and the occupancy numbers in the Travel Plan;
30. Loss of views; and
31. Property devaluation.

A petition was attached to one of the letters signed by 66 local residents stating:

"To object to proposed building of 107 student accommodation with only 6

parking spaces plus one disabled space in Plymbridge Lane. The objection is due to lack of parking which will make them find alternative parking that is already happening in private residential areas at Windermere Crescent and area around."

With the previous applications - 09/01088 and 09/01400 - both the University of Plymouth and Marjons commented on the application.

Plymouth University commented on the previous application in support of it. It is ideally located for its students based at Marjons at the Peninsula Allied Health Centre and students at the Medical and proposed Dental School.

In a second email the University stresses that it does not want to be seen as interfering in the planning process or siding with one application rather than another. But it provides useful background for members and officers.

The University is facing an acute accommodation problem and is short by about 2,000 beds. This can affect recruitment and have a bad effect on the University. There is an increasing preference from students and parents for institution accommodation. Halls of Residence are better for students and can be managed more effectively. The inability to offer all first year students and all those from overseas is a serious competitive disadvantage.

The University supports limited parking as part of its Travel Plan and strongly discourages students to bring cars. It provides a bus service between Derriford and the city centre.

The provision of satisfactory student accommodation is critical to the continued success of the University which benefits the City.

The University College Marjon supported the proposal as it will give students a wider choice of accommodation. It will provide green travel benefits as students will be able to walk to the campus.

Analysis

The main issues with this application are: the principle of the use; design; impact on residential amenity; transport and parking; and tariff/section 106 matters. The main policies in the Local Development Strategy that relate to this development are: Area Vision 9 Derriford / Seaton and the emerging Area Action Plan, CS01 Development of Sustainable Linked Communities, CS14 New Education Facilities, CS15 Overall Housing Provision, CS16 Spatial Distribution of Housing Sites, CS02 Design, CS34 Planning Application Considerations, CS28 Local Transport Considerations, CS33 Community Benefits / Planning Obligations and the Planning Obligations and Affordable Housing SPD.

Background

Members will recall that a similar application was reported to this committee last November. The Committee refused permission for three reasons: harm to visual amenity; harm to residential amenity; and lack of on-site parking. The

applicant has changed the application by reducing the height of parts of the development resulting in a reduction in the number of occupiers from 123 to 107. The parking provision is the same but the shortfall is less and the applicant still proposes to provide funding for a car club. The main issues are the same and this report is based on the previous one.

Principle

The Council's aspirations for Derriford in AV9 are to create a mixed use urban centre at the heart of the north of Plymouth that is well connected to the surrounding communities. Key components include: creating a new district centre; developing its employment strength as a major centre for economic development; advancing the provision of important health, further education and transport infrastructure; providing a new high quality northern gateway into the city; and creating a strong urban form of sufficient scale. The vision and AAP show the site within an area of "residential led mixed use".

The immediate surroundings have been and will be subject to significant change with new commercial uses on the former paddock known as the Lozenge of which the site is the last remnant and key worker housing for Derriford Hospital staff on the opposite side of Plymbridge Lane. Permission was granted in June this year for improvements to the airport and about 300 dwellings and business units on the recently closed secondary runway – 08/01968. The owners of the North West Quadrant on the other side of Derriford Road to the south have recently made an outline application for a substantial mixed use redevelopment on 6.6 hectares at an urban scale comprising: 356 dwellings, D1 non residential institutions including healthcare, C2 residential institutions, A1 retail foodstore, smaller A1 shops, A2 financial and professional services, A3 restaurants and cafes, A4 bars, A5 hot food takeaways, B1 offices, C1 hotel, car parking, highways and accesses, public open space, landscaping, transport infrastructure and pedestrian links and cycle provision

The University has a presence in Derriford at the Peninsula Medical School, proposed Dental School and Peninsula Allied Health Centre.

Policy CS16 emphasises the importance of Derriford for housing as one of the three priority locations with 3,500 new homes proposed for 2021. Student housing is clearly residential development but it is specialised form of accommodation and is not included in the dwelling allocations targets. It can also be seen as a higher education ancillary facility. Given the Council's objectives to realise the development and growth potential at Derriford the proposed use is residential and it would provide managed institutional student accommodation for the medical, dental and other students based at Derriford. This will help maintain the University's competitive edge and ability to continue attracting students. This accords with the Area Vision and the allocation for the site in the emerging AAP for residential led mixed use. Also it is a sustainable location for students based at Derriford as it is in easy walking and cycling distance from the key destinations. The walking distances are: 0.8km to the Medical School, 1km to the proposed Dental School, 0.65km

to Marjons and 0.5k to Derriford Hospital. It is a sustainable location for its intended use complying with policies CS01, CS16 and CS28.

Design

The triangular shape of the site dictated the layout with two blocks at roughly right angles with Block A facing Howeson Lane and Block B fronting Plymbridge Lane separated by the access from Plymbridge Lane. The scale, height and massing have been a contentious issue originally with officers and continues to be so with the occupiers of the three houses on Plymbridge Lane. Originally the applicant proposed buildings four to six storeys high. Officers then agreed with the neighbours' views that this would be too great a scale and too dominant. They sought changes and the applicant agreed by removing the fifth storey of Block A, (which read as six storeys when viewed from Derriford Road). The applicant has listened to members' concerns and there have been further changes from the refused scheme – 09/01400. All of the northern part of Block A and all of Block B have now been reduced to three storeys. This reduces the scale and massing of the development and lessens the impact on the outlook of "Tudor Court", the property closest to the site. It is now a three and reduced four storey scheme with the southern part of Block A reading as five storeys.

The neighbours observe correctly that the surrounding development is two and three storeys high with the recent Hospital key worker housing built at a similar scale. One resident stated that: "...this is a development of urban, inner city massing and scale in an out of town location and yet which is identical in nature and character with the various high density student accommodation developments dotted all around the city centre area..." If this part of Derriford was to remain as a low density residential area not subject to major change this would be a forceful argument.

But a crucial planning fact is the proposal in the Core Strategy and emerging AAP to enable Derriford to grow providing for a district centre and shops, employment, health related uses, and housing. The aim as stated in 4.81 of the emerging AAP is to create a new high quality 'northern gateway' into the city, with a strong sense of place. It continues that "...A strong urban higher density mixed use character should be delivered in contrast to the current out of town, car dominated and dispersed character." This island site at the junction of Plymbridge Lane and Derriford Road lends itself to a development of this scale. The amended scheme is considered to be acceptable in accordance with AV9, policies CS02 and CS34 and the emerging AAP.

Residential amenity

Officers sympathise with the occupiers of the houses in Plymbridge Lane that the character of the area has and will continue to change. They are on the edge of the established residential area of Tavistock Road to the north and mixed use Derriford development area to the south. Indeed at one time it was possible that the area of land comprising "The Copse", "Tudor Court" and the new house could have been redeveloped. But terms could not be agreed by all the parties so no scheme was proposed. The amenity of these properties has to be protected to comply with policies CS02 and CS34 and sound

planning practice. The appearance of this part of Plymbridge Lane will become more urban. The outlook from Tudor Court will be affected but the reduction in scale of the parts of the proposal closest to it has lessened the impact to an acceptable level. The kitchen living areas on Block B have no windows facing Tudor Court. There are small subordinate windows on the northern elevation of Block A on the first and second floors that will be conditioned to be non-opening and glazed in obscure glass. There would not be overlooking.

The Copse and the new house are affected but to a lesser degree as they are set well back from the Plymbridge Lane and are 45 – 47 metres from Block B with the new house partly shielded by Tudor Court.

The changes to the scheme from the previous refused proposal has resulted in a reduction in the number of occupiers from 123 to 107. Residents are naturally still concerned about the large number of students at a high density and the potential for anti-social behaviour and nuisance from some of the occupiers. The property will be a properly managed hall of residence. A condition and informative are provided ensuring that the developer submits for approval the management arrangements. These will include an on-site warden, tenancy agreements, contact details should complaints arise and the procedure for handling them. This will help to reduce the risk of students' actions causing undue disturbance.

Given the changes to the scheme to reduce the impact on residential amenity and provided the property is well managed it is considered that it would not cause undue harm to nearby properties and complies with policy CS34.

Transport and Parking

The local highway authority (LHA) does not object to the use or the access arrangements. The LHA's main concern is the lack of dedicated off-street parking for 107 students. To comply with the new parking standards 24 spaces should be provided but only seven are. It is a sustainable location in relation to the educational establishments nearby where the students would study as stated above in the "Principle" section. A case can be made for the development to be "car free" for the students academic purposes. There are currently few facilities in Derriford, (although it is intended that this will change over time as the district and local centres develop and other mixed uses are attracted to the area). This would lead to students needing access to the use of a car at evenings and the weekends. Some students would be tempted to bring their cars and park on surrounding streets where there are no parking controls or residents' parking permit zones in place.

The applicant has proposed a car club with two cars on site for the students to book for periods of varying length depending on demand and availability. The precise details still need to be developed and agreed. The principle is welcomed by officers and it could act as a catalyst in establishing car clubs in the Derriford area and city to help reduce congestion in the northern corridor. The applicant is in active discussions with Marjons to extend the car club there too. This will be covered in the section 106 agreement. The applicant

has offered £57,395 to fund transport initiatives including the car club and a limited number of travel passes.

The traffic consultants have submitted a comprehensive Travel Plan which will promote and encourage sustainable means of travel and will be tied to the application by condition. The siting of the new access will involve slight changes to the location of the tactile paving crossing point and the need for tactile paving either side of the access. Subject to the section 106 agreement and conditions the proposal is acceptable and complies with policy CS28.

Tariff and Planning Obligations

The issue of the tariff and section 106 agreement was a contentious one with the previous application. Officers calculated the tariff based on the Planning Obligations and Affordable Housing SPD (SPD) and applied the 50% discount as part of the measures to stimulate recovery of the development industry. This gave a figure of £98,960 plus a management fee. Under the first review of the SPD student bed spaces are included in the tariff table and the calculation with the discount is £219,243. The applicant has argued that the tariff ought not to apply to this development and even if it does it can't meet it on viability grounds. It cited a recent Secretary of State appeal decision at Greenhithe Dartford to support its argument. First, it is an important decision but is not a court case and does not have binding legal authority. Second, the facts are clearly distinguishable. At Dartford there was no adopted Core Strategy, no tariff/obligations SPD, the policy it had in place had not been subject to proper public consultation and the tariff did not differentiate between types and sizes of dwelling. In all these circumstances the opposite applies at Plymouth and, contrary to contradicting your officers' approach, the decision justifies it and the procedures in place here. The Government is considering introducing the proposed Community Infrastructure Levy (CIL) and when it is in force it will affect the tariff and section 106 regime. This could prevent the continued use of tariffs. But they are still lawful and accepted practice. If they are to be removed there would be a two year transition period before any such restriction took effect.

The policy framework for section 106 contributions is contained in policy CS33, the adopted the Planning Obligations and Affordable Housing SPD and its draft first review. Paragraph 3.4 of the first review SPD states that the development tariff will affect all residential developments including student housing. The applicant has challenged this approach but is offering a contribution in order to deliver the scheme.

There had been much discussion and negotiation on this matter. The applicant originally offered a contribution of £15,000 for public transport and travel passes. It then raised it to £25,000 and finally to £57,395. The applicant has submitted viability appraisals to show the marginality of the development. Officers believes that the appraisal could be unduly pessimistic. It is possible that the development might be more profitable than the applicant predicts. If this happened there could be scope to secure an additional contribution as "clawback". The applicant has strongly resisted clawback terms on viability

grounds. Officers are not insisting that they be included in the section 106 agreement to reduce the risk to the scheme being built.

Nature conservation

Some of the residents have mentioned that there are owls and bats in the area. This may be the case but there are no buildings or trees on site where such species could breed, roost or nest. It is possible that if they are present in the area they might fly over the site. The site is only 0.17 hectares. Officers consider that if the species do pass over the site they would not be unduly affected by the development to justify the delay and cost of an ecological survey. It is considered that the proposal does not conflict with policy CS20.

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equalities and diversities issues

The likely users of the development are students mainly aged 18 – 25 years. It will be available to men and women, people of all faith and race groups and there are two rooms for people with disabilities. The building will be designed to be fully accessible. There is no requirement for Lifetime Homes given its specialized target group. As the site is close to family houses it is essential that the facility is properly run and there is a robust management agreement to ensure that existing residents do not suffer from any undue nuisance and disturbance. It will not have a negative impact on any group.

Section 106 Obligations

The terms in the section 106 agreement the officers are seeking are:

1. A contribution of £57,395 towards transport initiatives to mitigate impact of the reduced level of on-site car parking to include the establishment of a car club and a limited number of travel passes; and
2. A management fee of £2,870.

Conclusions

This has been a difficult application given the Council's aims of developing Derriford and supporting the medical and higher education facilities while safeguarding the residential and visual amenities of the existing affected properties, particularly the three houses on Plymbridge Lane. These occupiers have experienced considerable recent change and will continue to do so if development happens to meet the Council's ambitious aims for Derriford. The character of the lane has changed from a relatively quiet street to a busier one and this will continue. The three properties are in a transition zone between the established residential area to the north and the proposed mixed use development areas to the south. The objectors believe the proposal is overdevelopment, at too great a scale, too high and out of

character. The site is a prominent island one at the junction of Derriford Road and Plymbridge Lane that is capable of accommodating development at a greater scale. This approach is supported in the Area Vision for Derriford and the emerging AAP. The applicant has cooperated with the local planning authority (LPA) by reducing the height and scale of the buildings to reduce the impact on the nearest property.

Officers also understand the concerns of a large number of students on this land. The applicant has taken on board the committee's objection to the intensity of use by reducing the numbers from 123 to 107. It will be a hall of residence with a warden subject to approved management arrangements to prevent anti-social behaviour causing undue nuisance to neighbouring properties. The objectors do not think that these changes go far enough but officers believe that the scheme is an acceptable design and would not cause undue harm to residential amenity.

The site is a sustainable one for students based at Derriford with the key educational premises all within easy walking distance. But there are currently few facilities in the locality and there will be pressure for the students to have use of a car at weekends and evenings. The limited parking is acceptable provided there are appropriate transport measures in place to seek to reduce the pressure for on-street parking on surrounding streets from this development. The applicant has worked with officers and is offering to provide a car club scheme and a contribution for travel permits. This would provide adequate mitigation to overcome concerns related to the limited on-street parking.

The applicant is unable to offer the discounted tariff requirement on viability grounds given the marginal nature of the scheme but is offering a reduced contribution to mitigate the officers' parking and highway concerns. Officers hope that the applicant is able to complete the section 106 agreement in time but, if not, the application would have to be refused by failing to provide adequate community benefits contrary to CS33 and the Planning Obligations SPD. This is necessary to meet the 13 week determination target.

Finally the main advantage of the development is that it provides much needed managed student accommodation in the Derriford Area in particular for the new Dental School. This will help maintain and enhance the University's competitive edge and growing reputation that benefits the economy and standing of city. It also provides an additional catalyst for the growth proposed for Derriford. For all of these reasons the application is considered to be acceptable.

Recommendation

In respect of the application dated **21/12/2009** and the submitted drawings, **09101-EX.01-A, 09101-SD.01C, 09101-SD.02B, 09101-SD.03C, 09101-SD.04C, 09101-SD.05C, 09101-SD.06C, 09101-SD.07C, 09101-SD.08C, 09101-SD.09A**, flood risk assessment, phase 1 geo-environmental desk study, draft travel plan, planning statement and sustainable resource use statement, and accompanying design and access statement. , it is recommended to: **Grant conditionally subject to the satisfactory completion of the S106 Obligation. Delegated authority to refuse the application should the S106 Obligation not be signed by the 17th March 2010.**

Conditions

APPROVAL OF RESERVED MATTERS

(1)Approval of the detail of landscaping (hereinafter called "the reserved matter") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

SUBMISSION OF RESERVED MATTERS

(2)Plans and particulars of the reserved matter referred to in condition 1 above, relating to the landscaping shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

TIME LIMIT FOR SUBMISSION

(3)Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990.

TIME LIMIT FOR COMMENCEMENT

(4)The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

FLOOD RISK

(5) No development approved by this permission shall be commenced until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

1. Details of the drainage during the construction phase;
2. A timetable of construction;
3. A construction quality control procedure
4. Details of the final drainage scheme;
5. Provision for overland flow routes; and
6. A plan for the future maintenance and management of the system.

Prior to operation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason:

To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal to comply with policy CS21 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

LAND QUALITY

(6) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until sections 1 to 3 of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until section 4 has been complied with in relation to that contamination.

1. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,

groundwaters and surface waters,
ecological systems,
archaeological sites and ancient monuments;
(iii) an appraisal of remedial options, and proposal of the preferred option(s).
This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as 2009 contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of section 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with section 3.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors to comply with policies CS34 and CS22 of the Adopted Plymouth Core Strategy Development Plan Document.

CODE OF PRACTICE

(7) Prior to the commencement of the development hereby approved, a detailed management plan for the demolition/construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

NOISE ATTENUATION

(8) All bedrooms and living spaces should be designed to meet the 'Good Room Criteria' as set out in BS8233:1999. Particular attention should be paid to the roof structure and the level of mitigation required to achieve this standard on the higher floors given the close proximity to the nearby airport which is a source of high noise levels. Details showing how this standard can be achieved shall be submitted to and approved in writing by the local planning authority before work begins on the superstructure of the development hereby permitted. The development shall be completed in accordance with the approved details.

Reason:

To ensure that the proposed dwellings achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

STREET DETAILS

(9) Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ACCESS (10)

(10) Before any other works are commenced, an adequate road access for contractors with a proper standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to the adjacent highway in a position and a manner to be agreed with the Local Planning

Authority.

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING PROVISION

(11) The building shall not be occupied until the car parking area shown on the approved plans has been drained and surfaced in accordance with the details submitted to and approved by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking of vehicles.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(12) No dwelling shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for 42 bicycles to be parked.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE STORAGE

(13) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building. in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STAFF TRAVEL PLAN

(14) The development hereby permitted shall not be occupied until a Travel Plan (TP) has been submitted to and approved in writing by the Local Planning Authority. The said TP shall seek to encourage staff to use modes of transport other than the private car to get to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the TP; and the name, position and contact telephone number of the person responsible for its implementation. From the date of occupation the

occupier shall operate the approved TP.

Reason:

In the opinion of the Local Planning Authority, such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE DESIGN PROPOSALS

(15) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc.).

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SOFT LANDSCAPE WORKS

(16) Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; the implementation programme.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

LANDSCAPE WORKS IMPLEMENTATION

(17) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

DETAILS OF FLOODLIGHTING

(18) Details of any floodlighting shall be submitted to and approved in writing

by the Local Planning Authority before the buildings are occupied.
Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are acceptable to the Local Planning Authority and that they are in keeping with the standards of the vicinity in accordance with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE MANAGEMENT PLAN

(19) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STOCKPILING/PROT. OF EXISTING TOPSOIL

(20) Existing topsoil stripped for re-use must be correctly store in stockpiles that do not exceed 2 metres in height and protected by chestnut palings at least 1.2 metres high to BS 1722 Part 4 securely mounted on 1.2 metre minimum height timber posts driven firmly into the ground.

Reason:

To ensure that the structure of the topsoil is not destroyed through compaction; that it does not become contaminated; and is therefore fit for reuse
as a successful growing medium for plants in the interest of amenity e in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF BOUNDARY TREATMENT

(21) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(22) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SURFACING MATERIALS

(23) No development shall take place until details and samples of all surfacing materials to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OCCUPANCY RESTRICTION

(24) The premises shall only be occupied by students in full-time education, a warden (who may not be in full-time education) and by delegates attending conferences or courses during vacation periods and for no other purpose. No such delegate shall occupy the premises for more than four weeks in any calendar year.

Reason:

The proposed development has been designed for the specific use as student accommodation. It is not suited to other residential uses without substantial alterations given the limited internal space per unit, lack of amenity space and limited on-site car parking to comply with policy CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

MANAGEMENT ARRANGEMENTS

(25) The buildings shall not be occupied until details of the arrangements by which the approved student accommodation is to be managed, are submitted to and approved in writing by the local planning authority. Thereafter the property shall continue to be managed permanently in accordance with the agreed management arrangements.

Reason:

To protect the residential amenities of the area to comply with policy CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

RENEWABLE ENERGY

(26) No work shall begin on the development hereby permitted until a report on on-site renewable production has been submitted to and been approved in writing by the local planning authority for that phase. The report shall identify how a minimum of 10% of the carbon emissions are off-set by on-site renewable energy production methods. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. If such requirements are to be provided by means of a biomass boiler in full or part, details shall also be provided to demonstrate that the boiler will be used, which shall include a commitment to maintain the boiler and details of how a long term fuel supply can be secured and delivered. The proposed solutions should be considered in the light of the Derriford Sustainable Energy Strategy. The approved scheme shall then be provided in accordance with these details prior to the occupation of any building within that phase of development and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To provide on site renewable energy production to off-set 10% to 15% of predicted carbon emissions comply with Policy CS20 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

FURTHER DETAILS

(27) No work shall commence on site until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz:- the solar shading structures. The works shall conform to the approved details.

Reason:

To ensure that these further details are acceptable to the Local Planning Authority and that they are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OBSCURE GLAZING

(28) The subordinate windows in the kitchen/living areas on the northern elevation of Block A shall be glazed in obscure glass with a minimum level of obscuration of level four and be fixed and non-opening.

Reason:

To protect the residential amenities of nearby properties by preventing overlooking and undue disturbance to comply with policy 34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PARKING MANAGEMENT STRATEGY

(29) Prior to the occupation of the buildings a Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The said strategy shall provide information in relation to the control and management of the on-site car parking areas on the site.

Reason:

To ensure that the use of the limited number of car parking spaces is adequately controlled in order to support the aims and objectives of the Travel Plan in securing modal shift towards the use of sustainable modes of transport and hence reduce the number of single occupancy car journeys being made on the local highway network in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy adopted April 2007.

INFORMATIVE 1: CODE OF PRACTICE

The management plan required by condition 4 shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

- 1 - Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.
- 2 - Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, construction traffic parking.
- 3 - Hours of site operation, dust suppression measures, noise limitation measures.

INFORMATIVE 2: DETAILS OF THE MANAGEMENT ARRANGEMENTS

The applicant is hereby advised that the management details to be submitted and agreed under condition 22 should comprise the following elements :-

- 1 - At all times to restrict the occupation of the property to bona-fide students who are currently undertaking full time education, a warden who may not be in full-time education and delegates attending conferences or courses during the vacations.
- 2 - To employ a warden who is resident at the property.
- 3 - To include in any tenancy agreement between the owners and student tenant terms which clearly state the expected standard of conduct including the need to have due consideration to the amenities of the nearby properties and that failure to comply with those requirements may result in the termination of the tenancy and the form of such a tenancy agreement shall be supplied to the Council on request.
- 4 - To circulate to all premises adjoining the property annually with details of the name, address and telephone number of the person responsible for the management of the property.
- 5 - The owners shall impose on the person responsible for the management of the property; a strict timescale to include an investigation of any complaint within twenty four hours and a written response within three working days and shall take such steps as are necessary to ensure that the timescale is adhered to.

Statement of Reasons for Approval and Relevant Policies

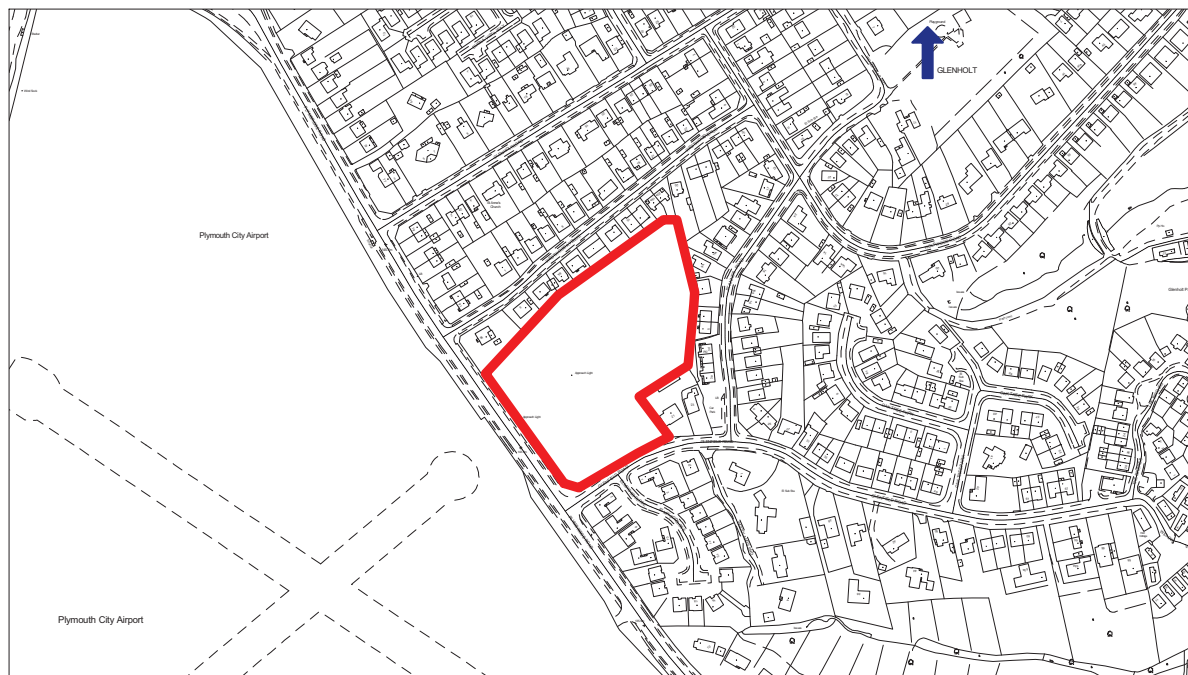
The proposed residential use is at a sustainable location for students based in the Derriford area and complies with AV9 of the adopted Core Strategy and policies CS01, CS14, CS15 and CS16 and the emerging Derriford and Seaton Area Action Plan. The scale of building is higher than surrounding buildings but is considered acceptable at this prominent 'island' site where a greater density of development is proposed as part of the growth strategy for Derriford. The fear of disturbance from the occupiers of the proposal will be mitigated as the premises will be run as a managed hall of residence with management arrangements to be approved by the local planning authority that will include an on-site warden. The design is satisfactory and would not cause undue harm to visual or residential amenity to comply with policies CS02 and CS34. The parking shortfall will be mitigated by appropriate transport measures including a car club and some bus vouchers as part of the section 106 agreement to reduce the pressure of on-street parking on surrounding roads to comply with policies CS28 and CS33 and the Planning Obligations and Affordable Housing SPD. For these reasons the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (1) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

- PPG13 - Transport
- PPS3 - Housing
- PPS1 - Delivering Sustainable Development
- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS19 - Wildlife
- CS20 - Resource Use
- CS21 - Flood Risk
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS15 - Housing Provision
- CS16 - Housing Sites
- SO11 - Delivering a sustainable environment
- SO1 - Delivering Plymouth's Strategic Role
- SO2 - Delivering the City Vision
- SO3 - Delivering Sustainable Linked Communities

SO4 - Delivering the Quality City Targets
AV9 - Derriford/Seaton
SO10 - Delivering Adequate Housing Supply Targets
SO13 - Delivering Sustainable Waste Management Targets
SO14 - Delivering Sustainable Transport Targets
SO15 - Delivering Community Well-being Targets
CS26 - Sustainable Waste Management
SPD2 - Planning Obligations and Affordable Housing
SPD1 - Development Guidelines

ITEM: 11

Application Number:	09/01652/REM
Applicant:	Cavanna Homes (Cornwall) Ltd
Description of Application:	Approval of reserved matters of layout, scale, appearance, access and landscaping for the erection of 77 dwellings, highways, drainage, landscaping and openspace.
Type of Application:	Reserved Matters
Site Address:	PLYMOUTH AIRPORT APPROACH SITE GLENFIELD ROAD PLYMOUTH
Ward:	Moor View
Valid Date of Application:	10/12/2009
8/13 Week Date:	11/03/2010
Decision Category:	Major Application
Case Officer :	Robert McMillan
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

The site is the Plymouth City Airport Runway Approach land, (known as the pony or horse paddock), bounded by Glenfield Road, Plymbridge Road, Westwood Avenue and St Anne's Road. It has an area of 1.78 hectares and frontages with Plymbridge Road of 109 metres and Glenfield Road of 84 metres. The remainder of the site backs onto the rear gardens of the properties in Westwood Avenue and St Anne's Road. It is an open paddock with an 8 metre fall across the site from west to east. There are low open fences on the boundaries with Plymbridge Road and Glenfield Road. There is a mixture of hedgerows including trees, walls and fences on the north western and north eastern boundaries with areas of scrub. On the south eastern part of the site there is a hedge 1.5 – 2 metres around 21 Glenfield Road.

Proposal Description

The application is for approval of the reserved matters of access, layout, scale, appearance and landscaping for this first phase of the main Plymouth City Airport application pursuant to outline permission 08/01968 for mixed use development comprising various airside works, housing development, a care home, business units, a link road and a public transport facility.

The layout follows the outline masterplan with access off Glenfield Road as a cul-de-sac looping around a rectangular landscaped public space with a small courtyard in the north east corner. There would be a combined footway and cycle path link in the north western part of the site to Plymbridge Road. There are various parking arrangements consisting of some within individual plots as at units 38 – 49, in parking courtyards and on-street. There are 77 dwellings comprising: 12 two bedroom flats, 6 two bedroom coach houses, 14 two bedroom houses, 42 three bedroom houses and 3 four bedroom houses. They would be two storey buildings in the main with the two blocks of flats and three of the houses at three storeys and 14 houses having dormers.

Officers are still negotiating on the materials but they will comprise render, timber and/or slate hanging and natural stone on parts of some of the buildings at key locations. The roof material is still under discussion and could comprise natural slate, reconstituted slate or grey concrete tiles. The hedgerows would be re-laid. Close boarded fencing 1.8 metres high would be provided along the boundaries with existing properties with railings fronting Plymbridge Road and rendered walls around the parking courtyards and on street frontages; some of these could include natural stone. The streets would be a combination of tarmac and paviers with the intention to emulate a Home Zone standard. The landscaping would provide tree planting most notably along the Plymbridge Road frontage, the main access street leading to the square and on the public square itself.

Relevant Planning History

08/01968 – OUTLINE - (PART 1) Full application for the decommissioning of runway 06/24 and runway 6/24 approach, including the construction of new aircraft hangars, relocation of the fuel storage facility and engine testing bay,

relocation of the rescue and fire fighting services, construction of access road, airport ramps, taxiway, aircraft stands, hard standing, a noise attenuation bund and landscaping.

(PART 2) Outline application for a mixed use development including residential comprising 375 dwellings, class B1 units, a care home, associated car parking, landscaping, public open space, highways access and a public transport facility – GRANTED subject to a section 106 agreement.

Consultation Responses

Environment Agency (EA)

Advise that the surface water condition on the outline permission is addressed before this application is determined. Insufficient information has been provided on flood risk and surface water drainage. EA is concerned that the percolation tests were incomplete. It needs more information on the soakaway details. It notes that the applicant needs to submit the construction and environment management plan before work starts on the development.

Highway Authority

Most of the highway issues were dealt with at the outline stage. No objections subject to the informative that the pre-existing conditions attached to the outline permission remain in force. There are more detailed comments in the "Transport" part of the "Analysis" section below.

Public Protection Services

No objection but require the relevant noise conditions 15-19 and 60 in the outline permission to be complied with. This also applies to the code of practice condition 6 and ground contamination condition 9.

The predicted noise levels in the reports for the outline application relate to ground level so that the higher floors may experience higher levels than those predicted. The applicant should take this into account in the construction of the dwellings that might require higher standards of mitigation.

Architectural Liaison

No objection but the parking courtyards should be protected by gates.

Representations

The Council received representations from 12 local residents raising the following points:

1. Overdevelopment and too high a density at 43.75 dwellings per hectare (dph), if the open space is excluded it would be 47 dph, a density of 30-35 dph is more appropriate which would equate to 52-61 dwellings;
2. The outline plan showed 63 dwellings, this is an increase of 22%, feel the residents have been duped, had they known there would be 77 homes at the outline stage they would have objected;
3. Out of character with the area;
4. Highway hazard as the access is too close to Elmwood Close which has restricted visibility;

5. Developer should contribute towards traffic lights at the junction of Glenfield Road with Plymbridge Road;
6. Inadequate parking will lead to increased on-street parking;
7. Increased congestion;
8. Some of the buildings are too close to existing properties;
9. Loss of light;
10. Loss of outlook;
11. Loss of privacy;
12. There should be no loss of any boundary hedges, walls or trees;
13. There is no play space;
14. The area and its facilities are under pressure from other developments nearby;
15. What is the developer providing for the local community?
16. The results of the 2008 Glenholt Residents' Survey have not been taken into account;
17. If the developer is to provide affordable housing it should only relate to the 63 dwellings and not the additional 24;
18. No details of the parking arrangements during the construction phase;
19. Plots 51 and 52 are too close to 14 and 16 Westwood Avenue and would have an overpowering effect on the adjoining properties;
20. The double garage at plot 61 is too close to the boundary and too high and will be unsightly, block out light and have a harmful effect on the back of the her property and rear garden;
21. The outline drawing showed fewer houses to the west of 21 Glenfield Road and further away from its side, the distance has been reduced from 25m (*the outline drawing was illustrative and the distance was 21m*) to less than 20m, the drawing also showed trees on a small verge fronting Glenfield Road that are not shown;
22. There was a restrictive covenant that the land should not be used other than public or community use;
23. There may be a restrictive covenant limiting the height of boundary walls, fences and hedges;
24. Loss of views; and
25. Property devaluation.

Councillor Mrs Dann supports the views of Mr Horley. She was involved in the consultation exercise that the residents organised and it appears their views have not been taken into account. There is a high density of development that would cause transport problems even with the park and ride close by.

Analysis

The main issues with this application are: conformity with the outline permission, masterplan and environmental statement including density and scale of development; impact on residential amenity; visual amenity; and transport matters. The application also overlaps with the applicant's obligation to discharge conditions attached to the outline permission – 08/01968. The main relevant policies are: CS01 Sustainable Linked Communities, CS02 Design, CS15 Overall housing provision, CS18 Plymouth's Green Space, CS20 Resource Use, CS22 Pollution, CS28 Local Transport Considerations, CS32 Designing Out Crime and CS34 Planning Application Considerations.

Background

Outline planning permission was granted for a major development at Plymouth City Airport in June 2008. It comprised airside works including a re-positioned engine testing bay and noise bund fronting Plymbridge Road and the release of the de-commissioned runway 06/24 and the runway approach land (the Pony Paddock) for housing, a care home and B1 business units. The reserved matters of the airside works were approved at that outline stage. The aim of the application was to provide a capital receipt to put the airport on a firmer financial footing and to enable the first phases of the airside works to go ahead to improve the airport for strategic transport and economic reasons in accordance with policy CS27.2. This application is for the approval of the reserved matters of access, layout, scale, appearance and landscaping for the first phase of the housing development on the runway approach land. The applicant has been involved in extensive pre-application negotiations with officers to seek to achieve an acceptable scheme.

Compliance with the outline permission and environmental statement

The proposal follows the layout proposed in the outline masterplan that is for illustrative purposes with access from Glenfield Road in a cul-de-sac looping around a rectangular open area with a strong street frontage to Plymbridge Road reflecting the building line. Within the site the buildings front the streets and square with a small courtyard in the north eastern corner. There is a pedestrian and cycleway link to Plymbridge Road and the scheme is designed to protect a pedestrian/cycle link to the St Anne's Road local centre between plots 61 and 62 should one ever be provided in the future. The environmental statement showed the storey heights on the site to be 6-9 metres. The layout broadly complies apart from the two blocks of flats and three houses which are 10.3 metres high. The main difference relates to the number of dwellings and density.

Density

The outline masterplan showed the land to be developed for 63 dwellings. This application is for 77 dwellings. This increases the density from 35.3 dwellings per hectare (dph) to 43.8 dph. The masterplan is for illustrative purposes only and condition 62 states that the density should not exceed 45 dph unless previously agreed by the local planning authority (LPA). This site is just part of the outline application area and the overall number of dwellings granted permission is 375 on which the environmental statement was based. Officers understand that this will not be exceeded when the runway land is developed.

The site is in an area of mainly detached dwellings at a low density of about 18.7 dph. The density would be higher than the existing density. Strategic objective 10.2 states that development should be at the highest density commensurate with achieving an attractive living environment. PPS 3 states in paragraph 50 that:

"The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done

well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment."

Officers understand that residents' objection to the increase in density compared with the outline illustrative drawing. But it does not conflict with the terms of the outline permission and officers believe that the site could sustain a development with a density of this order without causing undue harm to the character or appearance of the area.

Residential amenity

The north western and north eastern boundaries are surrounded by the sensitive backs of adjoining properties. Many of these dwellings are situated close to the boundary. Officers and the applicant have spent considerable time amending the design to safeguard the residential amenities of existing occupiers. The back to back distances between plots 37-50 and 6-12 Westwood Avenue range from 21.5 - 27 metres to comply with the Council's guidelines. The sensitive part of the site is the northern part of the site where the distances are closer. Plot 51 is 20.5 meters from 14 Westwood Avenue. Plot 52 is 17 metres from 16 Westwood Avenue. The new dwellings are at lower levels with no first floor windows in the rear facades. There will be a rear roof light in each plot but this will not cause overlooking. A 1.8 metre close boarded fence will be provided on the boundary to prevent overlooking between the ground floor rooms. The adjoining properties will face a continuous rear wall of these two plots 22 metres long which is unfortunate but not sufficient reason to justify refusal. Officers sought to improve matters by separating plots 51 and 52 but this has not been possible to date.

The properties in St Anne's Road are very close to the boundary that has made it a challenging exercise to achieve adequate amenity. The boundary hedgebank and trees will be retained with a 1.8 metre high fence provided. The distances are not 21 metres in every case and where they are lower the properties are either facing side walls without windows or are at oblique angles to one another to prevent direct overlooking. The applicant has made plots 58 and 59 two storeys rather than three and removed the double garage at plot 61 to improve the outlook from 5 – 9A St Anne's Road.

The occupier of 21 Glenfield Road is concerned that plots 72-77 have increased from four to six houses, are closer to his boundary and the trees fronting Glenfield Road have gone compared with the illustrative masterplan. The main aspect of the existing house is north west to south east and the adjoining plots face the side of this house and the garden. There is a door from a bedroom onto the side balcony and a distance of 17.5 metres is considered to be acceptable. There is a hedge 1.5 – 1.8 metres on this boundary to provide some privacy that would be improved if it was allowed to grow higher. The occupier asked if the trees could be re-instated and the applicant has done this in plots 73-75. The residential amenities of 21 Glenfield Road would not be harmed to an unacceptable degree.

There are reasonable distances between the proposed plots with adequate gardens to provide a satisfactory living environment for the occupiers of the new homes. Noise issues are dealt with briefly further on in this report. It is considered that an acceptable level of residential amenity will be achieved for existing and proposed occupiers to comply with policies CS15 and CS34.

Visual amenity

The layout is relatively traditional and accords with the principles of good design by providing strong active street frontages to Plymbridge Road the public square and the access road. A key element is the public square that will provide a public amenity focus for the residents as well as affording fine views across to Dartmoor. The development and this square will be designed along Home Zone lines and the surfacing and public realm treatment must be treated as one entity from house to house across the square to create a cohesive space as well as slowing speeds so that the pedestrian take precedence.

The dwellings are mainly two storeys in height with 2/3 and 3 storey at key locations on the Plymbridge Road and Glenfield Road frontages and at corner locations. Officers are working with the applicant to rationalise the fenestration use of bay oriel windows, roof heights and pitches to achieve continuity, interest and rhythm to the street scenes. The materials will be a combination of render, timber and/or slate cladding and natural stone with slate, re-constituted slate or concrete tiles. The boundary walls at prominent locations and on road frontages are shown as render and officers will try to have them clad in natural stone. A strong line of trees will be planted on the Plymbridge Road frontage with additional trees along the main access road and within the public square. Officers are still working with the applicant to improve further the appearance, streetscape and hard and soft landscaping to enhance area and introduce a degree of local distinctiveness. They are confident that this can be achieved so that the development complies with policies CS01, CS02 and CS34.

Transport

There has been active pre-application involvement. The layout embraces the concept of a Home Zone especially around the central square with the creation of shared surfaces. (The latest drawings moved away from this concept but at a recent meeting the applicant implied that the design would revert to the Home Zone approach.) The increase in the parking standard from 1 space per unit to 1.29 spaces per unit is acceptable and does not conflict with the outline permission and environmental statement. On-street parking spaces on the adopted highway cannot be allocated to properties. A gateway feature will be provided at the entrance. Adequate visibility will be safeguarded for the garage at plot 77.

Some residents are concerned about the closeness of the new access to the junction of Elmwood Close with Glenfield Road. The local highway authority advises that the fact that both of the junctions are relatively close to the main road junction of Plymbridge Road with Glenfield Road results in traffic speeds being relatively low in this location. Vehicles either slow down as they

approach give way markings travelling westbound or are travelling at a low speed having just negotiated the junction and turned into Glenfield Road.

The 18 houses served off Elmwood Close would only generate around 9 traffic movements in the morning and afternoon peak traffic hours. Whilst the proposed development of 77 houses would generate considerably more (around 46 trips) the total sum of these movements would equate to just over 1 per minute during the 8-9am and 5-6pm peak traffic hours. Such a number of movements would not give rise to any highway safety concerns. There is unlikely to be conflicting right-turn movements from vehicles exiting the two junctions as those vehicles leaving Elmwood Close are likely to be left turning and travelling towards Plymbridge Road.

Finally on the basis that Glenfield Road is classified as a residential road, the adopted Devon County Council Design Guide refers to a junction spacing of 15m measured from junction centre line to centre line. In this instance the spacing between the 2 junctions is approximately 14m which is considered acceptable. The proposal would not give rise to conditions of undue traffic hazard or congestion on the highways and complies with policies CS28 and CS34.

Discharge of conditions attached to the outline planning permission – 08/01968

Noise

There are a number of noise related conditions on the outline permission that need to be complied with, some before works begins on this development. Plymouth City Airport is on schedule to complete the relocation of the engine testing bay and noise bund fronting Plymbridge Road by December 2010. Officers have sought information on the noise matters from the applicant for several months. This has not been received to date. It is a sensitive matter as the Council needs reassurance that the occupiers of the new homes particularly those facing Plymbridge Road will not suffer from undue noise nuisance. The applicant is entirely within its rights to deal with the discharge of conditions attached to the outline permission separately from this reserved matters application. But it would have been preferable to deal with them concurrently particularly if members approve the application and the applicant wishes to start work quickly.

Drainage and ground contamination

The Environment Agency (EA) has stated that the drainage and ground contamination conditions should be discharged before this application is discharged. The applicant is working with the EA and colleagues in the Public Protection Services on these matters to discharge conditions 7 and 9. The applicant must discharge these conditions together with other “prior commencement” conditions including 37 on the construction management plan before it starts work on the development. The applicant is aware of its obligation to discharge the prior commencement conditions and it would be unreasonable to defer determining this application.

Renewable energy

The applicant will provide the on-site renewable energy production by solar panels to comply with condition 55 of the outline permission.

Lifetime homes

The applicant will provide 18 units in the flats and coach houses to lifetime home standards. Officers are still working with the developer to ensure that an acceptable standard is achieved to comply with policy CS15.4.

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equalities & Diversities issues

The homes are suitable for all groups of society and 18 dwellings will be built to Lifetime Homes standards that will help people with disabilities and mobility difficulties. There is an area of public open space that toddlers and small children under supervision could use. It is important that the developers ensure the homes have adequate attenuation so the occupiers do not experience unacceptable noise nuisance. This is addressed in the noise conditions attached to the outline permission.

Section 106 Obligations

None as it the section 106 agreement was dealt with at the outline stage.

Conclusions

Officers understand residents' concerns that the density for this part of the outline area has increased from the outline illustrative masterplan but the scheme is compliant with the planning permission and environmental statement. The amenities of the surrounding residents have been protected. The north eastern corner has been challenging given the proximity of the adjoining dwellings to the site's boundary. Officers have sought amendments to achieve acceptable living conditions for the adjoining occupiers and are still seeking further improvements. The amenities of the occupiers of the new houses will be satisfactory and comply in most cases with the Council's guidelines. It is important that the applicant complies with all the acoustics conditions and that adequate attenuation measures are provided to prevent unacceptable noise nuisance.

The layout and design of the dwellings is acceptable and the public square will provide a focus for the residents and help to achieve an attractive development albeit at a higher density than the surrounding area. The apt choice of materials including the use of local natural stone will add to the appearance of the scheme and provide local distinctiveness. The landscaping and choice of surfacing materials will enhance the quality of the scheme.

Officers are still negotiating on these detailed matters to ensure that a satisfactory quality is achieved. The local highway authority is satisfied that the road layout, access and parking provision is acceptable and will not lead to hazardous conditions on the local roads. For these reasons the development is considered to be acceptable.

Recommendation

In respect of the application dated **10/12/2009** and the submitted drawings, **ACH5692/101A, ACH5692/A-100C, ACH5692/120-1A ACH5692/120-2A, ACH5692/120-3A, ACH5692/120-4A, ACH5692/121-1A, ACH5692/120-2A, ACH5692/120-3A, ACH5692/120-4, ACH5692/122-1A, ACH5692/123-1A, ACH5692/124-1B, ACH5692/124-2B, ACH5692/125-1A, ACH5692/125-2A, ACH5692/126-1A, ACH5692/126-2A, ACH5 ACH5692/120-1A,692/127A, ACH5692/130-1, ACH5692/130-2, ACH5692/131-1, ACH5692/132-1, ACH5692/104A, 070526/06C, ACH5692/202, ACH5692/204, Statement of compliance, Hedgerow Survey & management proposals, Energy statement**, it is recommended to: **Grant Conditionally**

Conditions

FURTHER DETAILS

(1) Notwithstanding the details shown on the submitted drawings the detailed approval of the hard and soft landscaping, materials for the external walls of buildings and boundary walls and surfacing materials are not approved at this stage. Further details on these matters shall be submitted to and approved in writing by the local planning authority before work begins on the development hereby approved.

Reason:

To ensure that a satisfactory quality of development is achieved to comply with policies CS02, CS18 and CS34 of the approved City of Plymouth Core Strategy Development Plan Document 2007 and approved Sustainable Design Supplementary Planning Document 2009.

TREES AND HEDGEROWS

(2) The treatment of the boundary hedgerows and trees shall be in accordance with the submitted Hedgerow Survey and Management Proposals report subject to the following amendments: the retention of tree T17 hawthorn as under storey; the retention of the Hawthorn tree to the north east of tree T15 with the dead part removed and the healthy part retained in the hedgerow; and the replacement of tree T1 with a suitable species of tree to be approved by the local planning authority.

Reason:

To ensure that the existing hedgerows and boundary trees worthy of retention are retained in the interests of visual amenity and nature conservation to comply with policy CS18 of the approved City of Plymouth Core Strategy Development Plan Document 2007.

INFORMATIVE: CONDITIONS REITERATED

(1)The applicant/developer is advised that the conditions attached to and specified upon the Notice of Planning Permission No: 08/01968; are still in force insofar as the same have not been discharged by the Local Planning Authority and must be complied with.

Statement of Reasons for Approval and Relevant Policies

The proposed layout, strategic appearance, scale, access and landscaping strategy are considered to comply with the outline permission and environmental statement and would not cause harm to residential or visual amenity or increase traffic hazards in the area. Detailed approval of hard and soft landscaping and materials is still required to ensure a good standard of design and appearance is achieved. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

PPG13 - Transport
PPG24 - Planning and Noise
PPS3 - Housing
PPS1 - Delivering Sustainable Development
CS28 - Local Transport Consideration
CS32 - Designing out Crime
CS34 - Planning Application Consideration
CS22 - Pollution
CS18 - Plymouth's Green Space
CS19 - Wildlife
CS20 - Resource Use
CS21 - Flood Risk
CS01 - Sustainable Linked Communities
CS02 - Design
CS15 - Housing Provision
CS16 - Housing Sites
SO11 - Delivering a sustainable environment
SO1 - Delivering Plymouth's Strategic Role
SO2 - Delivering the City Vision
SO3 - Delivering Sustainable Linked Communities
AV9 - Derriford/Seaton
SO10 - Delivering Adequate Housing Supply Targets
SO14 - Delivering Sustainable Transport Targets
SO15 - Delivering Community Well-being Targets
SPD1 - Development Guidelines

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annual monitoring report 2009



1 Introduction and Context	3
Background	3
Publishing the Annual Monitoring Report	3
Context of the Annual Monitoring Report	3
The Monitoring Framework	4
Developing the Monitoring Framework	4
2 Delivering the Local Development Scheme	5
Introduction	5
Progress so far	5
Current Position – as at December 2009	6
Future Work programme	7
3 Delivering the City's Vision	11
Delivering Plymouth's Strategic Role and City Vision	12
Delivering Sustainable Linked Communities	13
Delivering the Quality City	13
Delivering Regeneration	15
Delivering the Economic Strategy	17
Delivering Adequate Shopping Provision	23
Delivering Cultural & Night-Time Economy	27
Delivering Educational Improvements	28
Delivering Adequate Housing	29
Delivering a Sustainable Environment	44
Delivering Mineral Resources	46
Delivering Sustainable Waste Management	47
Delivering Sustainable Transport	48
Delivering Community Well-being	50
4 Equality Monitoring	53
5 Monitoring the Implementation of LDF Policies	55

Appendix

1	National Core Output Indicators	59
2	Contextual Indicators	67
3	Additional Significant Effects Indicators	75
4	Summary of Progress on Targets	77
5	Development Progress on LDF Allocated Sites	81
6	2009 Implementation Schedule	87
7	Progress of Strategically Significant Infrastructure Projects	91
8	Relationships between Targets and Indicators	97
9	Plan Monitor Manage Process	105

1 Introduction and Context

Background

1.1 Monitoring is an essential element of the Government's 'Plan, Monitor and Manage' approach to policy making. Within this context the Annual Monitoring Report is seen as the main mechanism for assessing the performance of the Local Development Framework (LDF), providing the catalyst for any review or update. Plymouth City Council's Local Development Framework covers the period 2006 to 2021. This Annual Monitoring Report is a position statement as at 31 March 2009 and covers the monitoring year 2008/2009. Whilst economic circumstances are likely to impact on the delivery of the LDF vision and its strategic objectives, it is important to note that this report covers the time period before the effects of the global recession would have been fully felt.

Publishing the Annual Monitoring Report

1.2 Section 35 of the Planning and Compulsory Purchase Act 2004 requires the Annual Monitoring Report to be submitted to the Secretary of State (through the Government Office South West) by the end of December 2009.

1.3 Regulation 48(8) of the Town and Country Planning (Local Development) (England) Regulations 2004 also requires the city to make the Annual Monitoring Report available to local communities both in hard copy and electronically on the Council's website www.plymouth.gov.uk.

Context of the Annual Monitoring Report

1.4 The 2004 Act specifies that the Annual Monitoring Report should contain information on:

- the implementation of the Local Development Scheme (see Section 2 of this report).
- the extent to which the policies set out in the local development documents are being achieved (see Section 3 of this report).

1.5 Where milestones or targets are not being met, or are not on track to being achieved, the AMR should:

- explain why.
- consider whether changes need to be made.
- set out clearly the steps that the authority will take to address these issues.

The Monitoring Framework

1.6 The Local Development Framework is monitored through a series of indicators. In addition to the Core Strategy targets this Annual Monitoring Report also includes:

- **Core output indicators** defined by the Department for Communities and Local Government (CLG) to achieve a consistent data set for all Local Authorities. They measure the direct effects of policy. (see Appendix 1 for summary).
- **Contextual indicators** which measure changes in the wider social, economic, and environmental background against which policies operate. (see Appendix 2 for the city profile which has been produced by Government Office South West (GOSW) Regional Intelligence Team).
- **Significant effects indicators** which measure the significant environmental effects of the Local Development Framework policies. These have been identified by the Strategic Environmental Assessment/ Sustainability Appraisal of the Local Development Framework.
(see Appendix 3 for a summary of those that have not already been reported on in either Chapter 3 or in Appendices 1 or 2).

1.7 Appendix 8 of this report sets out the monitoring framework in greater detail, setting out the relationship between each of the Strategic Objectives and the targets in the Core Strategy.

Developing the Monitoring Framework

1.8 This Annual Monitoring Report considers development progress and targets within the Area Action Plan areas. Appendix 9 shows in diagrammatic form the Plan Monitor Manage process in relation to site specific proposals. The progress of these proposals as the Area Action Plans begin to be implemented, and the Implementation Schedule, are set out in Appendix 5 and Appendix 6 respectively.

1.9 An additional Core Output Indicator to be reported in this year's AMR is Building for Life Assessments. This indicator assesses the quality of residential developments and is reported in paragraphs 3.18 - 3.19 of this report.

2 Delivering the Local Development Scheme

Introduction

2.1 This section of the AMR considers progress in preparing Plymouth's Local Development Framework (LDF) up to April 2009. The scope and timetable for this work is set out in the Council's Local Development Scheme (LDS), providing the benchmark against which performance is assessed. This section reviews:

- progress so far,
- the current position, and
- any changes that may need to be made to the LDF work programme.

Progress so far

2.2 Plymouth's original LDS was submitted to Government Office South West (GOSW) in January 2005 (adopted July 2005). Since that time, the Council has made very rapid progress.

2.3 By April 2009 the Council had adopted 9 of its original 14 proposed Development Plan Documents (DPDs). However, some DPDs have been combined making 7 published DPD documents in total.

Completed LDF Documents:	Adoption Date:
Plymouth's Core Strategy (including Criteria Based Policies)	23/04/07
North Plymstock Area Action Plan and Minerals DPD	06/08/07
Devonport Area Action Plan	06/08/07
Millbay and Stonehouse Area Action Plan	06/08/07
Waste Development Plan Document	21/04/08
Sutton Harbour Area Action Plan	28/07/08
Central Park Area Action Plan	22/09/08

2.4 The Council has also made considerable progress with the documents required to support the statutory elements of its LDF. It has completed a review of the adopted Statement of Community Involvement, as well as adopting two Supplementary Planning Documents, as follows:

Completed LDF Documents:	Adoption Date:
Plymouth's Statement of Community Involvement	24/07/06
Review of Statement of Community Involvement	27/04/09
Planning Obligations & Affordable Housing SPD	01/12/08
Design SPD	06/07/09

2.5 In addition, the Council has also made considerable progress in progressing its remaining LDF documents, as follows:

LDF Documents to be completed:	Current Position:	Programmed Adoption Date
City Centre /University AAP	Submitted Oct.2009 Examination 26/01/10	Nov.2010
Derriford /Seaton AAP	Issues & Preferred Options Consultation Feb.2009	May.2011
Sustainable Neighbourhoods DPD	Issues and Options Engagement started July 2007	Feb.2012
Plymouth Urban Fringe DPD	Issues and Options Engagement started July 2008	Feb.2012
East End AAP	Issues & Options Consultation March 2005	Jan.2013
Hoe AAP	Issues & Options Consultation March 2005	Nov.2013

Current Position – as at December 2009

2.6 The Council has now completed over two thirds of its very ambitious LDF work programme. Inevitably there has been a need to adjust the LDF work programme in response to events. None the less, Plymouth has adopted more LDF documents than any other authority in England, accounting for 8% of all adopted DPDs and 20% of all adopted AAPs. In achieving this, Plymouth has also been recognised, in government and other guidance, as a national exemplar of LDF best practice in a number of areas.

2.7 Plymouth's progress in preparing its LDF has given the city a real competitive advantage. In delivering Plymouth's vision, the Core Strategy defines a significant step change in the quality, pace and intensity of development. It sets out how Plymouth's potential for long term sustainable growth, as well as fulfilling its wider regional role as the economic hub of the far South West, can be realised.

2.8 In terms of achieving this vision, the adopted AAPs and DPDs provide the delivery mechanisms, bringing certainty to the development process, securing significant, quality new developments. Already, a number of major developments have been completed, or are underway, to deliver fundamental elements of this vision. Further key opportunities are being brought forward and delivered through the LDF process.

Future Work programme

2.9 Work on the City Centre /University AAP has progressed according to the LDS timetable. The statutory pre-submission consultation was undertaken in August 2009, the AAP was submitted in October 2009, and the Hearing is to take place in January 2010 (2 months ahead of schedule), with an anticipated Adoption by at least November 2011.

2.10 In considering the 2010 work programme for the remaining LDF documents, there are a number of matters that have implications for the LDF timetable, as follows:

Changes to the national regulatory framework

2.11 The national legislative and regulatory framework for preparing LDFs has been changed by the Planning Act 2008. In effect the Preferred Options consultation stage is no longer required, and a new pre-submission stage has been introduced. In response, Plymouth will carry on ensuring continuous engagement during the whole plan making process, but combine the Issues and Preferred Options into one milestone consultation stage, leading up to the new pre-submission consultation. (The details of this new approach are set out in Plymouth's revisions to its Statement of Community Involvement.)

2.12 As a consequence of adapting the consultation process to meet these new regulatory requirements, the timetable for producing Plymouth's remaining LDF documents will need to be re-programmed. This has implications for:- Derriford /Seaton AAP, The Hoe AAP, The East End AAP and Plymouth's Sustainable Neighbourhoods (Key Site Allocations) DPD, and the Plymouth Urban Fringe DPD.

The need for further work to support the LDF documents

2.13 In addition, the Plan, Monitor and Manage approach to LDF planning has highlighted the need for further evidence base studies to support the preparation of the remaining AAPs and DPDs.

2.14 Preparing these studies will impact on the LDF timetable as follows:

- Derriford /Seaton AAP – further more detailed studies are needed on shopping provision, transport infrastructure, master planning for the new centre, as well as further information on the proposed green infrastructure in order to inform the Pre-submission consultation document.
- The Hoe AAP – a more detailed understanding of the implications of tourism on the Hoe is needed to inform the Issues and Preferred Options consultation stage.
- The East End AAP – further more detailed studies are needed on the transport options, major hazard sites, as well as master planning work on the opportunity sites in the Embankment Lane area and an evidence base study of future development options for the Port of Plymouth, in order to inform the Issues and Preferred Options consultation stage.
- The Sustainable Neighbourhoods (Key Site Allocations) DPD and new joint Plymouth Urban Fringe DPD - with the publication of the Secretary of State's proposed revisions to the Regional Spatial Strategy, together with the uncertainty caused by these revisions having to undergo further statutory assessment, the implications of a considerably increased housing allocation for both Plymouth and on Plymouth's Urban Fringe (in South Hams), means that the programme for preparing these documents will need to be reviewed.

Reviewing the Core Strategy

2.15 There is a constant need to keep the Core Strategy under review, particularly in the light of revised Regional Spatial Strategy - which is expected to be published during 2010. It is also recognised that, by 2012, the Core Strategy will have been adopted for 5 years and therefore needs to be formally reviewed by 2013/14 and rolled forward to cover the next 15 to 20 years. These considerations now need to be built into revising the LDS 3 year timetable.

Preparing Supplementary Planning Documents

2.16 With the Planning Act 2009 receiving Royal Assent on 26 November 2008 there will no longer be a requirement to include SPD details in the LDS. In the meantime it should be noted that:

- The Planning Obligations and Affordable Housing SPD was adopted a year ago, and in the light of the experience gained from its operation, it has now been revised and is about to be consulted on, with an expected adoption in the Spring of 2010.
- The Development Guidelines SPD is in the process of being consulted on, with an expected adoption by the Spring of 2010.
- The Coastal Planning SPD has been completed through its inclusion in the Development Guidelines SPD.
- The Shopping Centres SPD will be reviewed as a consequence of the changes to the LDF work programme above, with an expected adoption by the Summer of 2011.

2.17 In addition to the commitment to prepare the above SPDs, consideration is being given to the need for a Green Space Supplementary Planning Document (SPD) to provide the relevant supporting information about each of the LDF Green Space allocations. Again the production of this document will need to be programmed to ensure it follows on from the adoption of those DPDs that it supports.

The resource implication of supporting delivery of LDF proposals

2.18 With the strategic framework of the Core Strategy in place and rapid progress being made on the supporting delivery mechanisms of the AAPs and DPDs, the focus for resources needs to move towards pro-actively assisting delivery and implementation.

2.19 This will mean working with service providers to refine details – e.g. about infrastructure costs and programming. Other innovative ways to support key stakeholders in delivering key LDF proposals are being developed. However, this has both resource and timetabling consequences for preparing the remainder of the LDF

Revising Plymouth's Local Development Scheme

2.20 In accordance with government guidance, the impact of these changes will be discussed with Government Office South West (GOSW), and a revised LDS has been submitted to the Secretary of State outlining Plymouth's future LDF work programme.

3 Delivering the City's Vision

3.1 The Annual Monitoring Report 2006 identified a baseline set of figures related to the Submission Core Strategy. The Core Strategy itself was adopted in April 2007 and although early in its implementation this AMR monitors its policies, identifying change, not only in the past year but also from the baseline AMR report of 2006, and commenting on any emerging themes.

3.2 In this report the assessment ON TRACK is used to identify targets that are expected to be met in the future on the basis of past performance and/or current intelligence. The assessment BELOW FUTURE TARGET LEVELS is used to identify targets where past delivery has been below the target level set for the Local Development Framework from its implementation date of April 2006. For these targets an explanation is given as to how this may change in the future. In summary out of the 40 targets of the Adopted LDF Core Strategy

Targets met or on track to being met	36	90%
Below target/ improving performance	3	7.5%
Target not met	1	2.5%
Total number of LDF Core Strategy targets	40	100%

3.3 The three targets that are not yet on track to being met are:

- CS Target 6.2 relating to the delivery of office development.
- CS Target 10.4 relating to the delivery of Lifetime Homes.
- CS Target 11.5 relating to onsite renewable energy production.
The one target not to have been met is
- CS Target 9.2 relating to Peninsula Dental School (target was completion by 2008, actual completion of Devonport site was in year 2008/09).

3.4 For quick and easy reference, indicators, targets, and out-turn data are also summarised in the following Appendices:

- Appendix 1 – core output indicators.
- Appendix 2 – contextual indicators - the city profile has been produced by Government Office South West (GOSW) Regional Intelligence Team.
- Appendix 3 – significant effects indicators.
- Appendix 4 - summary of current performance against each Core Strategy target.
- Appendix 5 and 6 - progress update on the policies and proposals of Adopted Area Actions.
- Appendix 7 - progress update on the delivery of Strategically Significant Infrastructure Projects.

3.5 The framework which shows the wording of the objective, and the indicators relevant to that objective, is set out in Appendix 8.

Delivering Plymouth's Strategic Role and City Vision

Strategic Objective 1

Delivering Plymouth's Strategic Role

Strategic Objective 2

Delivering the City Vision

Key Findings and Conclusions

3.6 These are overarching objectives for the Core Strategy which define the Vision for Plymouth. They are delivered by Strategic Objective 3 through to Strategic Objective 15 which are reported in the remaining parts of this chapter.

3.7 With Plymouth's LDF Core Strategy now adopted, the Council has defined a significant step change in the quality, pace and intensity of development. It provides a framework for realising Plymouth's potential for long term sustainable growth and fulfilling the city's wider regional role as the economic hub of the far south west.

3.8 In translating this vision into reality and delivering real improvements to the quality of people's lives in a way that truly reflects the aspirations of local communities, the adopted LDF Area Action Plans provide the delivery mechanisms and bring certainty to the development process. As a result, a number of major developments are already under way and further key opportunities are being promoted through the LDF process.

3.9 Progressing the Core Strategy and its supporting AAP delivery mechanisms through to their adoption stage is critical to delivering the City Vision. A prerequisite of this will be the progression of supporting infrastructure projects. Appendix 7 lists those identified as being of significant strategic importance and their progress since last year.

3.10 Key elements of these objectives have now been met. The Core Strategy was submitted to the Secretary of State in August 2006 and progressed to its Examination stage in February 2007. The Inspector's Report was received in March 2007 and the Core Strategy was found to be sound. In April 2007 the Core Strategy was formally adopted.

Delivering Sustainable Linked Communities

Strategic Objective 3

To develop sustainable linked communities throughout the city.

Key Findings and Conclusions

3.11 All targets are either being met or on track to being met.

Core Strategy Target 3.1. ON TRACK

All residential parts of the city to have easy access to local shopping and community facilities by 2021 (to be measured through Sustainable Neighbourhood Assessments).

3.12 As part of the plan making process Sustainable Neighbourhood Assessments (SNAs) have been undertaken for each of the city's neighbourhoods. The SNAs will be a key element of the evidence base which will guide the production of the Combined Issues and Preferred Options Sustainable Neighbourhoods including Key Sites Allocations DPD which will be subject to further consultation in June/July 2010.

Delivering the Quality City

Strategic Objective 4

To capitalise on Plymouth's unique natural and built heritage and create well designed, safe, vibrant, diverse and sustainable neighbourhoods.

Key Findings and Conclusions

3.13 All targets have been met.

Core Strategy Target 4.1. TARGET MET

The completion of characterisation studies for the following areas to inform the Area Action Plans for Devonport, Millbay /Stonehouse, Hoe, City Centre / University, Sutton Harbour and East End.

3.14 The following studies have been completed.

- The characterisation studies for Devonport and for Stonehouse and Millbay were completed in July 2006.

- The Waterfront Characterisation Study was published in October 2006 and covers the Hoe, City Centre/University, Sutton Harbour and East End regeneration areas.
- The Barbican Characterisation Study was completed in September 2007.
- Plymouth City Centre Future Directions - Investment and Development Strategy was completed in June 2008. The Plymouth City Centre Precinct - Assessment of Strategic Options for the Management of its Heritage Assets was completed in October 2008.
- The Hoe Conservation Area Appraisal and Management Plan was completed in November 2008.

Core Strategy Target 4.2. TARGET MET

The removal of 5% of buildings per annum (approximately 21 properties per annum based on current number of buildings on the list) from the 2005 Buildings at Risk Register by virtue of their future being secured.

3.15 There were 412 properties on the 2005 Buildings at Risk Register. The 2008 AMR reported below target performance and proposed a more thorough review early in 2009. However a partial review has identified 21 properties (5%) which can be removed from the BAR Register in 2008/9 thereby meeting the Core Strategy target and suggesting that this indicator is back on track.

Core Strategy Target 4.3 TARGET MET

The completion of at least 4 Plymouth Design Panel meetings every year to consider major proposals and strategic design related strategies.

3.16 Four meetings of the Plymouth Design Panel took place in 2008/9 thereby meeting this criteria. There has since been a meeting in April 2009 but thereafter due to budgetary constraints, regular meetings of the Design Panel have been suspended. In future though the Panel may still be called for particular projects on an ad hoc basis, and where appropriate, regional and national panels may even be involved.

3.17 The target of 4 Panel meetings per annum had been identified as a proxy for achieving appropriate design review of projects and it is equally acceptable if this objective is delivered in other ways. In fact the CABA assessment (see below) provides a far more informative assessment of design quality of significant residential developments. This is the first year that design quality of has been assessed and reported using CABA standards.

Housing Quality – Building for Life Assessments

3.18 The CABE (Commission for Architecture and Built Environment) Building for Life criteria is a government endorsed assessment benchmark developed by CABE. The assessment has been designed to ensure that it meets the criteria described for housing quality in PPS3. However this is a new Core Output Indicator and the methodology for achieving consistency of assessment is still being developed.

3.19 In summary 19 major developments completed in 2008/9 have been assessed (also reported in Core Output Indicator table in Appendix 1 H6). This shows that 91% of dwellings on major sites were assessed as being of average or above average quality.

Classification	Number of developments	Number of Dwellings	% of dwellings
Very Good	3	99	19%
Good	5	178	34%
Average	8	199	38%
Poor	3	45	9%

In order to improve future scores, the pre-application process is being more widely applied and this should address design issues at the earliest stage. Moreover within the Planning Service there are now four approved Building for Life Assessors who will be carrying out informal assessments throughout the pre-application and planning application process.

As well as the use of site planning statements we have an Adopted Design SPD and a consultation draft Development Guidelines SPD which will help us to promote better design.

Delivering Regeneration

Strategic Objective 5

To prepare a series of Area Action Plans for the areas of the city of greatest development pressure or opportunity or sensitivity to change.

Key Findings and Conclusions

3.20 All targets are either being met or on track to being met.

3.21 Area Action Plans have either been completed or are in the process of being prepared for 9 areas of the city. Progress to 31st March 2009 is covered in Chapter 2 of this report. For development progress on proposals contained in the adopted AAPs see Appendix 5.

3.22 Sites for development in the rest of the City not covered by AAPs will be identified through the Sustainable Neighbourhoods including Key Sites Allocations DPD. Preparation of this document has started with a year long programme of consultation with stakeholders and local communities. The consultation is based on the Sustainable Neighbourhood Studies, and aims to achieve development across the City which will build sustainable linked communities delivering the needs of those communities. The DPD will be published as a combined Issues and Preferred Options document in Summer 2010.

National Land Use Database

3.23 As of April 2009 there were 313.4 hectares of land in the city defined by the National Land Use Database of Previously Developed Land (NLUD) as being vacant or derelict. NLUD identifies five distinct categories of vacant and derelict land;

- A – Previously developed land now vacant.
- B – Vacant buildings.
- C – Derelict land and buildings.
- D – Previously developed land or buildings currently in use and allocated in local plan or with planning permission.
- E – Previously developed land or buildings currently in use with redevelopment potential but no planning allocation or permission.

	A	B	C	D	E
Number of Sites	45	51	27	97	4
Total Area (Ha)	96.8	14.0	16.9	111.4	74.3
Min size (Ha)	0.01	0.003	0.008	0.009	0.009
Max size (Ha)	77.9	3.9	7.5	16.4	37.8
Number with Planning Status	20	20	7	97	0

3.24 Despite the monitoring period coinciding with the beginning of the recession the area of Type C land, derelict land and buildings, remained constant at 16.9 ha. Equally positive is the fact that over a third of the land on the database has planning consent or an LDF allocation and another third falls within categories A and B, the easiest type to bring back into productive use. This means that the city is in a strong position to take advantage of any economic upturn in the future.

3.25 The proportion of developable land that has been vacant or derelict for more than 5 years is 1.71%, favourably below the National Indicator (NI 170) target of 2.50%. This is a continued reduction from last year's value of 2.44 and reflects the continuing regeneration of our waterfront areas.

Delivering the Economic Strategy

Strategic Objective 6

To set a spatial planning framework through the LDF that supports the Council's Economic Strategy and Action Plan, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and well being for all.

Key Findings and Conclusions

3.26 The only target not to have been met in the 2008/09 year relates to the amount of new office development. However the City Centre and University Area Action Plan aims to create a new office core and contains a proposal for 100,000 sq m of office floorspace. This is expected to come forward in the next 5-6 years and could create up to 4,000 new jobs

3.27 The reported increase in the number of employees reflects previous economic confidence as the figures are from 2007. Similarly the increase in developed employment land in Plymouth mirrors this recent confidence. Permission has been given for a number of new developments with others currently under construction. However, these positive achievements must be placed in the context of the economic outlook. Any impacts as a result of the economic climate should become evident in the next report.

Core Strategy Target 6.1 ON TRACK

Delivery in the Plymouth Principal Urban Area of employment land of at least 4 ha per annum (2006-2016) and 4.5 per annum (2016 and 2021)

3.28 In 2008/09 9.61 ha of employment land were developed. This is the fourth period of year on year growth and represents the best figure for 6 years. There was strong growth in the B1 Use Class and a steady showing for Mixed Use B Uses. (See Figure 1). The average since the start of the plan period in 2006 now stands at 5.35 ha. per annum.

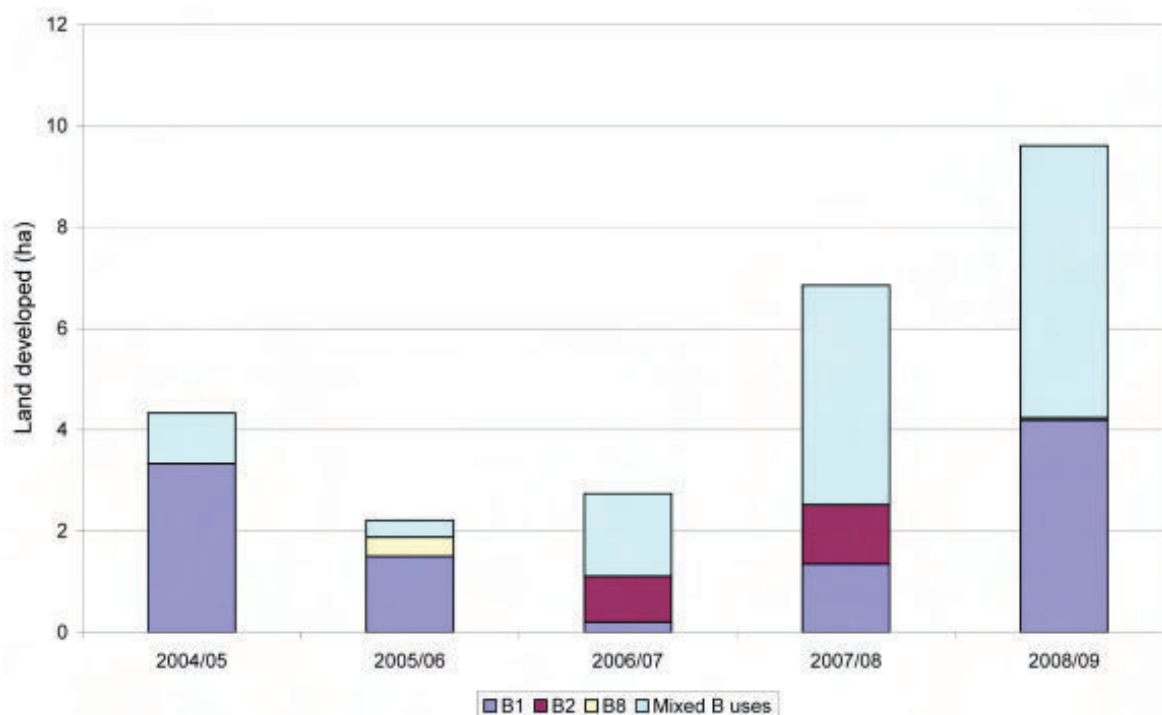


Figure 1 Land developed for employment use by type

3.29 The figure for developed floorspace of 13,508 sq m shows a great deal of consistency over the previous 4 years. (See Figure 3). As mentioned above there was a marked increase in B1 office use thanks to the completion of the latest stages of the Tamar Science Park and the Forrester's Business Park. The success of these campus style business parks, with their more generous layouts, helps to explain why the amount of floorspace developed has remained stable but the amount of land developed has risen steadily.

3.30 The recent difficult trading conditions experienced by the development industry are reflected in the fall in the area under construction or not started. (See Figure 2). Sites under construction fell from 13.5ha to 8.9ha and the total area of land on sites with planning permission but not started fell from 63.9ha to 37.5ha. This is largely because the planning permissions on a small number of large development sites have lapsed, for example the residual elements of the Plymouth International Business Park (15ha) and Glacis Park, Crownhill (5ha). The situation should be improved with the planned adoption of the City Centre and University Area Action Plan in 2010, which will seek to create a new, vibrant office quarter through allocations to the north of the city centre.



Figure 2 Employment land survey at April 2008

Core Strategy Target 6.2 BELOW FUTURE TARGET LEVELS

Delivery of 13,000 sq m new office development within the city per annum

3.31 This is an ambitious target which has not been met in the past few years, however, this is not altogether surprising since Plymouth has not had a buoyant market for office floorspace, and one of the aims of the Local Development Framework is to stimulate growth of an office sector. The recently submitted City Centre and University Area Action Plan aims to create a new 100,000 sq m office quarter on the edge of the city centre. In 2008/09 4,868 sq m of office space had been completed, up from 1,229 sq m in the previous year and a major new office development of almost 5,000 sq m was nearing completion in Sutton Harbour.

Developed employment land floorspace by use class

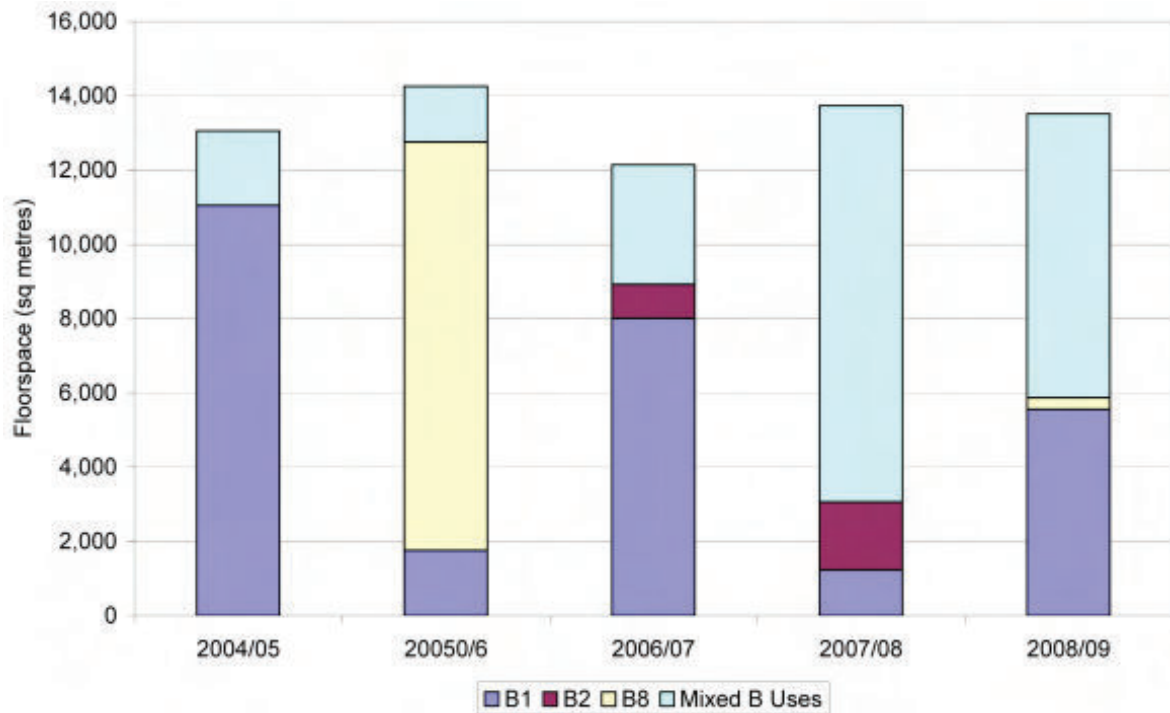


Figure 3 Developed employment land floorspace by use class

Core Strategy Target 6.3 ON TRACK

A net increase in the number of employees of approximately 1,800 per annum.

3.32 A number of data sources are used to monitor this target, one examining the economically active population and another looking at the number of jobs in Plymouth Travel to Work Area (TTWA). The chart shows that the economically active population numbers have been generally rising steadily since the April 2005 - March 2006 period, with an increase of some 5,800 employees in the period up to April 2006-March 2007, reflecting the buoyant economy at this time. The rate did slip to an increase of just 1,000 in the period up to March 2008 and just 900 to March 2009. Although the increase has not been steady and does appear to be slowing, it does surpass the target of 1,800 per annum on average over the five year period. However, the economic changes are starting to filter through with the declining number of economically active population.

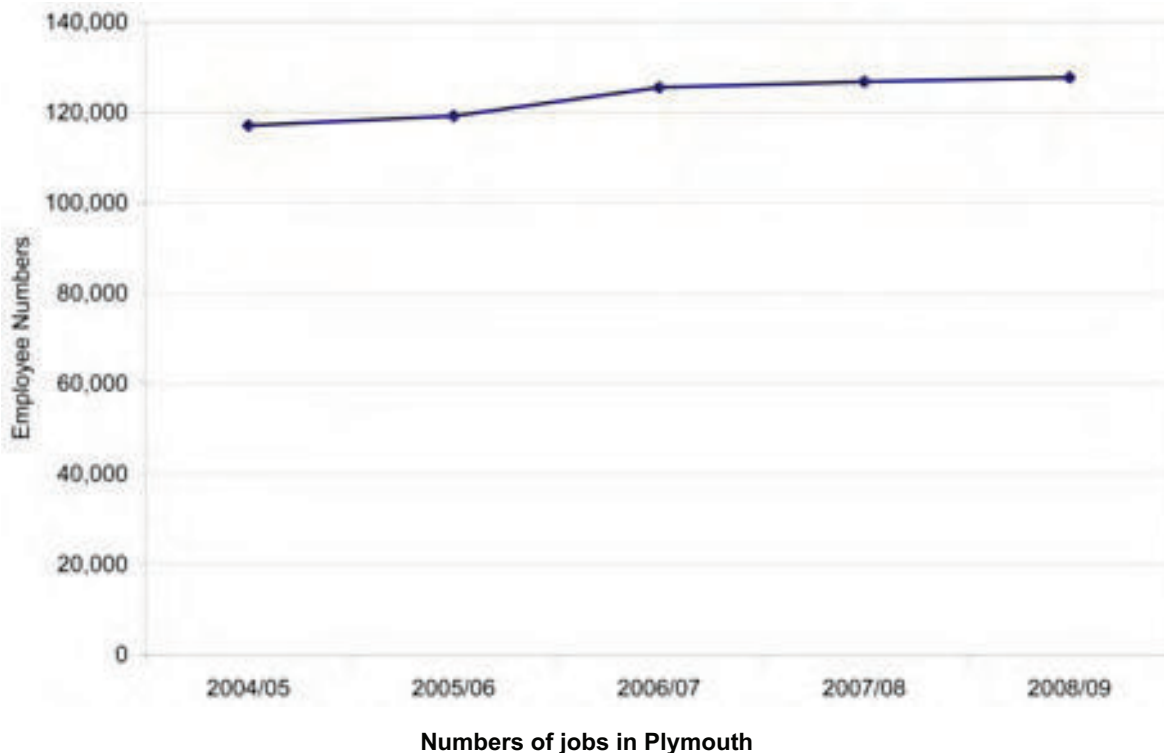
3.33 The Plymouth Travel to Work Area has continued to see increases in the number of jobs. The latest published figures (2007) show that between 2006 and 2007 there has been an increase of 3,235 jobs in the Plymouth TTWA, up from 140,170 to 143,405. However, it should be noted that this does not cover 2008 (figures for which are currently unavailable) and therefore does not include the period of economic change.

3.34 Six priority sectors have also been identified in the Local Economic Strategy (LES) that the City wishes to grow. These sectors are: advanced engineering; business services; creative industries; marine industries; medical and healthcare; and tourism and leisure. Work is being done to monitor the number of jobs in these sectors, although these are part of the overall figures. Using the most up-to-date figures available to 2007, two have declined (advanced engineering and medical and healthcare), two have increased (creative and marine industries) and two have remained unchanged (business services and tourism and leisure).

3.35 Given the current economic climate there may be more uncertainty in the future, especially with nationally rising unemployment rates. These should start to filter through in the next AMR giving a more realistic picture. However, the desire to grow the number of jobs in Plymouth is a long-term goal.

Number of people in Plymouth who are economically active

3.36 The chart below shows that the number of people of who are economically active in Plymouth (aged 16 and over) has risen steadily over the past four years. The rise in more recent years has, however, been at a slower rate with only minimal increases between 2006 and 2009.



Sector	Jobs as at 2003	Jobs as at 2006	Jobs as at 2007
Extractive	*	*	*
Manufacturing	20,100	18,700	18,800
Utilities	*	*	*
Construction	5,300	5,600	6,000
Retail/Distribution	24,700	24,300	24,100
Hotels and Catering	9,400	9,400	9,400
Transport and Communities	7,300	8,400	8,400
Financial Services	2,800	2,300	2,500
Business Services	16,100	16,000	17,300
Public Administration	9,200	11,000	10,500
Education	15,300	16,200	17,800
Health	18,800	20,500	20,600
Other Services	6,100	6,800	6,900
Total	136,042	140,170	143,405

* Numbers are too small to maintain confidentially and cannot be disclosed under the 1947 Statistics of Trade Act.

Source: ABI

3.37 The table above shows the number of jobs available in various sectors in Plymouth up to 2007. As can be seen the number of jobs have continued to increase but they do pre-date economic changes that started to occur in 2008. As such, these increases need to be treated with caution in that they are historic rather than wholly current.

Core Strategy Target 6.4 ON TRACK

Identification of at least one site to be safeguarded for a major high quality inward investment opportunity, including potentially a public sector office relocation or a private sector regional headquarters.

3.38 In 2007 the Council began the preparation of the Sustainable Neighbourhoods including Key Site Allocations DPD, which will identify key sites in Plymouth in areas not already covered by Area Action Plans. This process aims to identify sites for development in partnership with local communities, with the aim of creating a network of sustainable linked communities across the city, whilst ensuring that new development meets the needs of communities as well as the city as a whole. This document, along with the AAPs will ensure that there is a portfolio of employment

sites available, of the right quantity and quality and in the right locations, to meet the needs of the growth agenda and to accommodate prestige relocations of the kind envisaged by Core Strategy Target 6.4.

Delivering Adequate Shopping Provision

Strategic Objective 7

To promote new shopping development which contributes positively to delivering Plymouth's vision for sustainable high quality growth, making Plymouth a city of sustainable linked communities.

KEY FINDINGS AND CONCLUSIONS

3.39 All targets are either being met or on track to being met. Performance of the city's retail centres as defined by the number of vacant or non-A1 retail units would seem to be better than average and until 2008 seemed to be holding up well. However the impact of the economic downturn will be more evident in next year's AMR when the Autumn 2009 situation will be reported.

Core Strategy Target 7.1 ON TRACK

To achieve an increase in retail capacity for comparison goods of between 57,000 and 92,000 sq m net by 2016.

3.40 Since 2006 an extra 3,438 sq m (gross) of retail floorspace has been provided in addition to the 26,416 sq m (gross) of floorspace provided with the opening of Drakes Circus in 2006. This means that Plymouth is already over halfway to achieving the Core Strategy Target. In January 2007 a major study was commissioned looking at opportunities for further retail growth in the City Centre. This Study will show how the retail targets set out in the Core Strategy can be met in the City Centre in the period up to 2021 and beyond, and this has formed a key part of the evidence base of the City Centre and University Area Action Plan.

Core Strategy Target 7.2 ON TRACK

To achieve an increase in retail capacity for comparison goods of between 106,000 and 172,000 sq m net by 2021.

3.41 This target applies to the period up to 2021 and therefore includes the figures used in Target 7.1. Achievement of this target is dependent on increases in population and expenditure in Plymouth that will result from the success of the growth agenda, as is set out in the Core Strategy and the Plymouth Shopping Study 2006. The City Centre will be the focus for retail growth, and proposals will be brought forward

through the City Centre AAP. The City Centre and University AAP Issues and Preferred Options document was submitted on 30th October 2009 and the Public Examination is scheduled for January 2010.

Core Strategy Target 7.3 ON TRACK

To deliver a new district centre at Derriford to serve northern Plymouth by 2016, and to monitor its potential to grow in the future.

3.42 The Core Strategy was adopted in April 2007 and contains Policy CS07 setting out the aim to create a new district centre at Derriford. This new district centre will include an element of retail which will contribute to the overall targets to increase retail floorspace in the City. The Derriford and Seaton AAP is being prepared and will specify where and how large the new district centre will be.

3.43 The AAP completed its issues and preferred options stage in March 2009 and the pre-submission document is now being prepared with the consultation anticipated in February to March 2010 .

3.44 The completed AAP is timetabled to be adopted in 2011. The results of the Derriford Shopping Study emphasised the importance of making the link between the development of retail floorspace at Derriford and in the City Centre, and ensuring that the City Centre is the priority location for retail investment in the city. The Derriford and Seaton AAP and the City Centre AAP will both include a series of indicators to show when the conditions are right to channel significant amounts of retail investment towards Derriford, while still maintaining the City Centre's position as the primary shopping centre.

Core Strategy Target 7.4 ON TRACK

To deliver a new District Centre at Weston Mill by 2016.

3.45 A proposal will be brought forward through the Sustainable Neighbourhoods (Key Site Allocations) DPD.

Core Strategy Target 7.5 ON TRACK

To deliver new local centres at Devonport, Millbay and Plymstock Quarry by 2016.

3.46 Area Action Plans for Devonport, Millbay & Stonehouse and North Plymstock have now been adopted. The new centre at Devonport has been granted planning permission and the new centre at Millbay is included in the outline planning permission for the redevelopment of Millbay Docks. A planning application has been received for Plymstock Quarry which includes provision for the new local centre.

Core Strategy Target 7.6 ON TRACK

To deliver a consolidated retail warehouse location on Laira Embankment by 2016, which also assists with the delivery of strategic transport proposals for Plymouth's Eastern Corridor.

3.47 A proposal will be brought forward through the East End AAP.

Core Strategy Target 7.7 ON TRACK

To complete a revised Shopping study for Plymouth by 2011

3.48 The most recent Shopping Study was published in August 2006. A revision to that Study is planned by 2011.

Local Output Indicator

– Vacancy in prime shopping frontages.

3.49 There are no specific targets associated with this indicator although it is the Council's objective to maintain healthy shopping centres across the city. High levels of vacancy or non A1 retail use would indicate a problem arising in particular centres. In Autumn 2008, when the survey took place, of the 1,142 units in the city located within a prime shopping frontage, 103 (9%) were vacant, compared to national average of 15%, and 315 (27%) were in non-A1 retail use, negligible changes from the previous year.

3.50 The table below shows levels of vacancy in the prime shopping frontages as defined by the Local Plan First Deposit. These frontages will be revised in the Shopping Centres SPD. Overall there has been little change in the position since 2007 with centres holding up well despite the economic downturn. There are, however, variations in performance. For the first time since it's opening in October 2006 Drake Circus shopping centre was fully let, whilst vacancy rates for the City Centre Prime Frontage Remaining area went up from 3% to 7%.

Name	Type	No. of units	No. of Units Vacant	% Vacant	No. of Units Non A1 Use	% Non A1 Use	No. of Units Vacant and Non A1 Use	% Vacant and Non A1 Use
Prime Frontage Central	City Centre	127	13	10%	14	11%	27	21%
Prime Frontage Remaining	City Centre	170	12	7%	37	22%	49	29%
Drake Circus	City Centre	63	0	0%	7	11%	7	11%
Estover	District Centre	7	0	0%	2	29%	2	29%
Mutley Plain	District Centre	56	7	13%	20	36%	27	48%
Plympton Ridgeway	District Centre	68	8	12%	20	29%	28	41%
Plymstock Broadway	District Centre	26	4	15%	3	12%	7	27%
Roborough	District Centre	7	0	0%	1	14%	1	14%
St. Budeaux	District Centre	19	1	5%	10	53%	11	58%
Transit Way	District Centre	14	0	0%	1	7%	1	7%
All Local Centres	Local Centres	584	58	10%	200	34%	258	44%

3.51 The position with the ten worst performing centres is also similar with no significant worsening of their positions in the face of the severe decline nationally in retail activity. Encouragingly, 4 out of the 10 have no vacant units but do suffer from high levels of non A1 uses.

Name	No. of units	No. of Units Vacant	% Vacant	No. of Units Non A1 Use	% Non A1 Use	No. of Units Vacant and Non A1 Use	% Vacant and Non A1 Use
Lipson Vale	6	4	67%	1	17%	5	83%
Hooe	5	0	0%	4	80%	4	80%
Station Road (Devonport)	19	3	16%	11	58%	14	73%
Cumberland Street	13	2	15%	7	54%	9	69%
Cliffatford Road	6	0	0%	4	67%	4	67%
Chaddlewood	5	0	0%	3	60%	3	60%
George Street	5	0	0%	3	60%	3	60%
Ebrington Street	31	7	23%	11	35%	18	58%
Marlborough Street	34	7	21%	12	35%	19	56%
Stoke Village	33	5	15%	13	39%	18	55%

Delivering Cultural & Night-Time Economy

Strategic Objective 8

To facilitate the creation of Plymouth as a vibrant waterfront city with a thriving cultural and leisure sector and a diverse, safe, balanced and socially inclusive evening/ night-time economy.

Core Strategy Target 8.1

Targets to be developed in relation to the Council's work on promoting tourism and leisure trips to the city.

3.52 A tourism strategy for Plymouth will be developed once the Destination Management Organisation (DMO) structure for Plymouth is in place. This will contain a number of milestones and targets. Responsibility for the retail and day visitor markets will remain with the PCC Economic Development Services whilst the remainder will stay with the City Development Company.

Delivering Educational Improvements

Strategic Objective 9

To set a spatial planning framework that supports improvements in education to enable everyone to share in Plymouth's growing prosperity.

Key Findings and Conclusions

3.53 The Strategy for Change 2008 known as Investment for Children sets the priorities for new school buildings, closures, amalgamations and improvements. There have been some revisions to the previous targets for individual schools, but progress is being made.

Core Strategy Target 9.1 ON TRACK

Delivery of new primary schools in Barne Barton, Devonport, Millbay, Southway and Plymstock, and the Whiteleigh campus, by 2008-2016.

Project	Status
Barne Barton (amalgamation of Barne Barton and Bull Point primary schools on new site).	Riverside Primary school opened in February 2008 (replacing Barne Barton and Bull Point schools).
Devonport (amalgamation of Mt Wise and Marlborough primary schools on new site).	Ongoing project to replace with a new 2.5 form entry school on a new site . The site identified in the Devonport AAP was not considered to be a viable option. Increases in pupil numbers may negate this proposal when the <i>Investment for Children Strategy</i> is reviewed next year.
Millbay (new Secondary School and expanded Primary Provision).	The Millbay AAP provides for the development of a new secondary school. However the specific site identified has complications and is being reviewed. The provision for an expansion of primary schools is developing.
Southway (amalgamation of Langley Infant and Junior schools on same site and amalgamation of Southway and Tamerton Vale schools on the former Southway Community College site).	The new Oakwood Primary School opened in September 2009 (replacing Langley Infant and Junior schools). Beechwood Primary School is under construction to replace Southway and Tamerton Vale schools. Completion due 1 April 2010.

Project	Status
Plymstock (new school within the quarry site).	The North Plymstock AAP proposes a new primary school as part of the quarry development but does not specify a site for it. Work with the developer has identified a potential site.
Whitleigh campus (relocation of Woodlands Special School to a new campus, co-located with Sir John Hunt Community College and Whitleigh Primary School).	The Wood View Learning Community is completed and operational.

3.54 In addition, Ernesettle primary school was opened in 2008; Shakespeare primary school opened in 2009 (replacing West Park and Chaucer schools) and Mayflower primary schools opened in 2009 (replacing South Trelawney and North Prospect schools).

Core Strategy Target 9.2 TARGET NOT MET
Delivery of the Peninsula Dental School by 2008

Project	Status
Peninsula Dental School Devonport.	Development completed in 2008/09 (16/03/2009). Opened 28th April 2009.
Peninsula Dental School Derriford.	Approval of Reserved Matters 19/11/2009.

Delivering Adequate Housing

Strategic Objective 10

To ensure that all Plymouth residents have access to a decent and safe home within a quality living environment.

Key Findings and Conclusions

3.55 Dwelling completions are on track and we have demonstrated adequate supply (5,587 dwellings) to meet 5 year requirements.

Population and Housing Growth

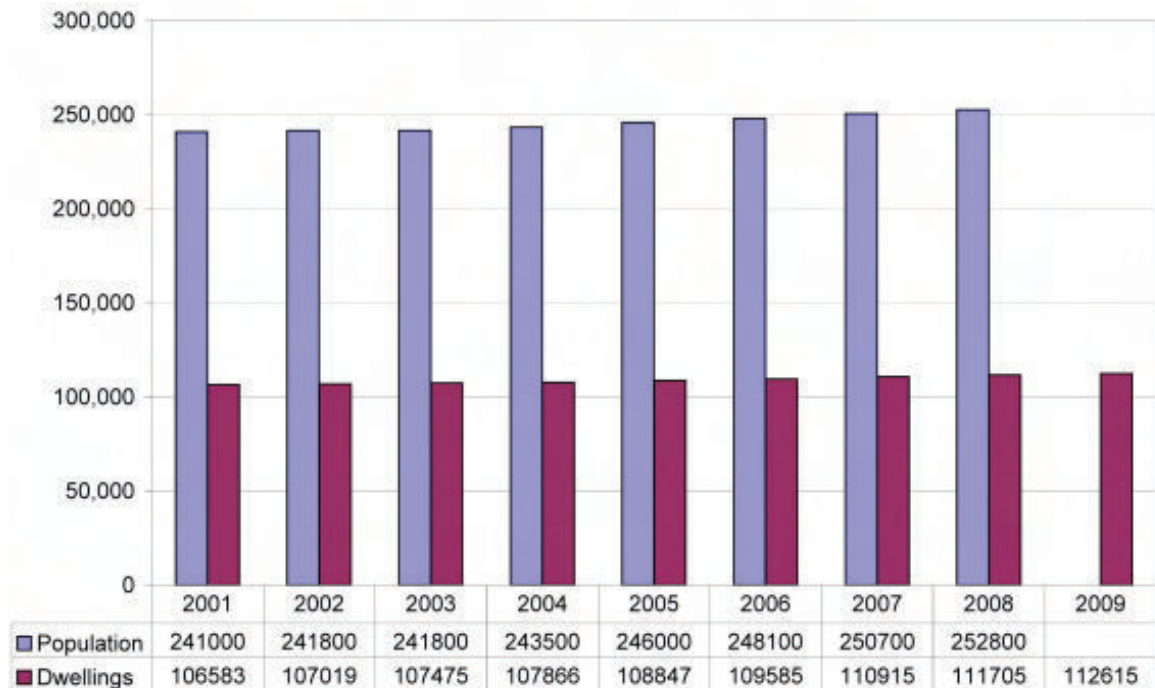


Figure 4 Population and housing growth

3.56 Between 2001 and 2008 Plymouth experienced a 4.90% increase in population. Over a similar period the number of dwellings increased by 4.81%. The following sections look at the current and future dwelling provision and land supply in the city.

Core Strategy Target 10.1 ON TRACK

The delivery of the strategic housing requirement up to 2021 of some 1,150 dwellings per annum (equating to 17,250 new homes by 2021). This annualised figure of 1,150 dwellings per annum is phased at 1,000 dwellings per annum (2006-2016) and 1,450 dwellings per annum (2016-2021).

Past delivery of dwellings

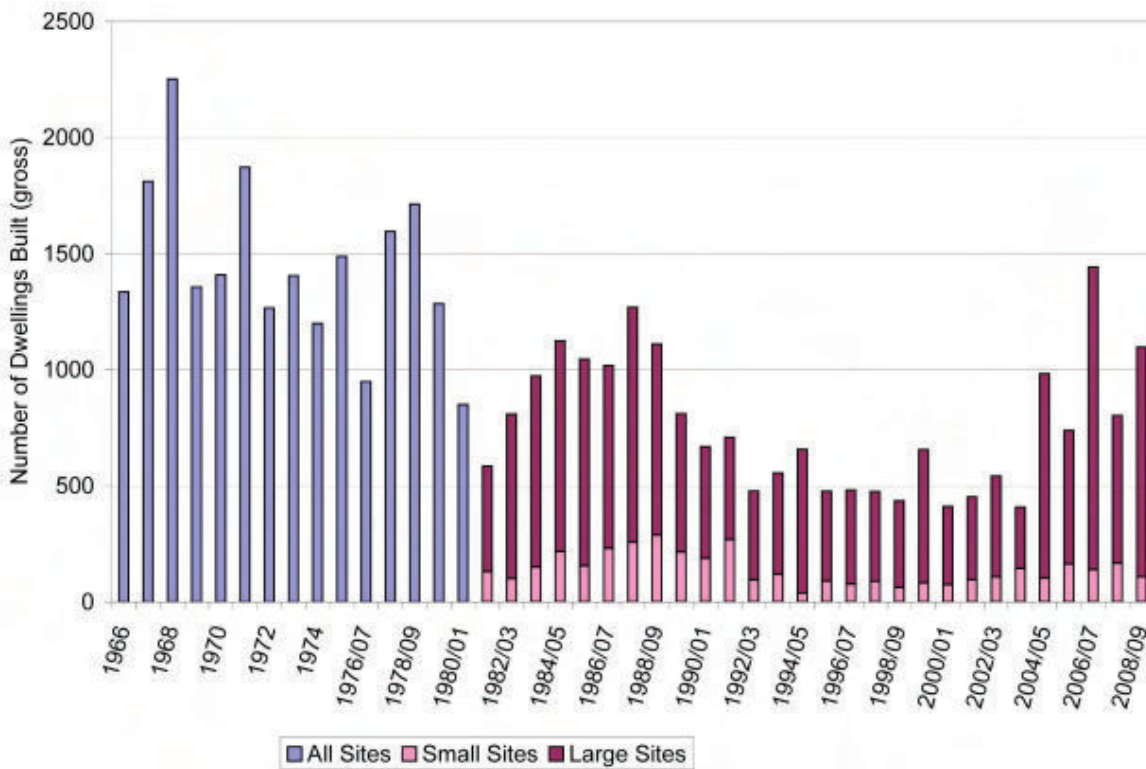


Figure 5 Dwellings completed

3.57 In the three years since the start of the plan period (2006-2009) 3,071 new dwellings have been constructed and an additional 258 have been provided through the conversion and subdivision of existing properties: 3,329 dwellings in total. Set against this impressive building programme, which exceeds the 1,000 annualised Draft RSS target, are 220 dwellings which have been demolished. These demolitions, 218 of which are of local authority housing, are the necessary precursor for the future regeneration of run down areas of the city and the improvement of the city's housing stock. This equates to an additional 3,109 dwellings net built 2006-2009.

3.58 Plymouth is a university city and as numbers at the university have increased there has been a need for additional student accommodation. In the past students have been accommodated in Halls of Residence but more recently development has taken the form of Cluster Flats, for example 6 apartments with communal lounge in a self contained unit, or alternatively self-contained studio rooms. There have been 93 such units built since 2006, accommodating 373 students. Government guidance has clarified the position in relation to these units deeming them to be outside the classification of "dwellings". Taking account of this means that overall 3,016 net additional dwellings have been built for the 3 years of the plan period (2006-2009).

	2006/7	2007/8	2008/9	Total 2006-2009
Total dwellings delivered (inc student housing)	1,429	803	1,097	3,329
Demolitions	113	13	94	220
Student dwellings	0	0	93	93
Net dwelling completions	1,316	790	910	3,016

3.59 It is important to note that the Draft RSS housing requirement and the Core Strategy target of 1,000 dwellings is a gross figure. Hence it is the top line of the above table: Total dwellings delivered (inc students housing) that should be assessed against this target, rather than the net figure which has to be reported as part of National Indicator (NI 155).

The 5 Year Housing Supply

3.60 In summary of paragraph 3.61 - 3.64 below, this assessment shows that Plymouth has a 5 year housing land supply. The assessment reflects the following considerations:

1. It covers the period April 2010-15
2. The requirement is based on the Draft RSS and Panel's report, as well as Plymouth's Adopted LDF Core Strategy. This indicates a requirement of 5,000 sites between 2010-15.
However, the assessment has regard to current market circumstances, the emerging Secretary of States proposed revisions to RSS, as well as taking into account the shortfall in the number of houses built 2006-10, based on survey.
3. The assessment indicates a 5 year land supply of 5,587 against a requirement for 5,200 homes.
4. The information for this assessment is based on the recently completed Plymouth 2009 SHLAA, and reflects the views of the SHLAA Panel made up of Developers, Agents, Architects and statutory agents.

Assessment of Plymouth's Housing Requirement:

3.61 The period used for calculating this year's Annual Monitoring Report 5 year Housing Land Supply is 1st April 2010 to 31st March 2015. However, Plymouth's housing requirement needs to be considered within the following context:

- The Draft Regional Spatial Strategy for the South West (2006-2026) defines Plymouth housing requirement as provision for 1,000 per annum 2006-16 and 1,450 per annum 2016-26. This requirement was endorsed by the Panel's examination of draft RSS.
The Secretary of State's proposed revision to RSS currently indicates a potential increase in this allocation to provision for growth of 1,400 per annum 2006-16 and 1,900 per annum 2016-26, making a total requirement of 33,000 over the

plan period. However, these proposed revisions to draft RSS are still subject to further statutory assessments before they can be confirmed.

- Plymouth's Adopted LDF Core Strategy (2006-2021) sets out the housing requirement in terms of an annualised target of 1,000 dwellings per annum 2006-16 and 1,450 dwellings per annum 2016-21. In terms of calculating the current 5 year land supply, this equates to making provision for 5,000 dwellings over the period 2010 to 2015.
- In considering the housing requirement over the next 5 years, any shortfall in houses built since the start of the plan period (2006) also needs to be taken into account. In Plymouth's case, 3,016 dwellings (net) have been delivered over the first three years of the plan period i.e. 2006-2009. A further 343 dwellings (net) are expected to be delivered 2009/10. This combines to make a 614 dwelling deficit which should be compensated for over the remaining 16 years of the plan period. This equates to an annual addition of 40 d.p.a. to the housing target.
- However, with the current recession, there has been a sudden and severe decrease of between 50% to 90% in the 'tangible' demand for new housing. Current indications are that it will take some 3 to 5 years for normal market conditions to be restored, which means that it will probably add some 5 years to the plan period before the number of houses built can match the current RSS estimate of housing demand. (These matters are the subject of ongoing discussions with GOSW concerning their implications for revising the Plymouth Local Area Agreement Housing Target, NI 154.)

3.62 Taking all these factors into account, Plymouth's 5 year housing land requirement must be based on the Draft RSS and Panel's report, (in that these are the statutory elements of revising the RSS that have now been satisfactorily completed), as well as Plymouth's Adopted LDF Core Strategy.

The requirement also needs to take into account the shortfall in provision for the period 2006-09. This equates to an annual addition of some 40 d.p.a. over the plan period.

Therefore, Plymouth's 5 year housing land requirement is 5,200 sites between 2010-2015.

3.63 However, this assessment has also taken into account the emerging Secretary of States proposed revisions to RSS, as well as having regard to the implications of current market circumstances. While these considerations may either increase or decrease Plymouth's housing land requirements, because they are both still the subject of further statutory considerations / negotiation with GOSW, their implications can not be relied on in determining Plymouth's 5 year housing land requirement.

Assessment of Plymouth's Housing Land Supply:

3.64 In terms of ensuring Plymouth has an adequate 5 year supply of housing sites to meet demand, the following factors need to be taken into account:

- A Strategic Housing Land Availability Assessment (SHLAA) was undertaken by consultants in April 2009 in order to provide an independent assessment of the

amount of land available and to identify the likely timescale of development. The assessment of sites was undertaken by a Panel consisting of developers, agents, and architects experienced in the local market. This Panel assessed the sites under the headings of whether they were suitable, available, and achievable to determine overall deliverability at April 2009 under current market conditions. The SHLAA assessment in paragraph 2.10.2 of the SHLAA report concluded that:

"Currently the final requirement for housing provision is yet to be confirmed through the RSS. However, it appears clear that, subject to market conditions, sufficient housing sites have been identified to meet the future requirement."

- In order to arrive at a 5 year supply from April 2010, for the purpose of this Annual Monitoring Report, the SHLAA assessment has been rolled forward by 8 months, using the latest intelligence on availability and deliverability of housing sites. This resulted in the trajectory shown in Fig 6 and a 5 year supply of 5,587 dwellings (net) made up of the following components.

Components of Plymouth's Housing Supply

	2010/11	2011/12	2012/13	2013/14	2014/15	5 year Total
Sites under construction	328	54	0	0	0	382
Sites with detailed planning permission	726	729	214	147	0	1,816
10% Allowance for non delivery	-73	-73	-21	-15	0	-182
SHLAA sites (2010 update)	135	319	602	833	1,554	3,443
<i>Sites with AAP allocation</i>	50	100	150	551	684	1,535
<i>Sites not allocated in AAP</i>	85	219	452	282	870	1,908
Allowance for sites < 5 units	62	53	86	94	97	392
Demolitions	-100	-120	0	-44	0	-264
TOTAL	1,078	962	881	1,015	1,651	5,587

3.65 Individual sites that make up the 5,587 dwellings of the 5 year supply are, in accordance with government guidance listed in an Annex . This document is available on (www.plymouth.gov.uk/) or alternatively in paper copy on request.

Housing Trajectory under current market conditions

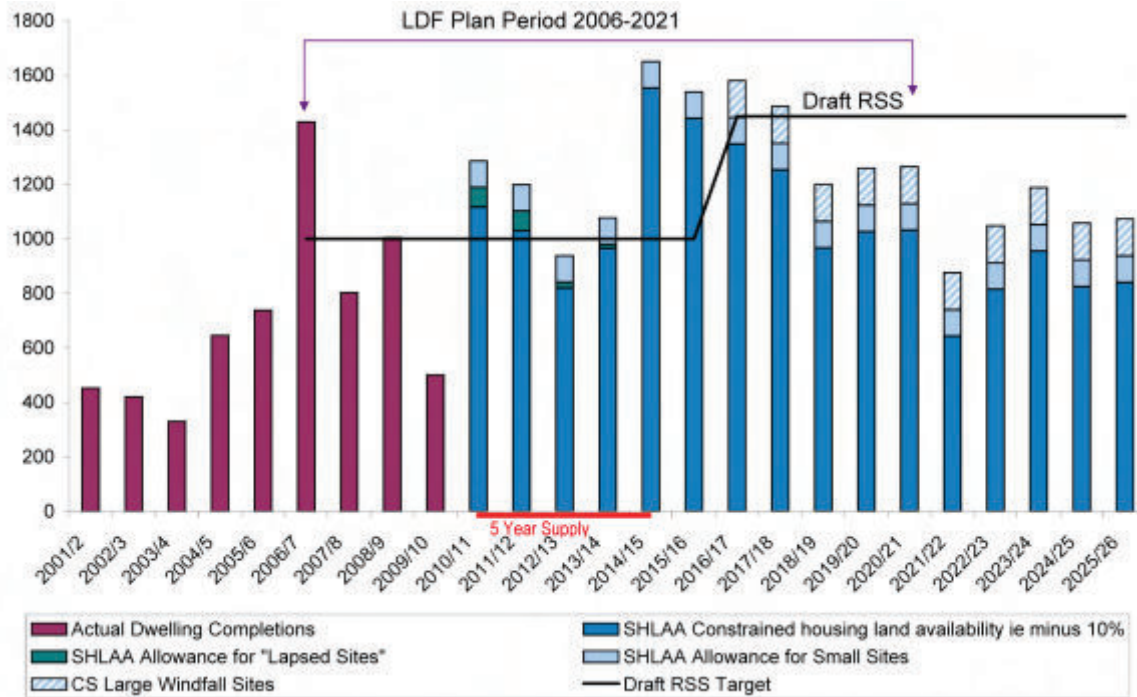


Figure 6 Housing Trajectory

The trajectory above shows the supply of sites over the entire period of the RSS i.e. 2006-2026. It is an assessment derived from the April 2009 SHLAA and as such it is based on current economic conditions. It should be noted that the SHLAA did not include sites that had not been put forward by a developer on the basis that under current market conditions they could not be considered to be “available”. However it is likely that when economic conditions improve further sites will become available as it becomes more viable for landowners to put forward sites for development. In addition the SHLAA made the assumption that reduced densities should be applied to the capacity of sites. Site densities may therefore also increase as the future apartment market once again picks up, thus further adding to the potential supply of dwellings.

Dwellings Under Construction

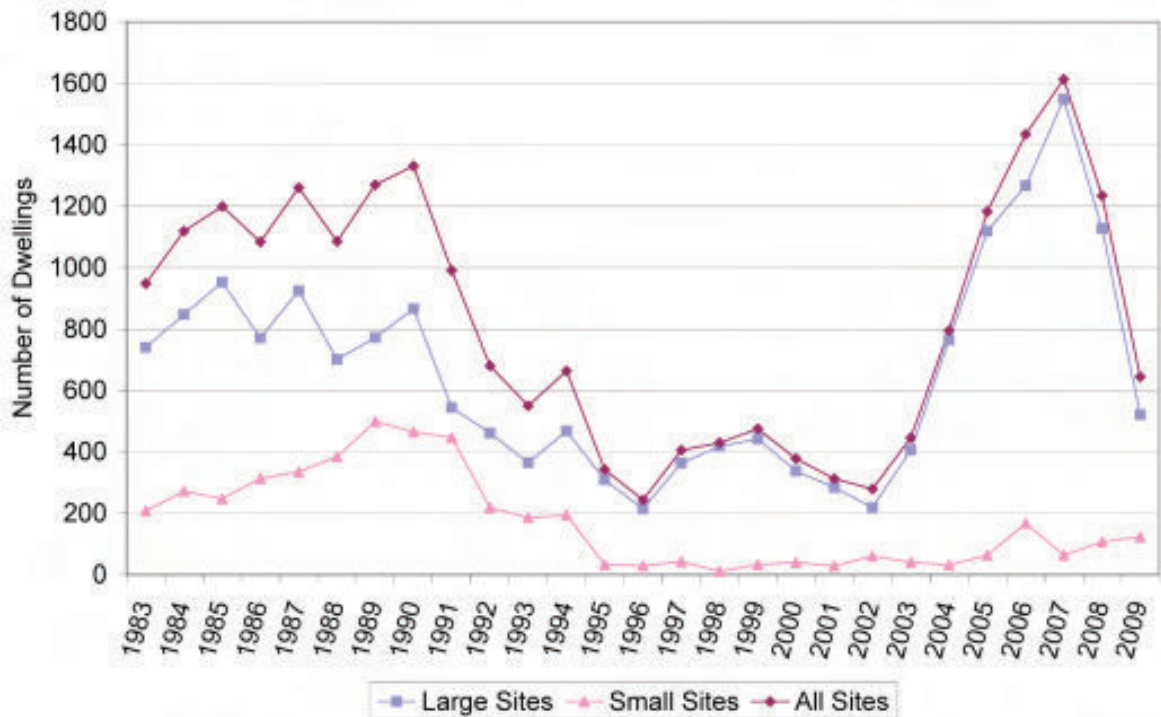


Figure 7 Dwellings under construction

3.66 The number of dwellings under construction has dropped sharply for the past two years in succession. At April 2009 it had fallen to 644 from peak levels of 1,613 in 2007. This decrease in construction activity is a reflection of the recession and its impact on the number of new dwellings being started. Both nationally and regionally the number of dwelling starts fell by almost 50% over this two year period. However in Plymouth the decrease has been more significant: in 2008/9 only 274 dwellings were recorded as having started, compared with 1,019 two years previously, a fall of 73%. However, the number of new schemes to start fell from 46 to 20 implying that it is the larger schemes that have been worst hit by the recession.

3.67 The supply of sites with planning permission on the other hand is only just beginning to reflect the recession with only a small decrease in the number of dwellings yet to start on sites with planning permission. With 4,571 dwellings yet to start and 644 already under construction: 5,215 in total it would seem feasible that there are adequate sites to meet 5 years of the RSS annualised dwelling target from new build construction alone without taking into account the contribution of conversions which has averaged 82 dwellings per annum over the past 5 years.

Dwellings Not Started

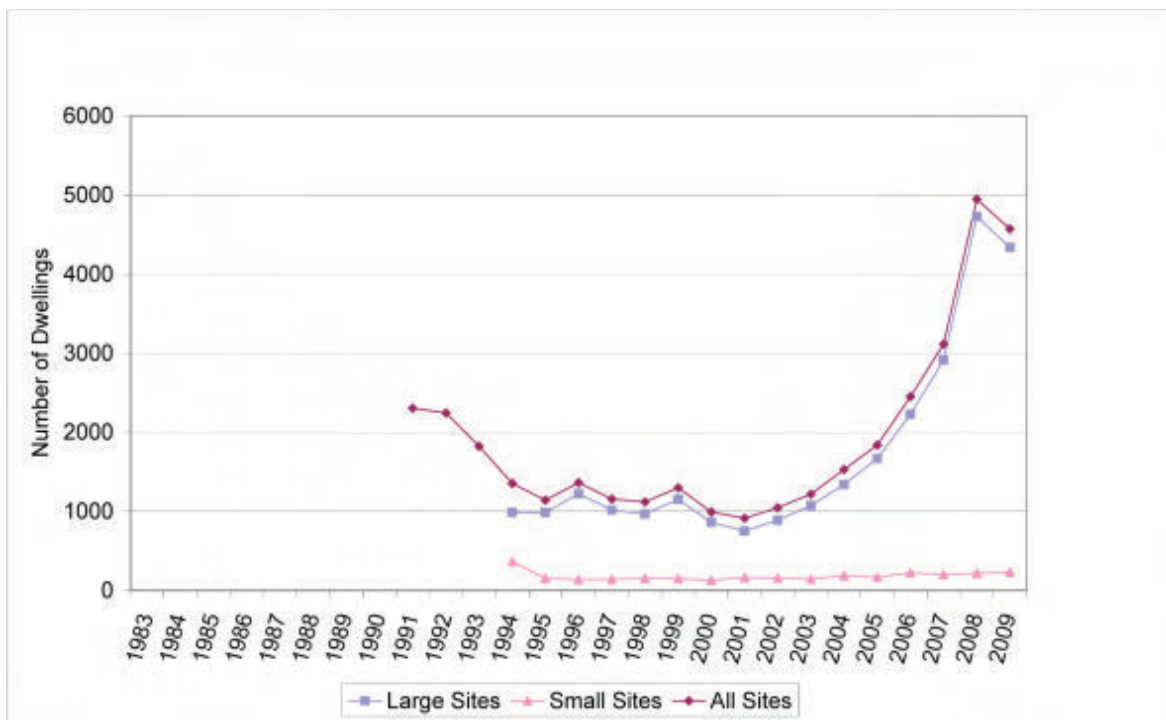


Figure 8 Dwellings not started

Local Output Indicator

– Development on Windfall Sites.

3.68 Since the start of the plan period dwelling completions on windfall sites have been averaging 522 per annum (48%). Of these windfall sites

- 69% (average 363 dwellings per annum) have been on large brownfield sites.
- 26% (average 134 dwellings per annum) have been on small brownfield sites.
- 5% (average 24 dwellings per annum) have been on greenfield sites.

In the past year 444 dwellings (44%) were built on windfall sites.

Dwelling Completions 2001-2008 by type of site

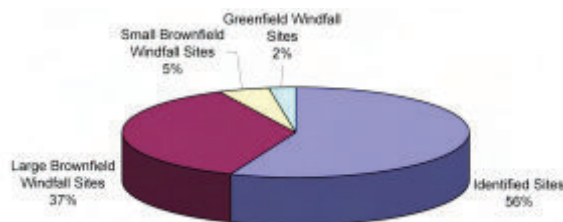


Figure 9 Dwelling completions, (Source: Housing Completions Database)

3.69 At April 2008, there were a potential 4,943 dwellings on sites with planning permission

- Greenfield windfall sites contribute just 2% to future commitments with planning permission.
- Large brownfield windfall sites contribute 33% of dwelling commitment with planning permission. This compares with 36% in 2007/8 and 52% in 2006/7 reflecting the new LDF allocations from Adopted AAPs progressing through the planning process.
- Small brownfield windfall sites contribute 6%.

3.70 In looking to the future, the LDF assumes that windfalls on small brownfield sites will continue, but that the contribution from large brownfield windfall sites will reduce as development is directed to the AAP sites or other key sites in the city.

Dwelling Commitments (with Planning Permission) 2008 by type of site

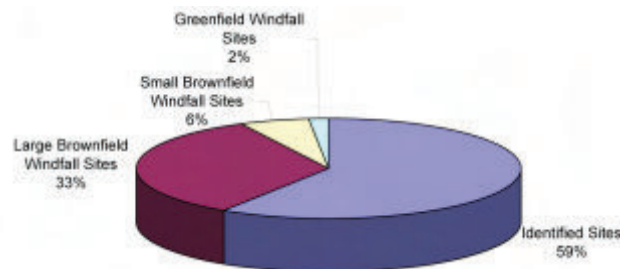


Figure 10 Dwelling commitments, (Source: Housing Completions Database)

Core Strategy Target 10.2 ON TRACK

At least 30% of new dwellings on qualifying sites to be affordable (equating to 3,300 new affordable homes by 2021).

3.71 In 2008/09, 290 affordable homes were delivered in Plymouth bringing the total number since the start of the plan period to 758. Delivery over this period (2006-2009) can be measured against a total delivery of 2,682 on sites of 15 dwellings or more ie 28%. The 2008/9 equivalent is 34% (290 affordable measured against 857 total on sites of 15 or more).

3.72 The delivery of 290 affordable dwellings also exceeds the target of 215 set by National Indicator (NI155) for 2008/9. Delivery over and above this target is a reflection of the work of the Plymouth Housing Development Partnership which involves partner Registered Social Landlords and the Homes and Communities Agency (HCA). The economic downturn has had a significant impact on the housing sector, with finance squeezed, falling asset values and a constrained customer base affecting the ability to build and purchase property. To combat this Plymouth has responded on a number of fronts to maximise impact and to help support both the house building industry and the delivery of new and affordable homes in the current

recession-hit housing market. These include securing significant HCA grant funding to purchase unsold completed open market homes or purchasing whole sites for affordable housing; kick-start and investment funding to unlock stalled sites; support of the Planning Market Recovery Action Plan. In addition £629,000 of Commuted Sums has been received which the Council will use to support a range of affordable housing delivery over the next two years.

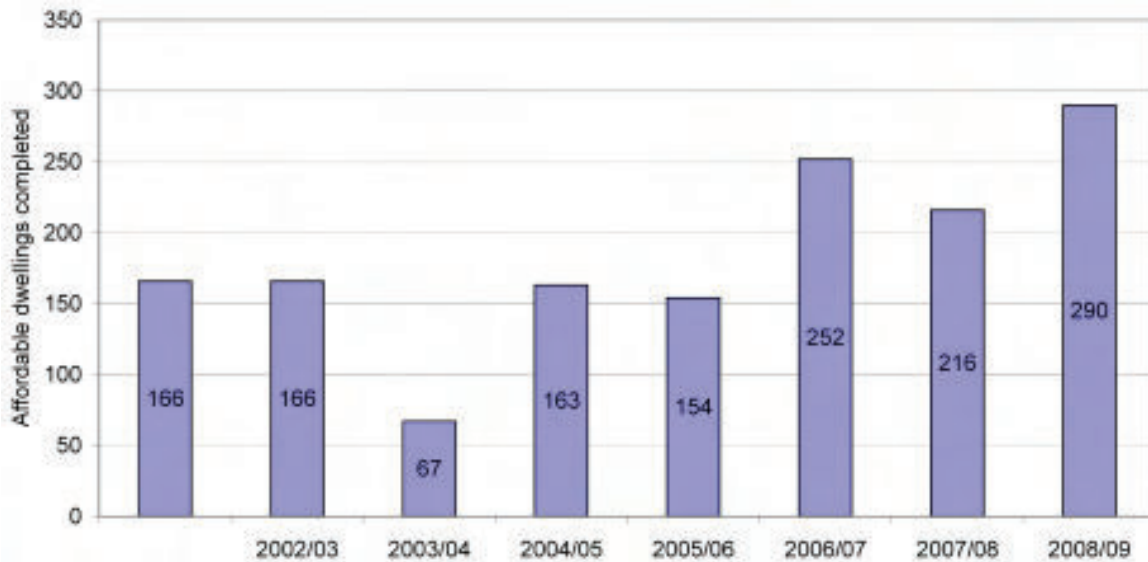


Figure 11 Affordable Housing, (Source: PCC Housing Services)

3.73 Of the 3 year total of 758 affordable dwellings 536 (71%) were for rent and 222(29%) were intermediate tenure eg shared ownership.

Core Strategy Target 10.3 ON TRACK

80% of new dwellings to be provided on previously developed land (equating to 13,800 homes by 2021).

3.74 In the past year 98% of dwellings completed were on previously developed land. This is our highest percentage since monitoring began in 2001.

3.75 Of all the new build development currently in the pipeline 92% is on previously developed land. When the likely contribution from conversions and subdivisions are added, all of which (100%) are classified as previously developed, it is likely that the LDF target (80%), the government target (60%), and the South West Regional target (50%) will be achieved next year.

New Homes on Previously Developed Land

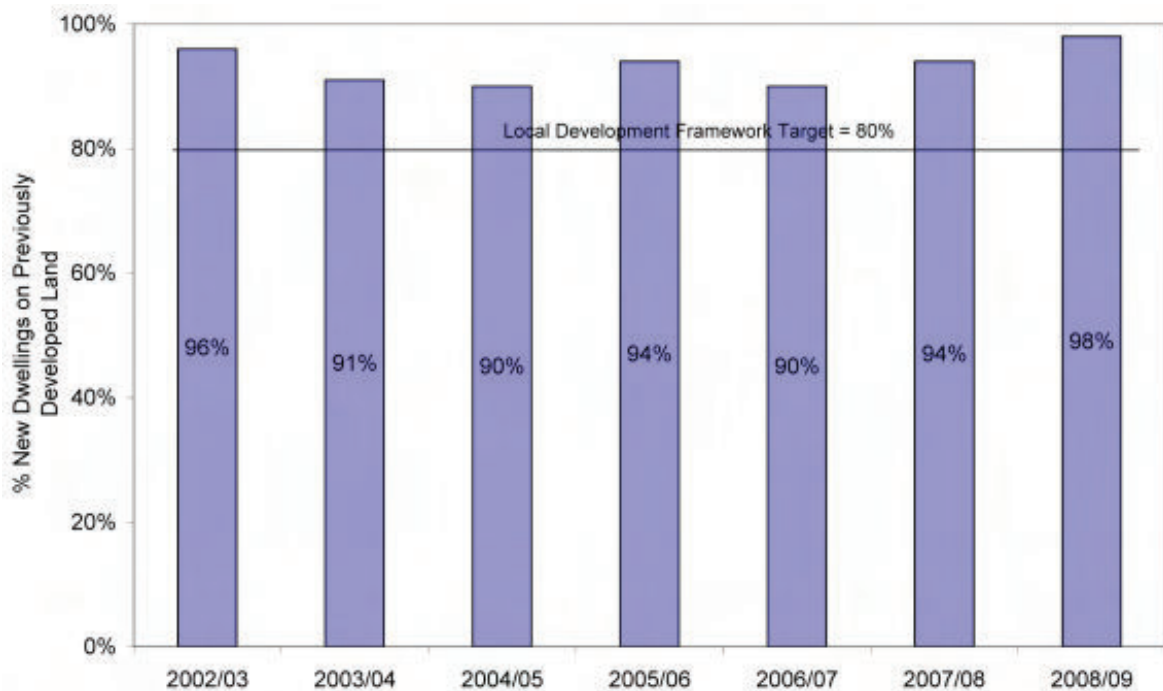


Figure 12 New homes on previously developed land, (Source: Housing Completions Database)

Core Strategy Target 10.4. BELOW TARGET BUT IMPROVING PERFORMANCE 20% of new dwellings developed to be Lifetime Homes standard (equating to 3,450 homes by 2021).

3.76 For calculating performance against this target we have used as a proxy the application of planning conditions or Section 106 agreements on sites of 5 dwellings or more. Whilst it would be difficult to insist on Lifetime Homes delivery for residential schemes of less than 5 units, we do encourage the adoption of Lifetime Homes standards as best practice for any new dwellings.

3.77 The use of this proxy measure assumes that the Lifetime Homes specified dwellings will actually be built to the required standards. To actively pursue compliance with these standards the City's Access Officer carries out checks on a selection of housing schemes as they are being built.

3.78 In 2008/9 524 dwellings received approval on schemes of 5 or more units. Section 106 agreements applied to these consents should ensure the delivery of 65 Lifetime Homes ie 12.4%. Whilst this is below the policy target, it is a significant improvement on the previous year's performance of 9.4%. A partial explanation for the below target performance is the number of dwellings (107 dwellings) that were the subject of earlier outline applications or previous submissions to which Lifetime Homes conditions had not been applied.

3.79 In future all case officer reports will address Lifetime Homes issues. Other proactive measures being taken to improve performance are

- A further presentation in November 2009 to reinforce awareness of the importance of this policy when considering planning applications.
- a leaflet is being written for developers on the social and economic reasons for building homes to Lifetime Homes standards.

3.80 In addition to the difficulty of ensuring that every agreed Lifetime Home is actually built (this would require considerable staff resources), the wording of the policy also makes it difficult to monitor against the target. In particular difficulties arise in relation to:

- small sites (<5 dwellings) – the expectation in relation to these sites needs to be clarified and if they are to be excluded from the requirements of the policy then the % on larger sites needs to be increased in order to meet the 3,450 target.
- topography – recognition needs to be made of the unsuitability of steeply sloping sites for Lifetime Homes and appropriate compensation should be made in the reporting of % delivery

3.81 It is recommended that when the Core Strategy targets next come under review, consideration be given to the rewording of the target to take into account these issues.

Local Output Indicator ON TRACK

– Ensuring the provision of an appropriate mix of type, size and tenure of housing.

3.82 Of the dwellings completed in the past year

- 87% consisted of 1 or 2 bed units
- less than 1% had more than 4 bedrooms

3.83 This shows a disproportionate number of small units compared with the 2001 make up of the city where 66% of households contain 1 or 2 persons and 6% contain more than 4 persons.

In terms of type of dwelling:

- 83% were flats
- 13% were terraced houses
- 4% were detached or semi-detached.

Dwelling Completions by Size/Type

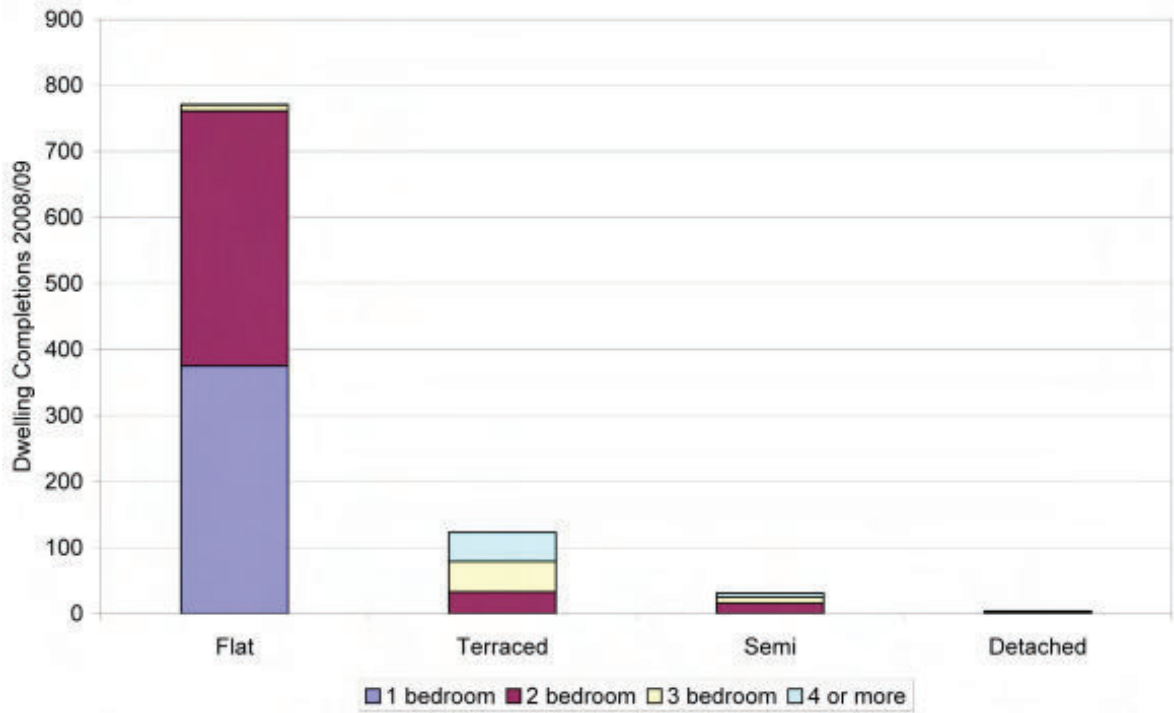


Figure 13 Dwelling completions by size, (Source: PCC Housing Completions Database)

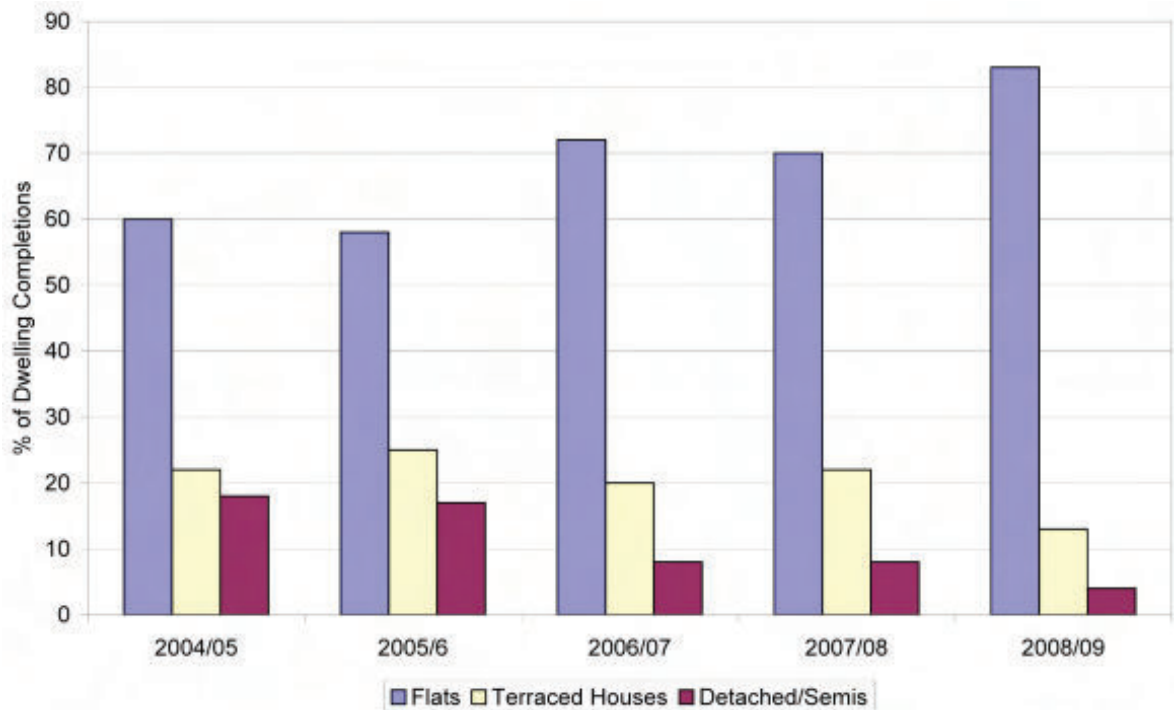


Figure 14 Dwelling completions by type, (Source: PCC Housing Completions Database)

3.84 The dramatic change in the percentage of new build units that are flats since AMR monitoring began reflects high density developments characteristic of the recent regeneration of the waterfront areas.

Local Output Indicator ON TRACK
- Development Density.

3.85 The Core Strategy has an objective of promoting the highest density of development compatible with the creation of an attractive living environment. In 2008/9 the average net density of dwelling completions was 131 dwellings per hectare, double that of the previous year (67 dph) and again reflects the very high proportion of flats that were completed.

3.86 The government through PPS3 advises on a minimum density of 30 dwellings per hectare. In the past year only three minor sites, contributing 4 dwellings in total have been developed at below that density:

3.87 In 2007/8 95% of new housing provided has been above minimum PPS3 density levels with 80% being above 50 dwellings per hectare.

Dwelling Completions by Density

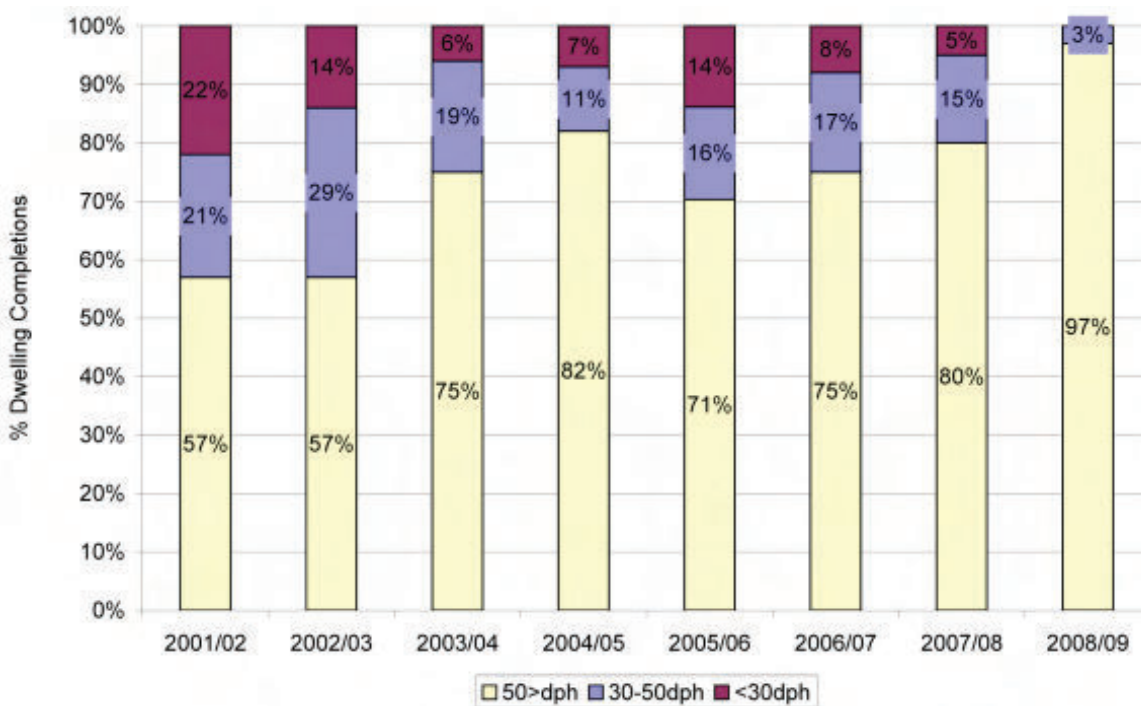


Figure 15 Dwelling completions by density, (Source: PCC Housing Completions Database)

Delivering a Sustainable Environment

Strategic Objective 11

To set a spatial planning framework through the LDF that supports the City Strategy goal to maintain a clean and sustainable environment, which benefits social and economic well-being.

Key Findings and Conclusions

3.88 All targets are either being met or on track to being met.

Core Strategy Target 11.1 ON TRACK

To work towards ensuring that the city's population have access to a natural greenscape within 400 metres of their home.

3.89 Survey work for the Green Space Strategy has identified that a 5 minute walk (equating to 400m) is an acceptable walking distance for the majority of Plymouth's population. Areas of the city that are greater than 400 metres from an accessible green space area have been mapped for the Sustainable Neighbourhood Assessments and the Green Space Strategy. The Green Space Strategy includes an objective and actions to address identified deficiencies. Plymouth's Green Space Strategy 2008-2023 was adopted by the Council in April 2009 and will inform proposals in the City Centre, Derriford/Seaton, Hoe, East End and Urban Fringe Development Plan Documents. Plymouth's draft Green Infrastructure Plan has been prepared for consultation and will support delivery of this target.

Core Strategy Target 11.2 ON TRACK

To facilitate designation of 100 ha of new Local Nature Reserve by 2016.

3.90 As at June 2009, the progress towards the designation of 4 new sites was as follows:

Location	Area (ha)	Progress
Cann Woods	20	Designated in June 2009
Bircham Valley	8	Draft management plan produced. Designation scheduled before March 2010
Radford Woods	38	Draft management plan produced. Designation scheduled before March 2011

Location	Area (ha)	Progress
Ham Woods	35	Designation scheduled before March 2012

Core Strategy Target 11.3 ON TRACK

To ensure that as a minimum development causes no net loss of biodiversity of acknowledged importance.

3.91 During 2008/9 no LDF documents or planning approvals generated any significant impacts on Plymouth's protected sites including Plymouth Sound & Estuaries European Marine Site, the 9 Sites of Special Scientific Interest, the 22 County Wildlife Sites and 8 Local Nature Reserves.

3.92 Work to improve the consistency with which legally protected species are treated as part of the Development Planning process has led to:

- The establishment of a system of a standard informative being placed on all consents (i.e. Tree Preservation Orders (TPO), Listed Building Consents, Demolition Consents) that have potential to impact on protected species.
- A raised awareness of situations requiring protected species surveys as part of the Development Management process.

3.93 During 2008/9 negotiations on individual planning applications considered likely to have an impact on wildlife not only avoided a net loss in biodiversity, but exceeded the target by resulting in final approved plans showing a net gain 78% of the time. The losses incurred on those not achieving a net gain are considered to be minor. During the year four applications were refused or withdrawn in part due to their lack of consideration of biodiversity impacts.

Core Strategy Target 11.4 ON TRACK

To review the Strategic Flood Risk Assessment on at least a five-yearly basis.

3.94 The Council is currently working in partnership with the Environment Agency to deliver a Level 2 Strategic Flood Risk Assessment for Plympton, with completion expected in 2010. This will add to those completed in January 2008 for Millbay and Stonehouse, North Plymstock, the East End and Sutton Harbour.

Core Strategy Target 11.5 BELOW TARGET BUT IMPROVING PERFORMANCE

To ensure all non-residential developments exceeding 1,000 square metres of gross floorspace and new residential developments comprising 10 or more units to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising 15% for the period 2010-2016.

3.95 Out of the 88 qualifying developments, 17 (19.3%) major applications approved between October 2008 and September 2009 had conditions requiring compliance with this policy. This is an improvement on the previous year's performance of 10.2%. A number of presentations / workshops were delivered during 2008 to raise awareness of the requirements of this policy, and to ensure that the requirements for onsite renewable energy production equipment are considered early in the design and planning approval process. All case officer reports now address this issue to ensure compliance.

Delivering Mineral Resources**Delivering Future Mineral Resources****Strategic Objective 12**

To deliver an appropriate balance between the need to safeguard the long term supply of minerals and delivery of strategically important development in the eastern corridor, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and well-being for all.

Key Findings and Conclusions

3.96 All targets are either being met or on track to being met.

Core Strategy Target 12.1. TARGET MET

Identification of land consented for mineral extraction and processing and an appropriate buffer zone in the North Plymstock (including Minerals) Area Action Plan.

3.97 Proposal NP13 of the North Plymstock (including Minerals) Area Action Plan identifies land consented for mineral extraction and an appropriate buffer zone. The AAP was adopted in August 2007.

Core Strategy Target 12.2. TARGET MET

Identification of Mineral Resource Protection Area in the North Plymstock (including Minerals) Area Action Plan.

3.98 Proposal NP13 of the North Plymstock (including Minerals) Area Action Plan identifies an area of known mineral reserves, which is safeguarded for potential future mineral extraction. The AAP was adopted in August 2007.

Delivering Sustainable Waste Management**Strategic Objective 13**

To establish a spatial planning framework in the LDF that supports the Regional and Council's Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities.

See Appendix 1 for Core Output Indicators.

Key Findings and Conclusions

3.99 All targets are either being met or on track to being met.

Core Strategy Target 13.1 TARGET MET

Local waste management targets will be prepared as part of the emerging Waste Management Strategy Action Plan.

3.100 An Outline Business Case (OBC) was approved in April 2008 by the South West Devon Waste Partnership which comprises three councils – Plymouth, Devon and Torbay. This business case set out detailed waste management proposals for the 3 Councils including the joint procurement of a long-term residual waste treatment solution. The OBC was approved by Defra for Private Finance Initiative (PFI) credits in October 2008 and the procurement process began in November 2008. The waste management initiatives set-out in the OBC together with the joint PFI procurement will deliver Plymouth City Councils Municipal Waste Management Strategy. Any waste development in Plymouth will have to comply with the policies in Plymouth's Waste Development Plan Document which was adopted in April 2008.

Delivering Sustainable Transport

Strategic Objective 14

To reduce the need to travel and deliver a sustainable transport network that supports Plymouth's long-term growth, improves its connectivity with the rest of the UK, Europe and beyond, and provides an improved environment and a high quality of life for the city's communities.

Key Findings and Conclusions

3.101 The transport indicators are all on track.

Core Strategy Target 14.1 ON TRACK

Increasing passenger numbers using Plymouth Airport to 580,000 per annum by 2021.

3.102 Plymouth City Airport handled 109,000 passengers in the year to March 2008 - up from 84,000 in the previous year (an increase of 30%). The introduction of several new routes in April 2008 resulted in a significant increase in air passengers.

Core Strategy Target 14.2 ON TRACK

Increase the percentage of all households in deprived areas that are within 30 minutes travel time by public transport of Derriford Hospital and Tamar Science Park.

3.103 Recent work has been undertaken to develop a more sensitive model for calculating this indicator. This shows that for the Tamar Science Park, the 2008/9 measure of 82.5% is slightly lower than the 84.0% of the previous year, thought to be attributable to the retiming of a key service (Citybus 34 from Devonport to Derriford). Nevertheless it still shows an increase in performance on the 2006 (baseline) of 81.5%. Performance to Derriford Hospital has increased year on year, rising from a baseline in 2006 of 88.0% to a current figure of 90.0%

Core Strategy Target 14.3 ON TRACK

Reduce the number of fatalities and serious injuries due to road accidents by 60% by 2010 - including 80% reduction in the number of child fatalities/serious injuries and a 20% reduction in minor casualties.

3.104 The targets above are those set in the Local Transport Plan 2 (LTP2) and agreed by the Department of Transport (DfT) and are derived from the average 1994-1998 baseline. They translate into 2008/9 equivalents of 64 people killed or seriously injured (KSI), 10 child casualties and 939 minor injuries. The actual casualties recorded for Plymouth in 2008/9 are all favourably lower: 58 KSI, 9 child casualties and 828 minor injuries. Spatial analysis of the casualty data is being used to plan new infrastructure, and to direct educational efforts towards accident reduction.

Core Strategy Target 14.4 ON TRACK

Increase public transport (bus) usage by 7.3% by 2010/11.

3.105 The number of journeys on public transport during 2007/08 was registered as 20.6 million, a 4% increase on the previous year. This increase was largely attributable to the rise in concessionary fare passengers. A change of reporting base means that this figure is not directly comparable to last year's declared patronage - although the upward trend is confirmed.

Core Strategy Target 14.5 ON TRACK

Ensure traffic growth does not exceed a total of 4.2% (2004-2010) from a baseline of 1,118 million kilometres in 2004.

3.106 Total vehicle mileage on the Authority's roads fell to 1,134 million during 2008, from 1,150 million in 2007. This is within the LTP2 target of 1,153 for the year 2007. Furthermore, the LTP2 indicator of vehicle flows into the city centre in the morning peak remains on target, which suggests that any growth in travel demand is being successfully accommodated.

Core Strategy Target 14.6 ON TRACK

Have no declared Air Quality Management Areas (AQMAs) arising from transport across the city.

3.107 Figures of pollutant levels in the two AQMA's (Exeter Street and Mutley Plain) for 2008/09 are further reduced and are within the LTP2 targets. No further AQMAs have been declared, although other sites are being monitored.

3.108 Plymouth City Council continues to promote sustainable transport - and in particular the development of an HQPT network, in order to minimise the need for AQMAs.

Core Strategy Target 14.7 ON TRACK

Ensure that all new development is located within 400 metres of a bus stop.

3.109 All residential and commercial developments completed in 2008/9 were within 400 metres of a bus stop.

Core Strategy Target 14.8 ON TRACK

Deliver a HQPT service to serve eastern Plymouth from the occupation of the first homes at the Sherford new community, and to develop the HQPT service in line with future development in the eastern corridor.

3.110 Delivery of public transport infrastructure as part of the city's planned Eastern Corridor High Quality Public Transport (HQPT) network is key to enabling the Local Development Framework spatial vision of sustainable growth to be delivered. The delivery of HQPT requires a bid for inclusion in the Regional Funding Allocation. This bid is being developed and led by Plymouth City Council, in partnership with Devon County Council, and with the involvement of the Highways Agency. It is the intention to submit a full business case to the Department for Transport for Programme Entry into the Regional Funding Allocation by May 2010. Agreement has been reached with DfT that additional sensitivity tests will need to be done on the modelling work to ensure robustness with respect to assumptions about growth. The scope of the work has also increased to include the Langage Southern Access Road. These factors, and the diversion of resources to the CIF2 project work, have delayed bid submission. However, design work has been carried out following the first round of modelling and the Stage 2 Environmental Impact Assessment has also been completed.

Delivering Community Well-being

Strategic Objective 15

To set a spatial planning framework for the improvement of the city's community health, safety and well-being for everyone.

Key Findings and Conclusions

3.111 All targets are either being met or on track to being met.

Core Strategy Target 15.1 ON TARGET

A reduction in the % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night.

3.112 The number of residents who feel safe outside on the street at night rose from 29% in 2005 to 34% in 2006 to 48% in 2009. The Place Survey 2008/9 recorded that whilst 32% felt unsafe after dark far fewer (5%) felt unsafe during the day

Core Strategy Target 15.2 ON TRACK

Delivery of new investment in healthcare infrastructure – ON TRACK

3.113 The Plymouth Primary Care Trust is progressing with projects to improve Plymouth's primary health care facilities. New Primary Care Centres have opened at Ernesettle (2005), Mount Gould (2006) and Cattedown (2008). The Peninsula Dental School facility at Devonport is completed and a Dental School at Derriford is progressing. Plymouth Hospitals NHS Trust is proposing a number of improvements to Derriford Hospital and these proposals are included in the Derriford and Seaton AAP.

3.114 It is proposed to adopt the following two LAA Improvement targets which tie in with the health objectives in the sustainability appraisal of the LDF which are to –

- Improve health (both physical and mental).
- Reduce health inequalities (between neighbourhoods).
- Promote and support healthy lifestyles (encouraging walking, cycling and active lifestyles).

3.115 The targets are:

- The gap in life expectancy between the fifth of areas with the lowest life expectancy and the city as a whole to be no more than 2.64 years.
- % of adult population (16 – 74) participating in 30 minutes of moderate physical activity once a week to rise from 38.7% in 2006 to 40.7% in 2009/10 and 41.7% in 2010/11.

3.116 These will provide a clearer indication than investment in healthcare infrastructure as to whether the city's health and well-being is improving. Performance against these indicators will be reported in next year's AMR.

4 Equality Monitoring

4.1 Between April 2008 and March 2009 Equality Impact Assessments have been undertaken for the Statement of Community Involvement (SCI) 1st Review and for the City Centre AAP. These documents have been published on the Council website www.plymouth.gov.uk

4.2 Consultation events for Derriford Issues and Preferred Options, City Centre Issues and Preferred Options, SCI, Sustainable Neighbourhoods (April - June), Big Picture, Sutton Harbour Examination were undertaken over the same period. In addition to consultation events the public have the opportunity to make representations online. Those making responses are encouraged to complete Equality Monitoring Forms although in fact only around 40% chose to do so.

4.3 The Equality Monitoring data has been analysed and in the table below comparison is made with the profile of the City's population. This shows under-representation in those aged under 16.

	City	City Centre AAP	Derriford AAP	SCI	Central Park AAP
Aged 0-15*	17%	2.5%	0%	0%	4%
Aged 16-18*	4%	5%	9%	7%	5%
Aged 19-29*	20%	15%	36%	12%	13%
Aged 30-49*	26%	23%	28%	20%	27%
Aged 50-64*	17%	23%	18%	37%	22%
Aged 65+	16%	30%	9%	24%	28%
Male*	49.3%	41.5%	64%	54%	48%
Female*	50.7%	51%	36%	46%	52%
Has Disability**	21%	16%	9%	21%	19%
White British**	93%	72.5%	91%	87%	81%
Chinese or other Ethnic Group**	1%	4.5%	0%	4%	6%
Christian***	73.6%	48%	36%	72%	74%
Buddhist***	0.2%	0%	0%	0%	3%
None***	18.3%	10.5%	36%	19%	13%

	City	City Centre AAP	Derriford AAP	SCI	Central Park AAP
Not Stated***	7.1%	41.5%	28%	9%	10%
Response Rate	n/a	51%	33%	27%	43%

- Note: Not all respondents gave responses to all questions, therefore numbers may not add up to 100%. Categories have been omitted where numbers have been too small to be reported.

Source:

* Mid Year Estimates 2008

** Mid Year Estimates 2007

*** 2001 Census

**** Comparative data not available

5 Monitoring the Implementation of LDF Policies

5.1 This chapter monitors the use and robustness of Core Strategy policies in the determination of planning applications.

Key Findings and Conclusions

5.2 There would seem to be no policy which is superfluous, or which is causing particular problems with its interpretation or with its application.

5.3 The table below indicates the workload undertaken by development Management Team in 2008/9. This is a new indicator to be reported in the AMR. Future levels will be compared on an annual basis.

	Type of Application			Total
	Major	Minor	Others	
Received	88	297	824	1,209
Determined	100	376	923	1,399

5.4 The table below shows the frequency of use of policies in decisions since the implementation of the Core Strategy. The two policies that have up to April 2009 never been used are CS17 relating to Gypsy and Traveller Sites and CS24 relating to Mineral Development. There has however since that date been an approval for a Gypsy and Traveller site which quoted policy CS17 in its decision.

Ref	Type of Application				Total
	Major	Minor	Householder	Other	
CS01	86	32	3	8	129
CS02	198	491	695	198	1,582
CS03	52	183	99	274	608
CS04	40	29	1	2	72
CS05	33	30	0	16	79
CS06	3	4	0	10	17
CS07	6	2	0	2	10
CS08	17	15	0	1	33
CS09	8	1	0	0	9
CS10	0	2	0	11	13
CS11	1	15	0	31	47
CS12	16	15	0	5	36
CS13	10	20	0	14	44

Ref	Type of Application				Total
	Major	Minor	Householder	Other	
CS14	44	21	0	3	68
CS15	86	509	20	11	626
CS16	28	99	1	2	130
CS17	0	0	0	0	0
CS18	95	154	29	4	282
CS19	47	31	3	3	84
CS20	72	16	1	2	91
CS21	53	23	18	2	96
CS22	80	153	29	58	320
CS23	1	0	0	1	2
CS24	0	0	0	0	0
CS25	1	3	0	1	5
CS26	4	0	0	0	4
CS27	1	0	0	1	2
CS28	200	581	151	104	1,036
CS29	1	12	0	53	66
CS30	31	15	0	0	46
CS31	6	5	0	4	15
CS32	107	59	2	9	177
CS33	85	5	0	3	93
CS34	280	1,131	1,952	503	3,866
Total	1,692	3,656	3,004	1,336	9,688

Appeals

5.5 In 2008/09 there were 72 appeals against decisions made by the Planning Service, 25 of which were upheld by planning inspectors. During this period 33.8% of appeals against refusal of planning permission were allowed. This exceeds the SPI 4 target of the Business Plan of 30%. There were four appeals where an inspector allowed some elements but also dismissed others. Of the 25 allowed appeals

- 3 referred to listed building consent.
- 2 to planning conditions.
- 1 to enforcement action.
- 1 to tree work.
- 1 to advertising consent.

5.6 The remaining 17 were all concerned with refusals of planning permission and were judged against the policies of the Adopted Local Development Framework Core Strategy. The majority of these related to small scale housing developments and house extensions. The main policies involved were CS02, CS28 and CS34. Policy CS02 aims to promote high quality development and CS28 is concerned with delivering sustainable transport. Policy CS34 seeks to ensure that development takes place in the right place by balancing the need for growth against the impact on others and the environment. The key messages from inspectors in overturning these decisions were the importance of flexibility and pragmatism and the need to view the overall regeneration picture with the aim of making full and efficient use of previously developed land in line with national guidance set out in Planning Policy Statement 3.

5.7 Other significant decisions were

- combating climate change and expanding renewable energy sources can sometimes take priority over issues of visual intrusion in the case of wind turbines on a school
- local planning authorities cannot refuse permission for phone masts that carry an international safety certificate on health grounds, even if they are near “sensitive locations (such as schools and children’s play areas)”.

Applications Decided Against Officer Recommendation

5.8 In 2008/9 a total of 1,399 planning applications were determined, 197 of these by Planning Committee. Only 4 applications: 2% were determined against officer recommendations. There were no policies that consistently stood out as the basis for members overturning officer recommendations for approvals of student accommodation, of residential development or for wind turbines.

Appendix 1: National Core Output Indicators

Business development and town centres

		B1b	B1a	B1c	B2	B8	Total
BD1	Gross	4,868	0	0	0	308	13,728
	Net	4,868	0	0	0	188	13,508
BD2	Gross	1,619	0	0	0	308	3,751
	% Gross on PDL	11.8%	0	0	0	2.2%	27.3%
BD3	Hectares	25.8	0	0	1.9	0.8	42.1

Plymouth City Centre

		A1	A2	B1a	D2	Total
BD4	Gross	0	0	0	0	0
	Net	0	0	0	0	0

Plymouth UA

		A1	A2	B1a	D2	Total
BD4	Gross	938	50	4,868	159	14,567
	Net	900	50	4,868	159	14,429

Plan period and housing targets

	Start Of Plan Period	End Of Plan Period	Total Housing Required	Source Of Plan Target
H1	2006	2026	24,500	Draft RSS
H1 (b) (if required)	2006	2021	21,000	Plymouth LDF

Net additional dwellings

	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26
H2a	506	347	648	739	1,316	790																		
H2b							910																	
H2c								343	1,113	1,006	917	1,018	1,651	1,539	1,581	1,486	1,200	1,259	1,265	876	1,048	1,188	1,058	1,073
a) Net additions									16.0	13.7	18.1	23.6	38.2											
b) Hectares									1,040	1,040	1,040	1,040	1,040											
c) Target					984	994	999	1,038	1,033	1,035	1,043	1,045	995	945	1,377	1,364	1,385	1,403	1,426	1,536	1,658	1,815	2,193	3,313
H2d																								

New and converted dwellings on previously developed land

		Total
H3	Gross	984
	% Gross on PDL	98%

Net additional pitches (Gypsy and Traveller)

	Permanent	Transit	Total
H4	0	0	0

Gross affordable housing completions

	Social Rent Homes Provided	Intermediate Homes Provided	Affordable Homes Total
H5	191	99	290

Housing Quality - Building for Life Assessments

H6	Number of sites with a building for life assessment of 16 or more	Number of dwellings on those sites	% of dwellings of 16 or more	Number of sites with a building for life assessment of 14 to 15	Number of dwellings on those sites	% of dwellings of 14 to 15	Number of sites with a building for life assessment of 10 to 14	Number of dwellings on those sites	% of dwellings 10 to 14	Number of sites with a building for life assessment of less than 10	Number of dwellings on those sites	% of dwellings of less than 10	Total number of housing sites (or phases of housing sites)	Number of dwellings on those sites
	3	99	19%	5	178	34%	8	199	38%	3	45	9%	19	521

Number of planning permissions granted contrary to Environment Agency advice.

	Flooding	Quality	Total
E1	0	0	0

Changes in areas of biodiversity importance

	Loss	Addition	Total
E2	0	0	0

Renewable energy generation

E3	Wind Onshore	Solar Photovoltaic's	Hydro	Landfill gas	Sewage sludge digestion	Municipal (and industrial) solid waste combustion	Co-firing of biomass with fossil fuels	Animal biomass	Plant biomass	Total
Permitted installed capacity in MW	0.015	0	0	0	0	0	0	0	0	0
Completed installed capacity in MW	0	0	0	6	0	0	0	0	0	0

M1 Production of primary land won aggregates by minerals planning authority

	Crushed Rock	Sand and Gravel
M1	See note below	

M2 Production of secondary and recycled aggregates

	Secondary	Recycled
M2	See note below	

1.1 As there is only one operator in Plymouth this data is commercially sensitive and figures are aggregated to either county or region and reported at that level.

W1a Capacity of new waste management facilities

W1a	Landfill Inert	Landfill hazardous	Landfill non-hazardous	Energy from, waste incineration	Other Incineration	Landfill gas generation plant	Pyrolysis / Gasification	Metal recycling site	Transfer stations	Material recovery/ recycling facilities (MRFs)	Household civic amenity sites	Open windrow composting
New waste facility capacity per year	0	0	0	0	0	0	0	0	0	0	10,000	0
Give capacity units [tonnes/litres/ metres cubed]	0	0	0	0	0	0	0	0	0	0	Tonnes	0

W1b Operational throughput of new waste management facilities (m3 / tonnes / litres as appropriate)

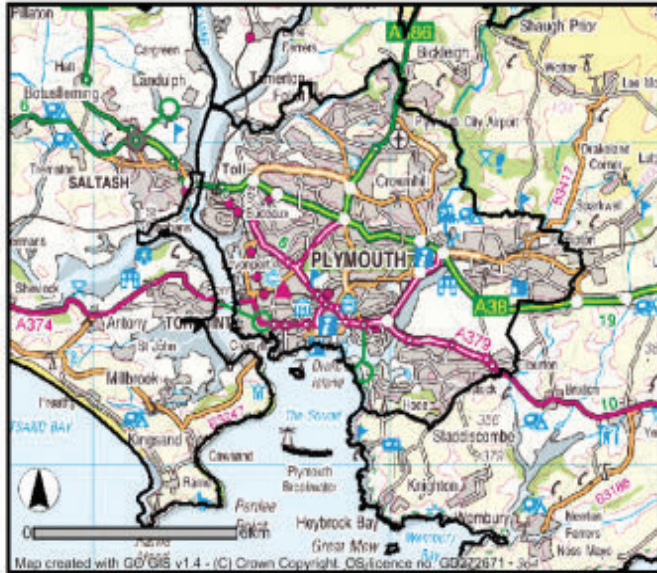
W1b	Landfill Inert	Landfill hazardous	Landfill non-hazardous	Energy from, waste incineration	Other Incineration	Landfill gas generation plant	Pyrolysis / Gasification	Metal recycling site	Transfer stations	Material recovery/ recycling facilities (MRFs)	Household civic amenity sites	Open windrow composting
New waste facility operational throughput	0	0	0	0	0	0	0	0	0	0	10,000	0
Give capacity units [tonnes/litres/ metres cubed]	0	0	0	0	0	0	0	0	0	0	Tonnes	0

Amount of municipal waste arisings by management type

W2	Landfill	Incineration with EFW	Incineration without EFW	Recycled/Composted	Other	Total Waste Arisings
Amount of waste arisings in tonnes	90,022	0	9	36,096	10,860	136,987

Appendix 2: Contextual Indicators

The profile which follows has been produced by Government Office South West (GOSW) Regional Intelligence Team.



Map created with GIS v1.4 - (C) Crown Copyright, Ordnance no. G0272671 - 300
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KEY FACTS

- Almost a third of Plymouth's Super Output Areas are ranked among the **most deprived** 20% in England.
- In the 2008 **Comprehensive Performance Assessment (CPA)**, Plymouth City Council received a rating of 2 stars (on a scale of 0 to 4), and was judged to be "improving well".
- In the 10 years since 1998, Plymouth has had the 3rd lowest **population** increase of South West unitary and county authorities (+4.19%).
- Plymouth's rate of **violence against the person** is 32% higher than the national rate.

Demographics

Population by Local Authority

- The Plymouth unitary authority area accounts for almost 5% of the South West's population.
- Plymouth UA has the 5th biggest population of the region's 37 unitary and district authorities.
- The population density is the 3rd highest of SW local authorities (behind Bristol and Bournemouth).

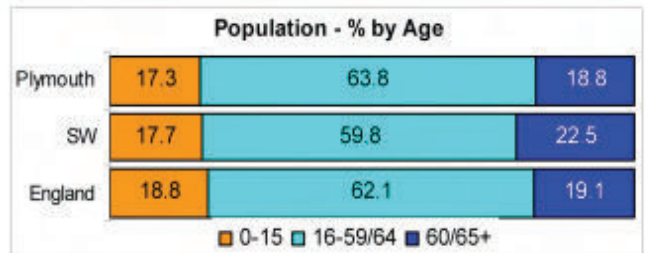
	Pop. 1000s	Area Sq Km	Persons per sq km
Plymouth	252.8	80	3,160
Former Devon*	1,141.5	6,707	170
South West	5,209.2	23,837	219
England	51,446.2	130,281	395

*Former Devon includes the Devon County Council area, plus the Plymouth and Torbay unitary authorities

ONS - Mid Year Estimates 2008 / ONS Census 2001 Area data

Population by Age

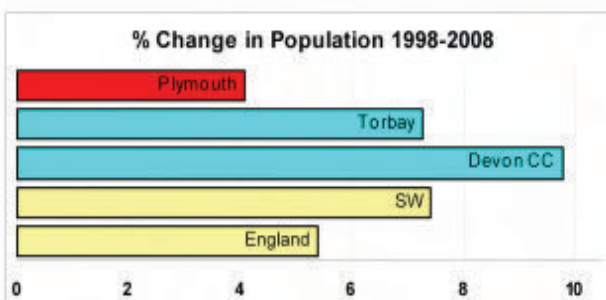
- The mean age in Plymouth is about the same as England, but less than the SW (2001: Plym.38.5, England 38.6, SW 40.6).
- Plymouth has the 2nd highest % of working age people of the 16 SW county and unitary authorities. It has the 3rd lowest % of older people, and the 9th highest % of children.



Mean: ONS Census 2001 / Breakdown: ONS Mid Year Estimates 2008

Population Change 1998 - 2008

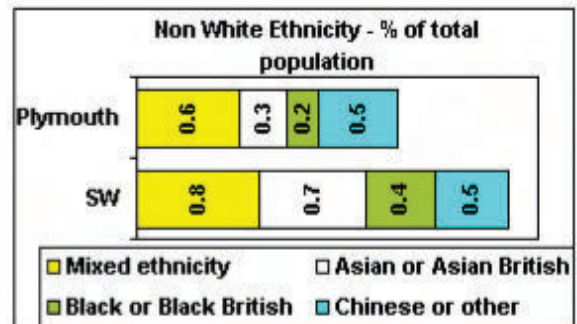
- In the 10 years to 2008, the population of Plymouth grew by 4.1%, the third lowest increase of SW unitary and county authorities.
- Neighbouring Devon County Council's population grew by 9.8%, significantly higher than the rate of growth of England (5.4%) and also higher than the South West (7.4%).



Percentage Change - ONS Mid Year Estimates 1998 - 2008

Ethnicity

- At 1.6%, Plymouth had a smaller proportion of people from an ethnic minority than the region as a whole or England in 2001 (2.3% and 9.1%).
- It had the 8th highest proportion of SW unitaries and counties.



ONS 2001 Census

Local Authority

Political Representation

- Plymouth includes all or part of 3 Parliamentary Constituencies: Plymouth Sutton and Plymouth Devonport (both Labour MPs), and Devon South West (Conservative MP).
- The Conservatives remained in control of Plymouth City Council in the June 2009 Local Elections.

Plymouth City Council
No of Councillors by Party

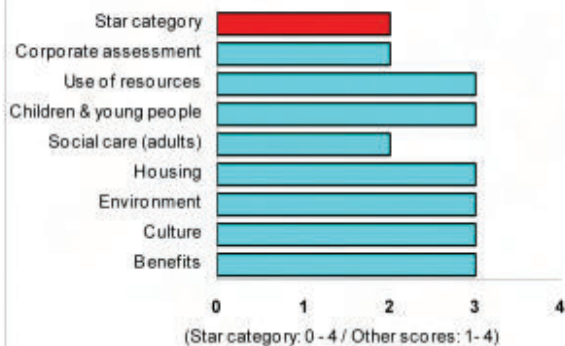


Plymouth City Council website June 09

Comprehensive Performance Assessment (CPA)

- For 2008, Plymouth City Council received a CPA rating of 2 stars, the middle of the five possible ratings. This was the same as in 2006 and 2007.
- The Council's direction of travel was judged as "improving well".

Plymouth City Council CPA 2008



Audit Commission CPA 2008

Council Tax 2009/10

- In Plymouth, the average council tax per dwelling is £1,025, the lowest of the 37 SW districts and unitaries. (SW £1,244, Eng. £1,175).
- Average council tax for a Band D property is £1,428, the 10th lowest in the SW. This is 4.8% more than in 2008/09, the 3rd highest percentage rise in the SW and higher than the average increase for the SW (3.5%) and Eng (3.0%).

CLG - Local Government finance Council taxes 2009/10

Health

Life Expectancy

- Plymouth's male life expectancy (77.2) is the second lowest of all SW unitary and district authorities (SW 79, Eng 77.9).
- Plymouth's female life expectancy (82) is the 4th lowest (SW 83.1, Eng 82).

ONS Life Expectancy at Birth 3-year rolling average 2006-08

Health cont

NHS Trust Performance Indicators

- The Care Quality Commission's new Annual Health Check gives all NHS organisations a two-part annual performance rating.

Healthcare organisation	Overall quality of services*	Financial Management score*
Plymouth Hospitals NHS Trust	Fair	Good
Plymouth Teaching PCT (includes mental health)	Good	Fair
South Western Ambulance Services NHS Trust	Good	Good

*excellent, good, fair, or weak

- Of the 12 Ambulance Services in England, South Western has the highest 8 minute response rate. The Service has the 4th lowest 19 minute response rate, although this is still over target.

Ambulance response time target - Category A	South Western	England target
Arrive within 8 minutes	78.0%	>75%
Arrive within 19 minutes	95.8%	>95%

Care Quality Commission Annual Health Check 2008/09 / DH Ambulance Services, England 2008-09

NHS Trust A&E Waiting Times

- At Plymouth Hospitals NHS Trust, 98.31% of all A&E patients spend less than 4 or more hours in A&E. (England average: 98.62%).

DH Hospital Activity Statistics 2009-10 April to June (Q1)

Teenage Conceptions

- Plymouth's teenage conception rate is the 3rd highest of the SW unitary and district authorities.
- The 2005-07 rate is higher than 3 years earlier. The SW and England rates have decreased.

Conception rates per 1000 women aged 15-17		
3-year rolling averages	2002-04	2005-07
Plymouth	45.3	49.6
South West	34.6	34.3
England	42.2	41.2

ONS 3-year rolling average 2005-07

Infant Mortality

- Plymouth's latest infant mortality rate is higher than both the England and South West's rate.
- Since 2002-04 Plymouth's rate has fluctuated, whilst the rate for England has been decreasing.

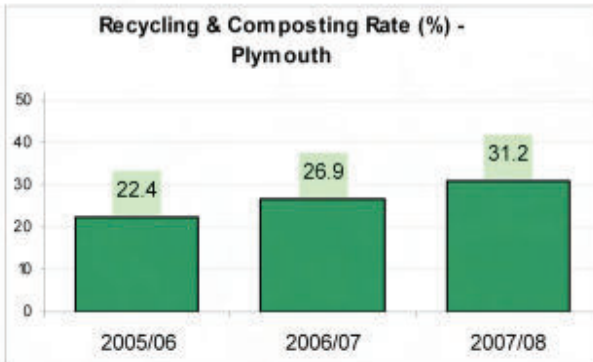
Mortality all causes - Infants < 1 year				
Deaths/1000 live births	2002-04	2003-05	2004-06	2005-07
Plymouth	5.3	5.8	4.8	5.1
South West	4.3	4.4	4.4	4.2
England	5.2	5.1	5.0	4.9

National Centre for Health Outcomes Development 3-year rolling average 2005-07

Environment

Waste Recycling & Composting

- In 2007/08 the recycling & composting rate for Plymouth was 31.2%.
- Neighbouring Devon's rate was 47.1% and Torbay 28.1%.



Audit C. Audited best Value Performance Indicators for Waste 2007/08

Earnings

Gross Annual Pay

- The median gross full-time annual pay of Plymouth residents is £22,933. This is below both the South West median (£23,930) and England (£25,520).
- The equivalent pay figure for those working in Plymouth is £24,804, illustrating a tendency for those commuting into the city to be the highest earners.
- Median gross full-time annual pay for Plymouth resident men is 1.3 times higher than women, the same as for both the South West and England.

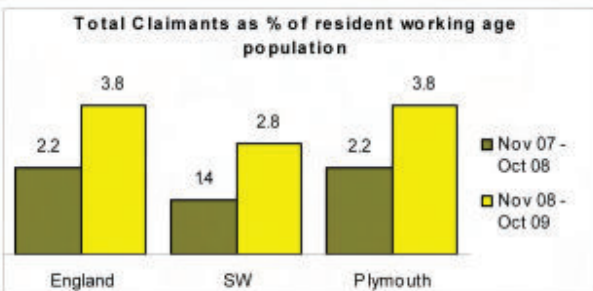
ONS Annual Survey of Hours & Earnings 2008

Employment & Unemployment

- The **employment** rate in Plymouth is the third lowest among SW county and unitary authorities and is lower than both the England and South West rate.

% of working age population	Apr 07 – March 08	Apr 08 – March 09	% point change
Plymouth	73.7	73.2	-0.5
South West	78.5	78.0	-0.5
England	74.5	74.0	-0.5

- The latest **unemployment** rate for Plymouth is 6.1% of the economically active 16+ population (SW: 4.6%, Eng: 6.3%).
- Plymouth's 12 month average **claimant count** rate has increased since the same period one year ago.



Employment & unemployment: Annual Population Survey Apr 08 – March 09
ONS Claimant count 12-month average Oct 09

Economy

Productivity (GVA)

- In 2006, Plymouth's Gross Value Added (GVA) per head was £15,374, the 5th lowest of the 12 SW NUTS3 areas (SW £17,386, Eng £19,413).
- Between 2005 and 2006, Plymouth's GVA per head grew by 4.6%, higher than the SW (4.4%) and the same as England (4.6%).
- From 1996 to 2006 Plymouth's GVA per head growth (44.4%) was the 2nd lowest of the 12 SW NUTS 3 areas. It was also a lower increase than the SW (59.7%) and England (62.3%).
- Plymouth's GVA per head is 79% of the England equivalent, a fall from 89% in 1996.

GVA 1996-2006 (ONS Dec 08)

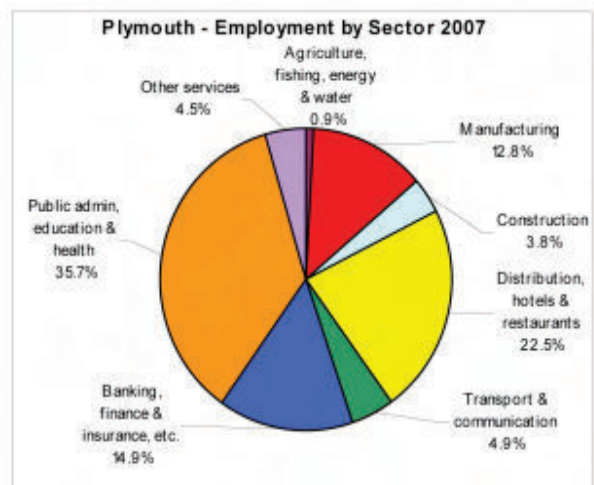
VAT Registrations / Enterprise Survival Rate

- At the end of 2007, 2.4% (4,650) of the region's VAT registered businesses were in Plymouth.
- This equates to 225 VAT registered businesses per 10,000 resident adults, the lowest rate of any of the SW district and unitary authorities. (SW: 449, Eng: 419).
- The number of VAT registered businesses in Plymouth grew by 4.8% during 2007 (SW: +2.4%, Eng: +3.0%).
- The 3-year survival rate of Plymouth enterprises that started in 2004 is 65% (SW: 69%, Eng. 65%).
- This rate has increased from 61% two years earlier (SW 65%, Eng. 63%).

BERR VAT Stock 2007 / ONS Business Demography 2007 Survival Rates

Employment by Sector

- Plymouth has a larger public administration sector than England or the South West (36%; Eng 26%, SW 28%).
- The only other sector larger in Plymouth than nationally or regionally is manufacturing (13%; Eng & SW both 11%).

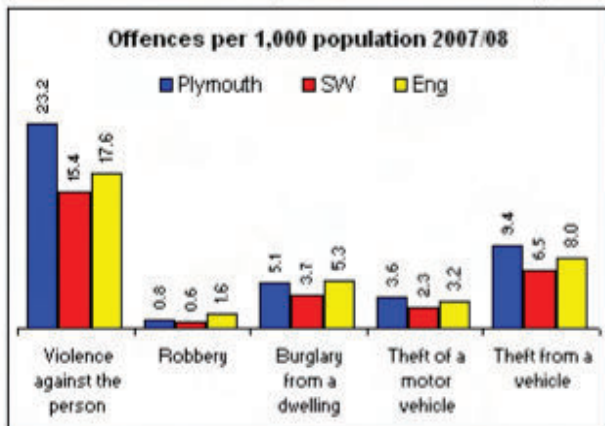


ONS Annual Business Inquiry 2007
Data Limitations: The ABI is ONS' preferred industrial structure source but it has limited agricultural coverage & omits the self-employed & homeworkers.

Crime

Key Offences

- In 2007/08, Plymouth had the 2nd highest combined crime rate for the key offences in the chart below among the 16 SW county and unitary authorities.
- The rate (42.1 per 1,000 people) was higher than that of the SW (28.5) or England (35.7).
- The number of these offences in Plymouth was 4% less than in 2006/07.
- Levels of most of these offences were similar to or less than national equivalents. However, the rate of violent crime in Plymouth is about 32% higher.

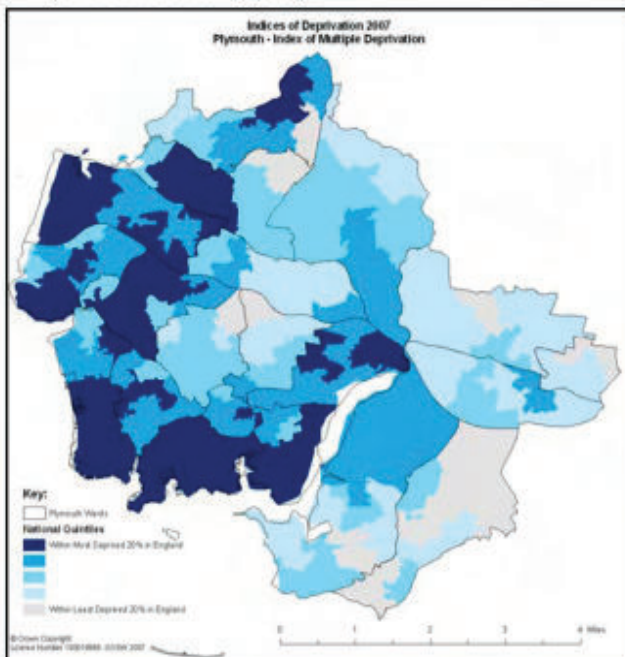


Home Office Crime in England and Wales 2007/08

Social Exclusion

Index of Multiple Deprivation 2007

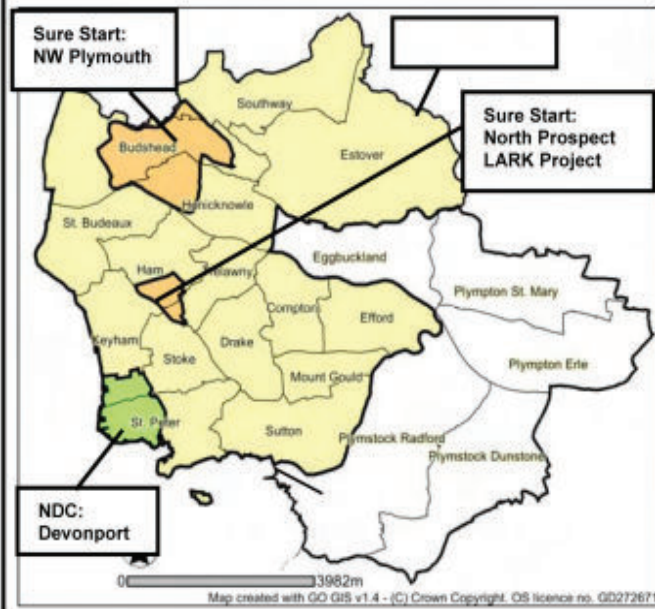
- 29% of Plymouth's lower Super Output Areas (LSOAs) are ranked among the most deprived 20% nationally (46/160).
- 16 of these 46 LSOAs (10% of the total) are among the most deprived 10% in England, with two being among the most deprived 1%.
- Plymouth has 12 LSOAs among the least deprived quintile nationally (8%).



CLG Indices of Deprivation 2007

Government & European Initiatives

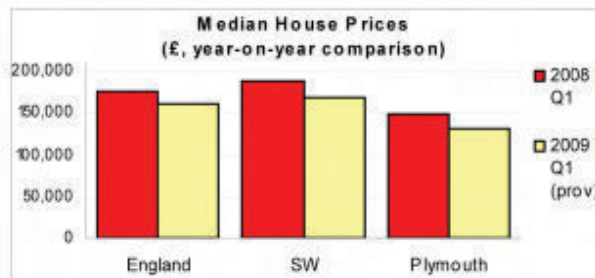
- Plymouth is eligible for funding under the new Competitiveness Programme and the new ESF Programme.
- The map below shows the parts of Plymouth receiving funding, under the New Deal for Communities (NDC) and Sure Start areas.
- Plymouth also receives Neighbourhood Renewal Funding, although this is only transitional until NRF is phased out in 2010.



Housing

House Prices

- The median house price (Q1 2009) in Plymouth is £130,000, the lowest of the SW county and unitary authorities (exc. Isles of Scilly). This is 22.6% below the SW median (£167,966) and 18.7% less than England's (£159,995).
- Plymouth's median house price is 12.8% below its value in the same quarter of 2008 (SW: -10.7%, Eng: -8.6%).



CLG Median House Prices Q1 2009 (provisional)

Housing cont

Education

Affordability

- Affordability ratios are calculated as house price divided by annual workplace-based earnings.
- Using median house prices and earnings gives a median affordability ratio in Plymouth of 6.1, the 2nd lowest among SW county and unitary authorities (SW: 8.1, Eng: 6.9).
- The lower quartile (LQ) ratio based on lower quartile house prices and earnings better reflects the first time buyers' market. Plymouth's LQ ratio is 7.1, the lowest among SW county and unitary authorities (SW: 8.8, Eng: 7.0).

HM Land Registry House Prices Q1-Q2 2008 / ONS Annual Survey of Hours & Earnings 2008

Homelessness & Temporary Accommodation

- In the 4th quarter of 2008, Plymouth City Council accepted 80 households (0.7 per 1000) as being homeless and in priority need. (SW: 0.4, Eng: 0.6).
- At the end of the quarter, Plymouth was housing 79 households in temporary accommodation, 5 of which were in bed and breakfast accommodation.

CLG Statutory Homelessness Statistics Q4 2008

Planning & Land Use

Planning Decisions

- In the year ending Jun 2009, Plymouth made decisions on 1,285 planning applications, 89 of which were for major developments.
- On time taken to decide applications, Plymouth was below target for all development types.

Speed of decision by development type			
	% major within 13 weeks	% minor within 8 weeks	% other within 8 weeks
Plymouth	49	56	73
England	70	77	88
NI 157 Target	60	65	80

CLG Statistics of Planning Applications year ending Jun 09

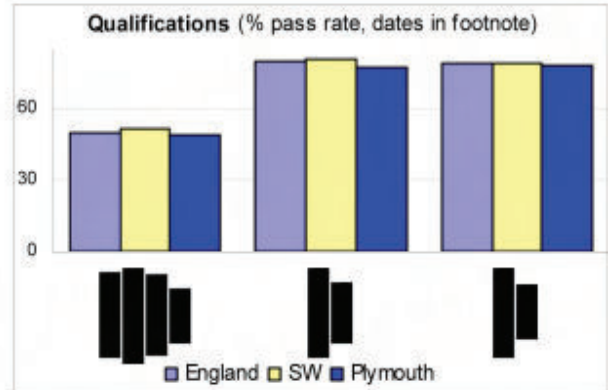
Land Use

- In 2004-07, 76% of new dwellings in Plymouth were built on previously developed land. This was above to the SW figure (59%) and the England figure (73%). It was also above the Regional Planning Guidance target of 50%.
- This proportion was above the 2000-032 figure (57%).
- In 2004-07, 53 new dwellings per ha were built in Plymouth (SW: 37, Eng: 40). This was the fifth highest density of new dwellings among the 45 SW authorities. National and regional Planning Guidance targets are 30-50 new dwellings per ha.

CLG Land Use Change in England to 2007

School Qualifications

- In 2008/09, 48.7% of pupils in Plymouth achieved 5+ GCSEs at Grade A*-C incl Eng & Maths by the end of Key Stage 4. This was lower than the South West average (51.6%), and also lower than England's (49.7%).
- Plymouth LEA's latest pass rates for Key Stage 2 are slightly lower than the averages for the South West and England in both English and Maths.



DCSF GCSE & equiv incl Eng & Maths 2008/09 (prov), KS2 2008/09 (prov)
 NB: provisional figures are based on data provided by Awarding Bodies, subject to checking by schools, and so should be treated with caution. Figures may be different in future revised releases

School Absenteeism

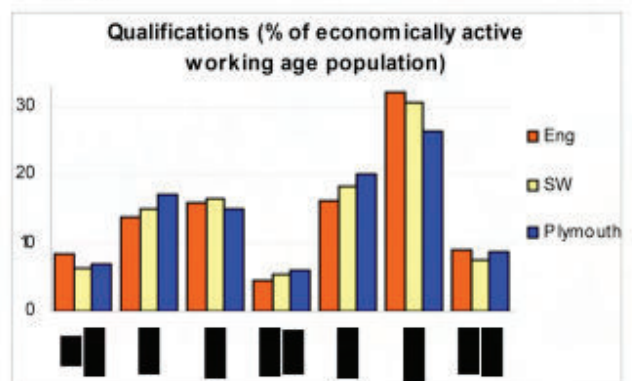
- The percentage of half days missed due to unauthorised absence by pupils in Plymouth primary schools is lower than both the South West and the England average.
- At secondary school level, again it is lower than both the South West and England average and was the 30th lowest over all LEAs.

% half days missed, unauthorised absence	Maintained primary schools	Maintained secondary schools
Plymouth	0.4	1.0
South West	0.5	1.1
England	0.6	1.4

DCSF Pupil Absence in Schools in England 2008/09

Workforce Qualifications

- 6.9% of Plymouth's workforce has no qualifications, more than the SW (6.4%) but less than the Eng (8.9%) rate.
- The proportion of workers (26.3%) qualified to NVQ4 (degree level & equivalent) and above is lower than both the SW (31%) and Eng rates (32%).

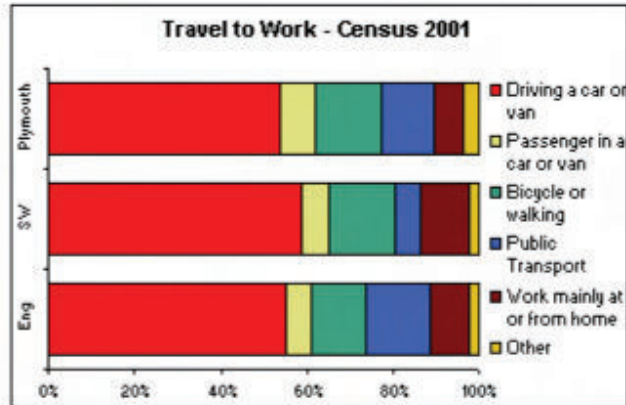


ONS Annual Population Survey year ending Dec 2008

Transport

Travel to Work

- The 2001 census measured travel to work areas it found more people in Plymouth travel to work using public transport than the SW or England.



ONS 2001 Census Key Statistics

Average Traffic Speeds

- In 2006, Plymouth had an average traffic speed during peak periods of 21.1 mph. This is the 6th highest speed among the 18 largest English urban areas outside London. The average for all these areas was 20.1 mph.
- Since 1999/00 the average peak speed in Plymouth has fallen by 1.5 mph. On average, in these urban areas it has decreased by 0.9 mph since 1999/00.

DfT Road Statistics 2006: Traffic, Speeds and Congestion

Road Casualties

- There were 448 road casualties per 100,000 people in Plymouth in 2007 (SW: 422, Eng. 430).
- 6.1% of these casualties resulted in death or serious injury (SW 11.4%, England 12.2%).

DfT Road Casualties Great Britain 2007

Plymouth City Airport

- In 2008, Plymouth City Airport handled about 118,000 passengers. This was the 6th highest number of passengers within SW airports.
- There were about 17% more passengers than in 2007, (SW +4%, England 2.1% decrease)

Civil Aviation Authority UK Airport Statistics 2008

Note: This is one of a series of statistical briefs that have been produced to support the work of GOSW colleagues. The briefs are designed to provide an overview of an area and contain a wide range of factual information. In particular the choice of statistical data focuses chiefly on the Government's Public Service Agreement (PSA) targets. We hope that colleagues outside of GOSW will also find the briefs of interest although we regret that we are unable to amend or tailor them for other purposes. If you have any queries or comments about the statistical briefs, the Regional Intelligence Team can be contacted on 0117 900 1794.

END

Appendix 3: Additional Significant Effects Indicators

Summary Table of Additional Significant Effects Indicators

(Indicators not already reported in Chapter 3 or Appendices 1 or 2)

Indicator	Target	Value	Source/Comment
Number of Listed Buildings lost/at Risk	No target	(i) 0 buildings lost	(i) 1998-2008
		(ii) 377 buildings & structures at risk	(ii) Buildings at Risk survey 2005 (reviewed in 2008)
		Local authority 7,892 (51% of stock)	2007
		In private ownership 89,066 (79% of stock)	
		Local authority 6,705 (44% of stock)	2008
		Private ownership, change in monitoring procedures meant data is not comparable	
		Local authority 5,924 (40% of stock)	2009
		Private ownership, change in monitoring procedures meant data is not comparable	
Number of homelessness acceptances made by PCC	No target	353	2007
		387	2008
		371	2009
Income support claimants	No target	10,490	Feb-2007
		10,565	Aug-2007
		10,530	Aug-2008
Percentage who travel to work by car	No target	62%	Office for National Statistics: 2001 Census

Indicator	Target	Value	Source/Comment
Traffic congestion	No target	Data not available	Department for Transport has yet to supply this data.
Bathing water quality (i) Plymouth Hoe east		Excellent 2007 Poor 2008 Excellent 2009	The decline in standards in 2008 followed a period of heavy summer rainfall that increased storm overflows. Source: Environment Agency
(ii) Plymouth Hoe west		Excellent 2007 Poor 2008 Good 2009	
Number of days when air pollution is moderate or high	No target	24 2004/5 10 2005 calendar year 0 2006	
Average Life expectancy at birth	No target	Males 77.2 Females 82.0	Office of National Statistics 2009
% of residents satisfied with the cultural and recreational activities (CIP6)	No target	Sport & Leisure 35% Parks & Open Spaces 67%	Plymouth Local Strategic Partnership Results of the Place Survey 2008/09

Appendix 4: Summary of Progress on Targets

Summary of Performance against each Core Strategy Target

CS Target 3.1	All residential parts of the city to have easy access to local shopping and community facilities by 2021 (to be measured through Sustainable Neighbourhood Assessments).	On track
CS Target 4.1	The completion of characterisation studies for the following areas to inform the Area Action Plans for Devonport, Millbay /Stonehouse, Hoe, City Centre / University, SuttonHarbour and East End.	Target met
CS Target 4.2	The removal of 5% of buildings per annum (approximately 21 properties per annum based on current number of buildings on the list) from the 2005 Buildings at Risk Register by virtue of their future being secured	Target met
CS Target 4.3	The completion of at least 4 Plymouth Design Panel meetings every year to consider major proposals and strategic design related strategies.	Target met
CS Target 6.1	Delivery in the Plymouth Principal Urban Area of at least 4 ha per annum employment land, and 4.5 per annum between 2016 and 2021.	On track
CS Target 6.2	Delivery of 13,000 sq m new office development within the city per annum.	Below future target levels
CS Target 6.3	A net increase in the number of employees of approximately 1,800 per annum.	On track
CS Target 6.4	Identification of at least one site to be safeguarded for a major high quality inward investment opportunity, including potentially a public sector office relocation or a private sector regional headquarters.	On track
CS Target 7.1	To achieve an increase in retail capacity for comparison goods of between 57,000 and 92,000 sq m net by 2016.	On track
CS Target 7.2	To achieve an increase in retail capacity for comparison goods of between 106,000 and 172,000 sq m net by 2021	On track

CS Target 7.3	To deliver a new district centre at Derriford to serve northern Plymouth by 2016, and to monitor its potential to grow in the future.	On track
CS Target 7.4	To deliver a new District Centre at Weston Mill by 2016.	On track
CS Target 7.5	To deliver new local centres at Devonport, Millbay and Plymstock Quarry by 2016.	On track
CS Target 7.6	To deliver a consolidated retail warehouse location on Laira Embankment by 2016, which also assists with the delivery of strategic transport proposals for Plymouth's Eastern Corridor.	On track
CS Target 7.7	To complete a revised Shopping study for Plymouth by 2011.	On track
CS Target 8.1	Targets to be developed in relation to the Council's work on promoting tourism and leisure trips to the city.	On track
CS Target 9.1	Delivery of new primary schools in Barne Barton, Devonport, Millbay, Southway and Plymstock, and the Whiteleigh campus, by 2008-2016.	On track
CS Target 9.2	Delivery of the Peninsula Dental School by 2008.	Target not met
CS Target 10.1	The delivery of the strategic housing requirement up to 2021 of some 1,150 dwellings per annum (equating to 17,250 new homes by 2021). This annualised figure of 1,150 dwellings per annum is phased at 1,000 dwellings per annum (2006-2016) and 1,450 dwellings per annum (2016-2021).	On track
CS Target 10.2	At least 30% of new dwellings on qualifying sites to be affordable (equating to 3,300 new affordable homes by 2021).	On track
CS Target 10.3	80% of new dwellings to be provided on previously developed land (equating to 13,800 homes by 2021).	On track
CS Target 10.4	20% of new dwellings developed to be lifetime homes standard (equating to 3,450 homes by 2021).	Below target but improving performance

CS Target 11.1	To work towards ensuring that the city's population have access to a natural greenscape within 400 metres of their home.	On track
CS Target 11.2	To facilitate designation of 100 ha of new Local Nature Reserve by 2016	On track
CS Target 11.3	To ensure that as a minimum development causes no net loss of biodiversity of acknowledged importance.	Target met
CS Target 11.4	To review the Strategic Flood Risk Assessment on at least a five-yearly basis.	On track
CS Target 11.5	To ensure all non-residential developments exceeding 1000 square metres of gross floorspace and new residential developments and new residential developments comprising 10 or more units to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising 15% for the period 2010-2016.	Below target but improving performance
CS Target 12.1	Identification of land consented for mineral extraction and processing and an appropriate buffer zone in the North Plymstock (including Minerals) Area Action Plan.	Target met
CS Target 12.2	Identification of Mineral Resource Protection Area in the North Plymstock (including Minerals) Area Action Plan.	Target met
CS Target 13.1	Local waste management targets will be prepared as part of the emerging Waste Management Strategy and Action Plan.	Target met
CS Target 14.1	Increasing passenger numbers using Plymouth Airport to 580,000 per annum by 2021.	On track
CS Target 14.2	Increase the percentage of all households in deprived areas that are within 30 minutes travel time by public transport of Derriford Hospital and Tamar Science Park.	On track
CS Target 14.3	Reduce the number of fatalities and serious injuries due to road accidents by 60% by 2010 - including 80% reduction in the number of child fatalities/serious injuries and a 20% reduction in minor casualties.	On track

CS Target 14.4	Increase public transport (bus) usage by 7.3% by 2010/11.	On track
CS Target 14.5	Ensure traffic growth does not exceed a total of 4.2% (2004-2010) from a baseline of 1,118 million kilometres in 2004.	On track
CS Target 14.6	Have no declared Air Quality Management Areas (AQMAs) arising from transport across the city.	On track
CS Target 14.7	Ensure that all new development is located within 400 metres of a bus stop.	On track
CS Target 14.8	Deliver a HQPT service to serve eastern Plymouth from the occupation of the first homes at the Sherford new community, and to develop the HQPT service in line with future development in the eastern corridor.	On track
CS Target 15.1	A reduction in the % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night.	On track
CS Target 15.2	Delivery of new investment in healthcare infrastructure.	On track

Appendix 5: Development Progress on LDF Allocated Sites

Central Park AAP

CP1 The Life Centre (Consent for sport and leisure centre)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
CP1 The Solicitors & Vets Site (Site to be acquired as part of overall redevelopment scheme)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
CP2 Home Park (Allocation for new stand for football stadium and complementary commercial development)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
CP3 Transport Improvements (This is an Area Action Plan Policy)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
CP4 Park Enhancements (This is an Area Action Plan Policy)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
CP5 Peverell Park / Outland Rd Corner (Allocation for approx. 26 homes, 700sqm of retail space and new car parking)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
CP6 Pennycomequick (Allocation for 97 homes, 32 completed)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

Devonport AAP

DP01 South Yard Enclave (Detailed consent for 332 homes, 65 under construction, outline consent for 4,680 sqm commercial, 2,323 sqm retail)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP02 North of Granby Green (Allocation for approx. 86 dwellings)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP03 The Bull Ring (Planning permission for 62 homes, all under construction)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP04 Mount Street / Ker Street (Planning application for 129 homes awaiting Committee decision)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP05 Curtis Street / Duke Street (Allocation for approx. 20 dwellings)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

DP06 Mount Wise (Detailed consent for 450 homes, new hotel, and commercial development)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP07 Mount Wise Primary School (Allocation for approx. 40 dwellings)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP08 Marlborough Street Primary School (Allocation for approx. 25 dwellings)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP09 Richmond Walk (This is an Area Action Plan Policy)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP10 Devonport Guildhall (Allocation for office space, mix of community facilities)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP11 New Primary School (Allocation for new primary school)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP12 Dental Training School and GP Surgery (Dental School completed)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP13 Marlborough Street (This is an Area Action Plan Policy)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP14 Sustainable Transport (This is an Area Action Plan Policy)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP15 The Green Arc (PCC Working Party looking at all Green Spaces in Devonport)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
DP16 Devonport Park (Improvements to park currently being funded by successful Heritage Lottery Fund bid)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

Millbay/Stonehouse

MS01 Royal William Yard (Brewhouse building, 129 homes completed, Mills Bakery building, conversion under construction, 79 homes and office space)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
MS02 Grain Silo (Now demolished)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS03 Land btwn W. Approach/Union St (Outline consent for up to 1,232 homes, 40,000 sqm employment use and 13,000 sqm retail)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS04 Bath Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS05 Trinity Pier (Land will be developed for marine employment uses and should include a terminal for landing cruise liner passengers and marine related tourism uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS06 Inner Basin (Area to be developed for marine related employment uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS07 Millbay Marina (Consent for 94 homes, not started)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS08 Union Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS09 Union Street/Western Approach (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS10 Stonehouse Creek (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS11 Stonehouse Arena (Planning appn for 56 homes awaiting Committee decision)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS12 Sustainable Transport (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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North Plymstock AAP

NP01 Plymstock Quarry (Planning application for up to 1,700 homes, 1.85ha employment land and local shopping centre awaiting Committee decision)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP02 Pomphlett Industrial Estate (Allocation for mixed use, approx. 75 homes, potential for office development and an hotel)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP03 Wakehams Quarry (Allocation for mixed use from 2016 to 2021)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP04 Billacombe Green (Character of the green should be preserved and enhanced)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP05 Sherford & Sports hub (Planning application for up to 320 homes, sports hub and highway improvements awaiting Committee decision)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP06 North of Elburton options (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP07 HQPT route (A flexible mass rapid-transit scheme for the Eastern Corridor)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP08 Improvements to Public Transport (Enhancements to the existing Plymstock bus routes)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP09 Highway Infrastructure/ traffic management (A range of traffic management and infrastructure improvements)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP10 National Cycle Network (All developments should contribute to the implementation of route 2 along the Eastern Corridor)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP11 Countryside Park (A new countryside park that will incorporate the Saltram Estate and a wider area of land)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP12 Chelson Meadows landfill (Former landfill site will form part of Proposal NP 11)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP 13 Hazeldene Quarry safeguarding (Land to the north of the existing quarry will be safeguarded for limestone extraction)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP 14 Chelson Meadow waste management centre (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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NP 15 Moorcroft Quarry (Land no longer required for mineral extraction should be safeguarded for waste management uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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Sutton Harbour AAP

SH01 Commercial Wharf etc (Redevelop for predominately cultural facilities as part of a mixed use development)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH02 Bretonside (Mixed use redevelopment, approx. 22,000 sqm of office space, 310 homes, retail, leisure and tourism uses.)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH03 North Quay House Car Park (Redevelop to provide high quality building, possibly offices above ground floor retail, café and restaurant uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH04 Exeter Street (Mixed use scheme that could include 26,200 sqm office space, approx. 240 homes and retail, cafes and restaurants)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH05 Friary Park (Mixed use residential, approx. 530 homes, 21,100 sqm office space, possible new primary school)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH06 Sutton Harbour Heritage Trail (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH07 Sites East & West Sutton Road (New sustainable neighbourhood, approx. 720 homes, 25,700 sqm of employment and 7,800 sqm of retail, cafes and restaurants)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH07 Sites East & West Sutton Road - The Boat Yard (Mixed use office scheme under construction)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH08 Coxside/Barbican Car Park (Retain public parking but remodel building to contribute more positively to the regeneration of the area)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH09 Fish Market (To deliver improvements to the fish market site, additional uses could include retail, restaurant, and visitor centre)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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SH10 Lock Bridge (To enhance or replace existing lock bridge)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
-------------------	---------------------	---------	-----	----------	------------------	--------------	-------------------

SH11 Queen Anne's Battery (To enhance and maximise the potential for marine related and complementary employment uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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Appendix 6: 2009 Implementation Schedule





	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
MILLBAY AND STONEHOUSE																							
MS01 ROYAL WILLIAM YARD																							
MS03 LAND BETWEEN WESTERN APPROACH/JUNION STREET																							
MS04 BATH STREET																							
MS05 TRINITY PIER																							
MS06 INNER BASIN																							
MS07 MILLBAY MARINA																							
MS11 STONEHOUSE ARENA																							
CENTRAL PARK																							
CP01 THE LIFE CENTRE																							
CP02 HOME PARK																							
CP03 TRANSPORT INTERCHANGE																							
CP04 CENTRAL PARK ENHANCEMENTS																							
CP05 PEVERAL PARK ROAD, OUTLAND ROAD CORNER																							
CP06 PENYCOMEQUICK																							

Position at Adoption of the AAP
 Revised Position as at December 2009

Position at Adoption of the AAP
 Revised Position as at December 2009

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
SUTTON HARBOUR																							
SH01 COMMERCIAL WHARF, ELPHINSTONE WHARF AND LAMBHAY HILL																							
SH02 BRETONSIDE BUS STATION AND ENVIRONS																							
SH03 NORTH QUAY HOUSE AND CAR PARK																							
SH04 47 - 67 EXETER STREET																							
SH05 FRIARY YARD																							
SH06 SUTTON HARBOUR HERITAGE TRAIL																							
SH07 PLYMOUTH FRUIT SALES, SUTTON ROAD																							
SH08 COXSIDE/BARBICAN CAR PARK																							
SH09 FISH MARKET																							
SH10 LOCK BRIDGE																							
SH11 QUEEN ANNE'S BATTERY																							

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
NORTH PLYMSTOCK																							
NP01 PLYMSTOCK QUARRY																							
NP02 POMPHLETT INDUSTRIAL ESTATE																							
NP03 WAKEHAMS QUARRY																							
NP04 BILLACOMBE GREEN																							
NP05 SHERFORD SPORTS HUB (NORTH ELBURTON)																							
NP06 FUTURE DEVELOPMENT OPTIONS NORTH OF ELBURTON																							
NP07 HQPT ROUTE																							
NP08 IMPROVEMENTS TO PUBLIC TRANSPORT SERVICES IN PLYMSTOCK																							
NP09 HIGHWAY INFRASTRUCTURE IMPROVEMENTS AND TRAFFIC MANAGEMENT																							
NP10 NATIONAL CYCLE NETWORK PROPOSAL																							
NP11 COUNTRYSIDE PARK																							
NP12 CHELSON MEADOW RESTORED LANDFILL SITE																							
NP15 MOORCROFT QUARRY																							
NP16 WHITE HOLE																							

 Position at Adoption of the AAP
 Revised Position as at December 2009

Appendix 7: Progress of Strategically Significant Infrastructure Projects

Ref	Project Title	Description	Current Status (December 2009)
COM-002	Plymouth City Centre - Central Library relocation	Relocation of the main library service hub, as the current building is too small for the community it serves. Linked to redevelopment of Civic Centre site.	Proposed location not yet identified
COM-033	Citywide - reconfiguration of Police Estates	The reconfiguration of police estates to allow for Neighbourhood Beat Bases, Patrol Units, Operational Policing Hub and a Criminal Justice Centre.	Ongoing
COM-038	Sherford New Community - Multi-agency Community Governance Building	Accommodation for a multi-agency community governance building for the Community Trust, accommodating a library and information centre, public toilets, local authority 'hotdesk' and meeting rooms and police/crime prevention office.	Being progressed as part of development of Sherford new community
COM-041	North Prospect - Trelawny Surgery Child & Adolescent Mental Health Unit	A Child & Adolescent Mental Health Unit to serve the wider city.	Scheme being developed
EDU-093	University of Plymouth - expansion and consolidation	Consolidation of satellite sites onto one central campus.	Ongoing
ENG-002	Sherford - moving overhead power cables	Western Power Distribution to move overhead power cables, to remove service constraints.	Being progressed as part of development of Sherford new community
ENG-003	Laira Bridge - moving overhead power cables	Western Power Distribution to move overhead power lines at Laira Bridge to remove service constraints.	Removal of overhead cables now no longer required

Ref	Project Title	Description	Current Status (December 2009)
ENG-010	Derriford/Seaton - CHP potential	Hospitals and mixed use development would provide good base heat loads for CHP or biomass heat schemes. Lack of existing permanent development on these sites allows for significant sustainable energy infrastructure to be incorporated.	Study of potential undertaken
ENG-021	City Centre - CHP potential	City centre redevelopment would provide a base load for CHP and/or district heating scheme.	Study of potential undertaken
GRS-002	Derriford Community Park - Seaton Valley	The Derriford/Seaton AAP proposes the creation of a new community park in the Seaton valley, on what is currently inaccessible farmland. Proposal for 70 hectares of new accessible green space and links with existing Local Nature Reserves.	Design study undertaken
GRS-026	Central Park - Life Centre	Development of sporting, community, cultural and health and well being facilities at Central Park. Including: swimming pools, sports hall, fitness facilities, creche and catering facilities, Health Clinics and climbing facilities.	Funding agreed. Design in progress.
GRS-047	East of Plymouth - Countryside Park	Delivery of new landscape and biodiversity-focused countryside park in the eastern corridor, providing a local/sub regional facility. This would also take pressure off the protected landscapes. Good access from Park and Ride and HQPT is essential.	Design study undertaken
GRS-064	Sherford New Community - Sports Hub	Including a sports centre and swimming pool, football pitches, tennis courts, cricket pitch and gym. Also re-provides any facilities lost by King George V school.	Being progressed as part of development of Sherford new community

Ref	Project Title	Description	Current Status (December 2009)
HEA-001	Vanguard Project - reorganisation of health facilities in the city.	Strategic Plan for the refurbishment and development of the Estate, which aims to improve the patient and staff experience within the built environment, relocate services to maximise clinical efficiencies and reduce the costs of maintaining the infrastructure.	Ongoing
TRA-001	Bretonside - Bus and Coach Station replacement	The redevelopment of Bretonside bus and coach station with offices, housing, retail, and leisure and provision of a new high-quality public transport interchange on this site or another appropriate alternative site, with improved pedestrian access.	Options currently being investigated
TRA-002-001	Central Park - Transport Interchange	Construction of a public transport interchange, including Park and Ride on the planned HQPT route, new highway and approach roads, and reconfigured car parking facilities.	Elements of this being delivered through Life Centre development
TRA-004	Derriford - Transport Interchange	Replacement of the existing bus bays at Derriford Hospital with a multi-modal transport interchange to serve the new Derriford Community	To be progressed through Derriford and Seaton AAP
TRA-006	HQPT 1 Eastern Corridor	The public transport vision is for a limited stop High Quality Public Transport (HQPT) system. This will provide all of the developments along the Eastern Corridor with the service, which will connect the Langage commercial area and Sherford with the city centre and beyond via Deep Lane Junction.	Funding agreed. Design work in progress.

Ref	Project Title	Description	Current Status (December 2009)
TRA-007	HQPT 2 East-North link - High Quality Public Transport	A High Quality Public Transport system, linking development in the eastern corridor with employment areas in the north of the city, Sherford - Marsh Mills - Forder Valley - Plymouth International Business & Medical Park - Derriford.	Major Scheme Bid being prepared. Design work in progress.
TRA-008	HQPT 3 Northern Corridor - High Quality Public Transport route	High quality, high frequency route along the A386 northern corridor to link with the City Centre and Line 1 to enable development in the north of the city including Derriford and Plymouth Airport.	Major Scheme Bid being prepared. Design work in progress.
TRA-010	Western Corridor Park & Ride facility	A site to the west of the city for Park & Ride commuters from Cornwall. Part of a semi-circle of similar facilities serving the city.	Options currently being investigated
TRA-011	Manadon - junction efficiency improvements	Implementation of junction efficiency improvements at Manadon and Marsh Mills interchanges to maximise existing highway capacity at these key nodal points.	Design work in progress
TRA-011-001	Marsh Mills - junction efficiency improvements	Implementation of junction efficiency improvements at Manadon and Marsh Mills interchanges to maximise existing highway capacity at these key nodal points.	Design work in progress
TRA-013	Millbay Cruise Liner Facilities - improved Landing/Interchange facilities	Provide high quality waiting facilities, drop off & set down areas for hackney carriages and private hire vehicles, coach and bus pick-up & set-down areas	Being progressed through Millbay and Stonehouse AAP
TRA-018	Plymouth City Airport - Overview	As part of the Airport runway expansion programme and the Airport masterplan a number of projects to upgrade transport facilities in the surrounding area have been identified.	Airside works to be undertaken funded by sale of southern runway land for development.

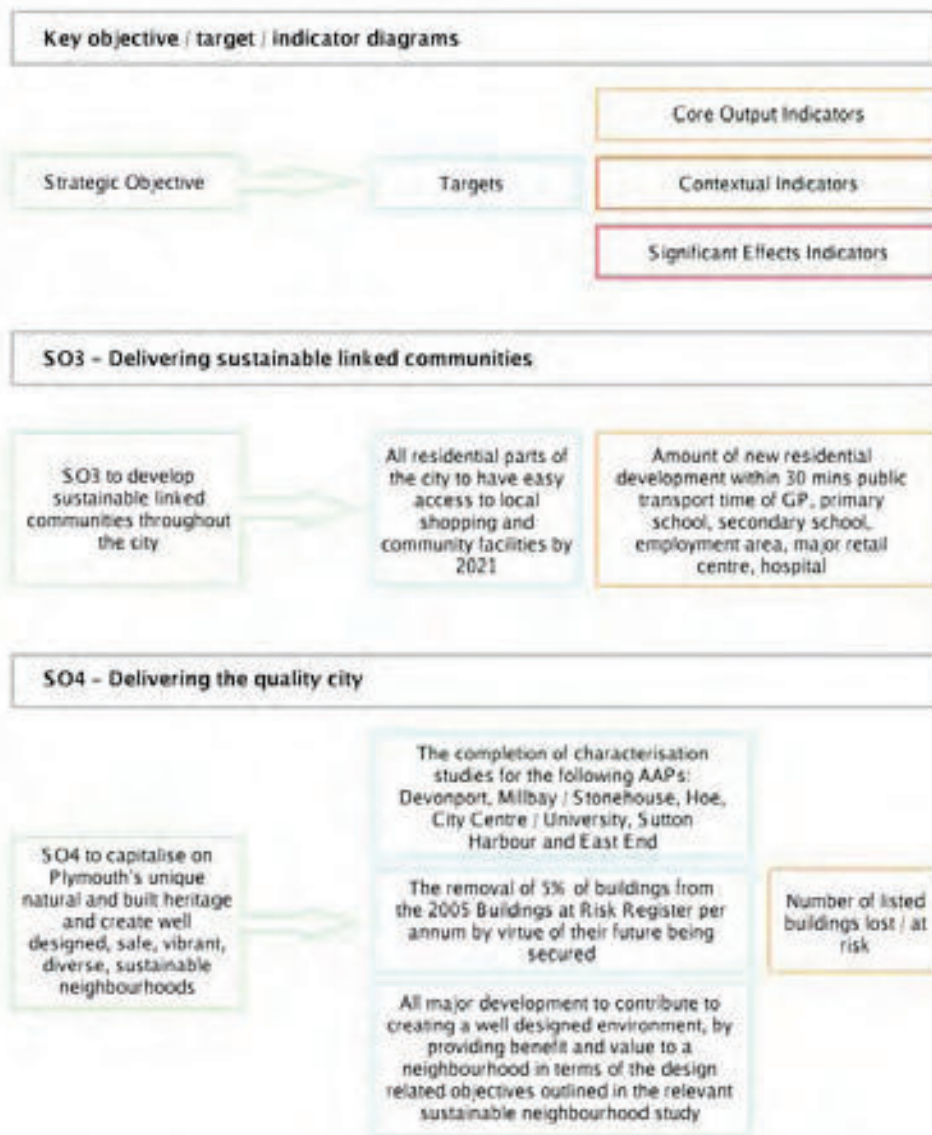
Ref	Project Title	Description	Current Status (December 2009)
TRA-019	HQPT- wider city network.	Introduce an HQPT system across the city.	Key elements being progressed through eastern and northern corridor schemes
TRA-021-002	Plymstock Quarry - Vehicular Access	Creation of two main access points from the A379 , together with two secondary vehicular access points from the Ride and Colesdown Hill.	Access arrangements included in submitted masterplan
TRA-026	Rail - Re-opening of the Tamar Valley Line to Tavistock	Assess viability of re-opening the Tamar Valley Line extension from Bere Alston to Tavistock.	Funding and design progress subject to major housing expansion at Tavistock.
TRA-029-007	Sherford New Community - Park & Ride Interchange at Deep Lane Junction	Provision of a Park and Ride Interchange at Deep Lane, Sherford.	Being progressed as part of development of Sherford new community and eastern corridor HQPT
TRA-043	Rail - North Road Railway Station redevelopment	Replacement of the existing station with a modern transport interchange, together with a comprehensive reconfiguration of the surrounding built environment and road network.	Design study undertaken.
TRA-053	City Centre - HQPT	It is essential that any redevelopment or reconfiguration of the city centre highway network provides an integrated system of HQPT priority measures.	Included in City Centre AAP
TRA-056	City Centre Strategic Road Network Improvements	Improvements to City Centre Strategic Road Network and improvement to pedestrian/cycle facilities. Bus movements to be prioritised	Included in City Centre AAP

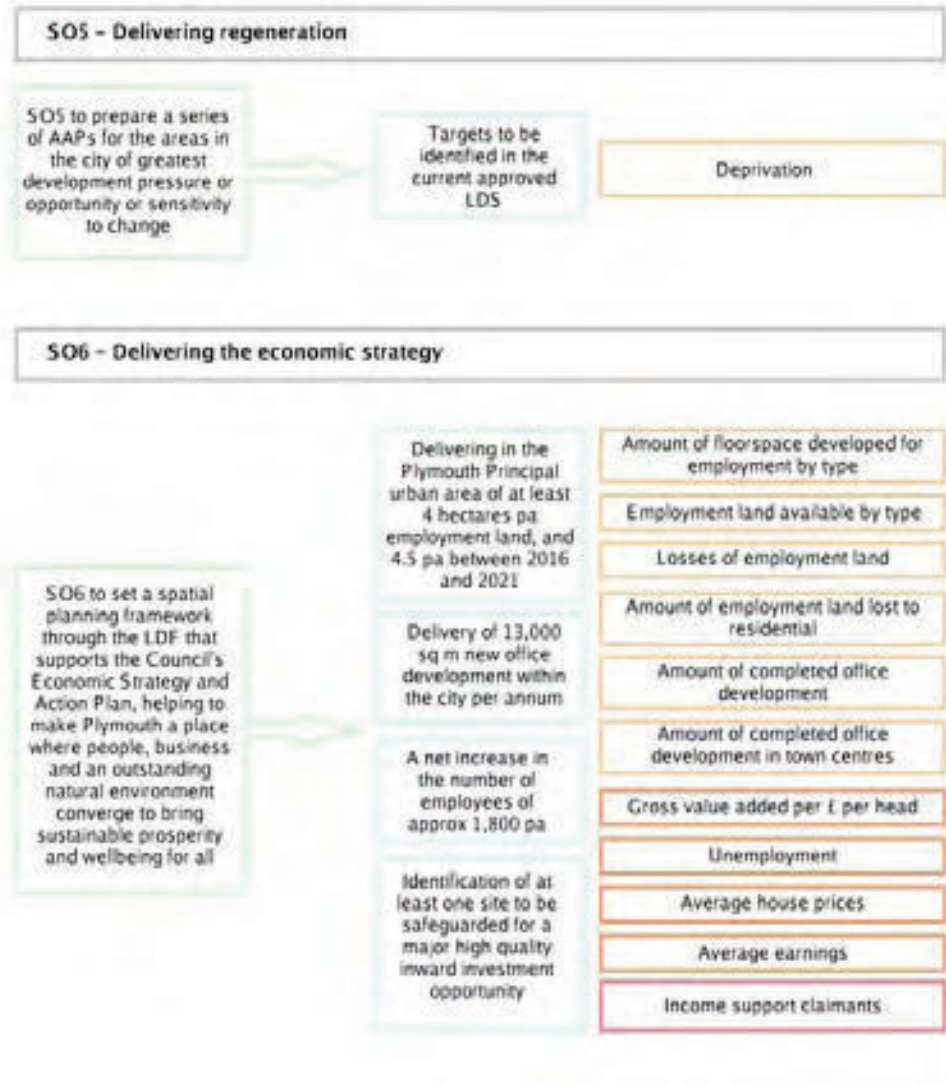
Ref	Project Title	Description	Current Status (December 2009)
WAS-001	SW Devon - residual waste treatment services	Provision of a long-term sustainable waste management solution for the residual municipal waste produced by SW Devon Councils including Torbay	Facility procurement underway. Commissioning scheduled for 2014.
WAT-011	High Quality Public Transport Routes - Flood Risk Mitigation Measures	Modelling needs to be undertaken to gain a better understanding of the flood regime along the proposed routes, particularly at Billacombe Brook. Enlarged culverts may be required and routes need to be built above predicted flood levels.	Being progressed as part of development of HQPT schemes
WAT-019	North Plymouth Water Treatment Works	A plan needs to be developed to deal with water treatment in the northern sector of the city.	A site for the relocation of the current Treatment Works at Crownhill has been identified at Roborough Down. Capacity exists for the foreseeable future, but construction on the new site is currently not scheduled until after 2015.
WAT-039	Sherford New Community - waste water treatment	Further information on waste water treatment and management options is required.	Being progressed as part of development of Sherford new community

Appendix 8: Relationships between Targets and Indicators

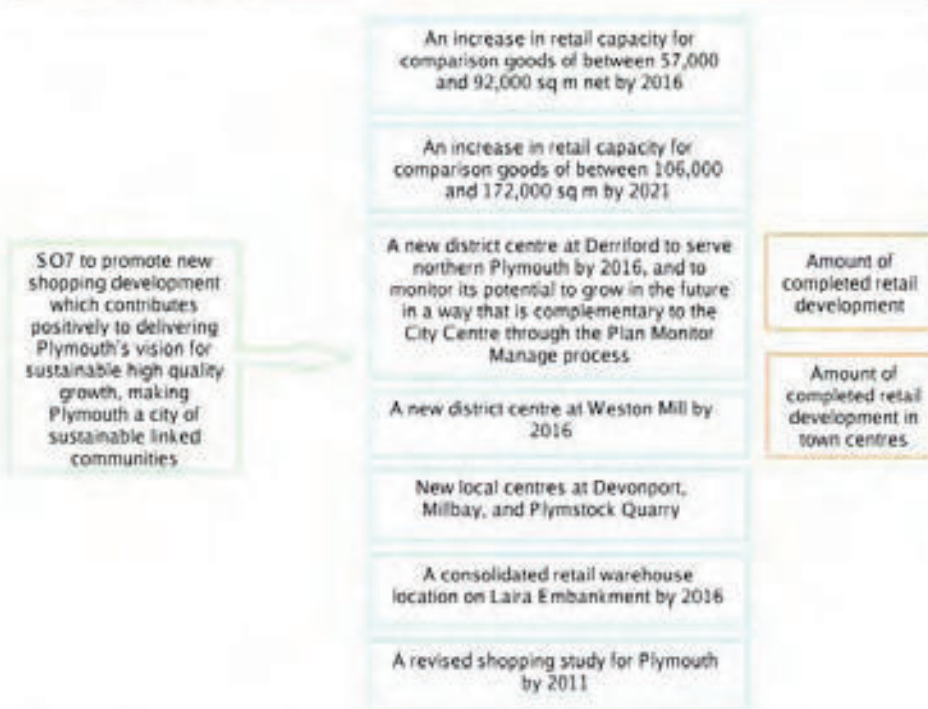
Summary of Targets and Indicators

8.1 The following diagrams summarise the relationship between each of the strategic objectives and targets of the Core Strategy. The relationships between the Strategic Objective and its supporting targets, together with the associated core output indicators, contextual indicators and significant effect indicators have been illustrated by colour coding these different elements.



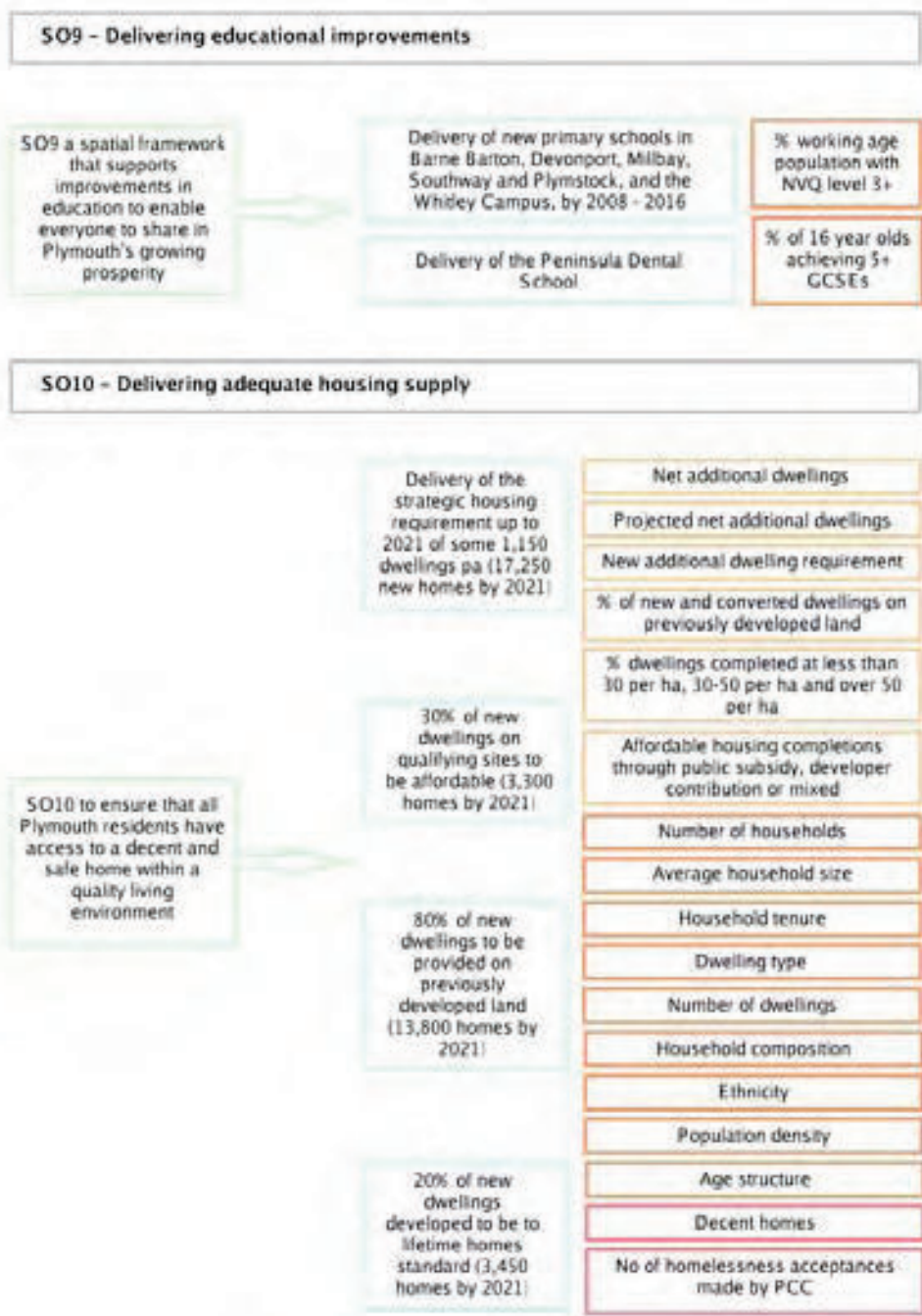


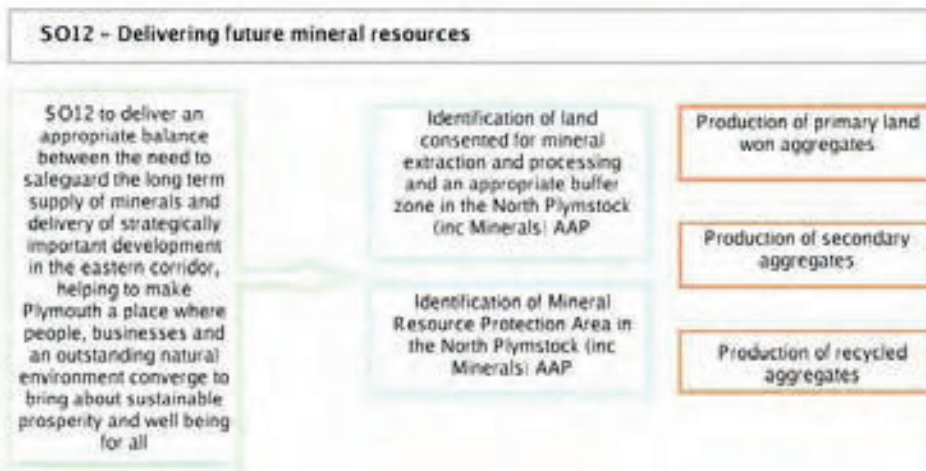
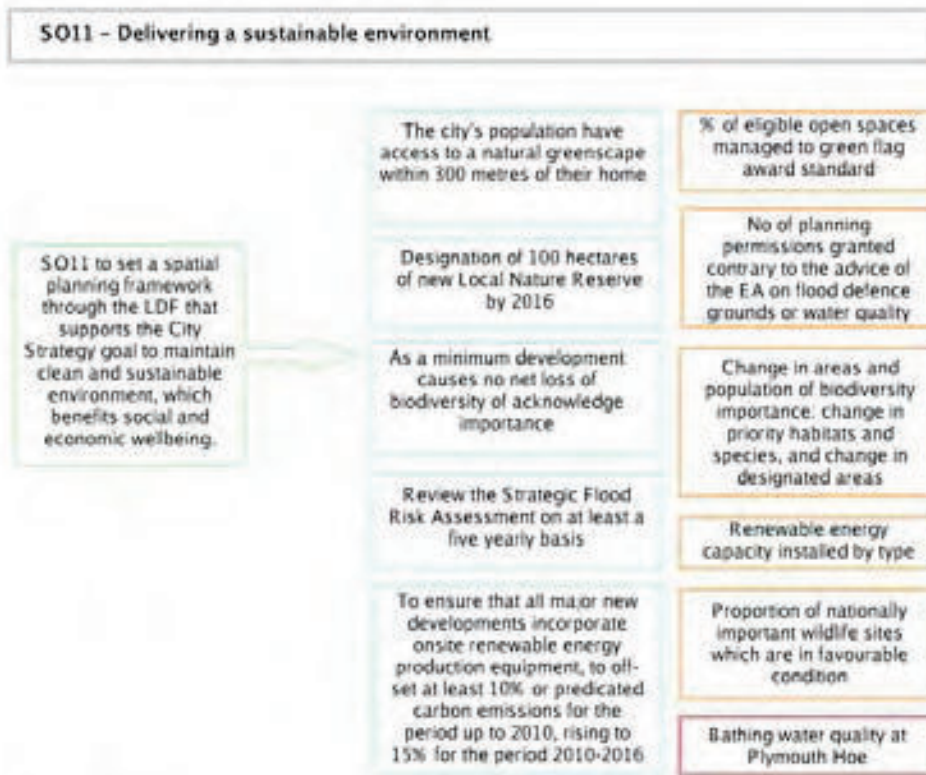
SO7 - Delivering adequate shopping provision

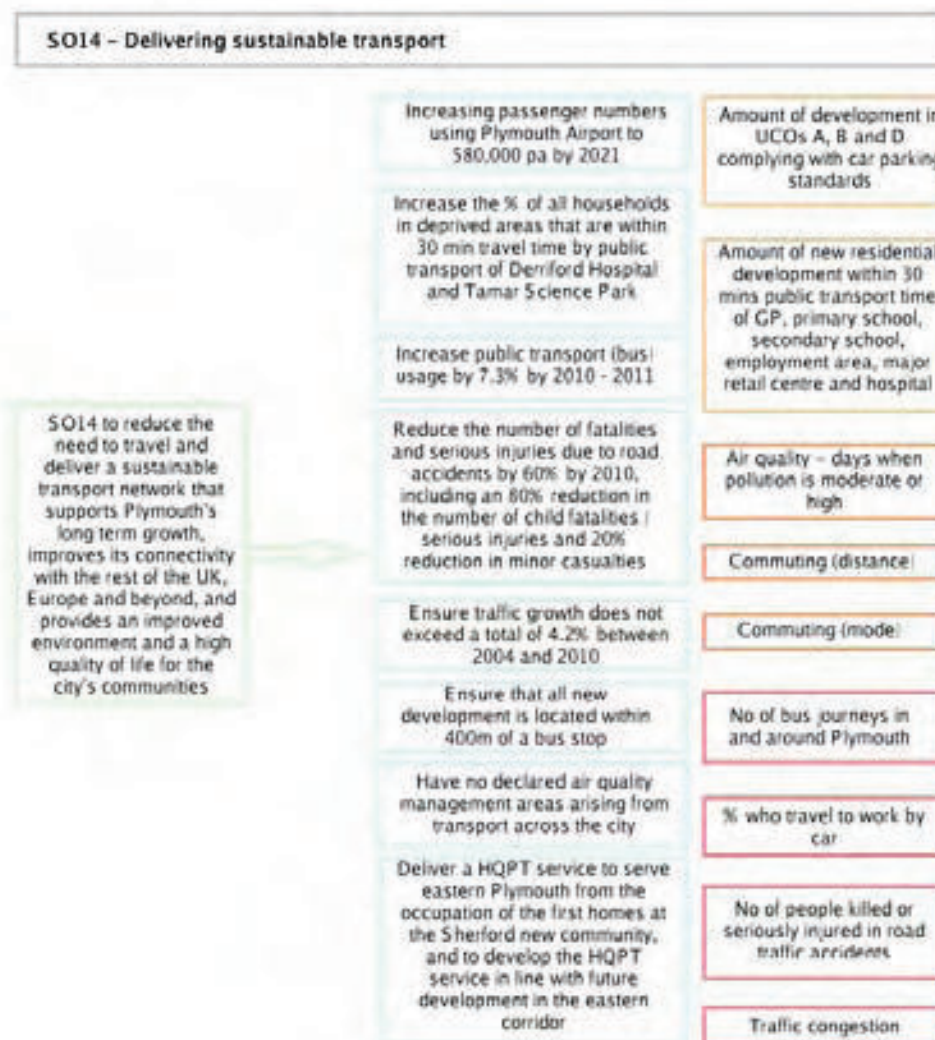
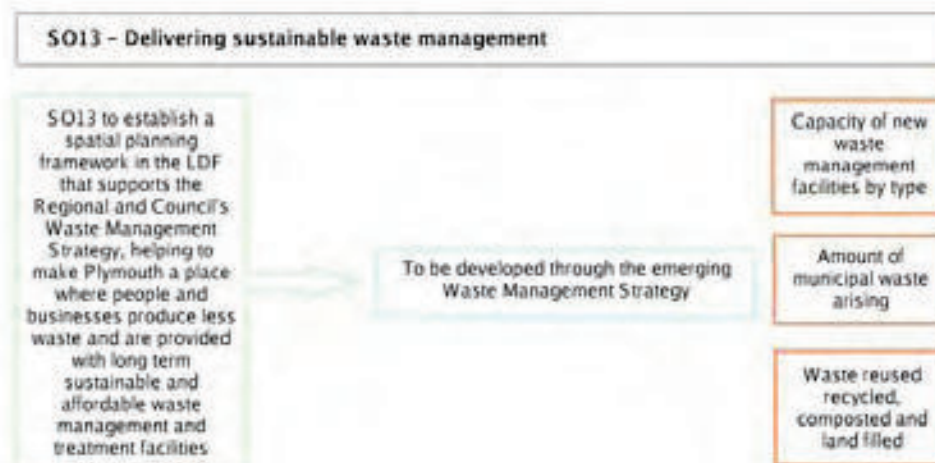


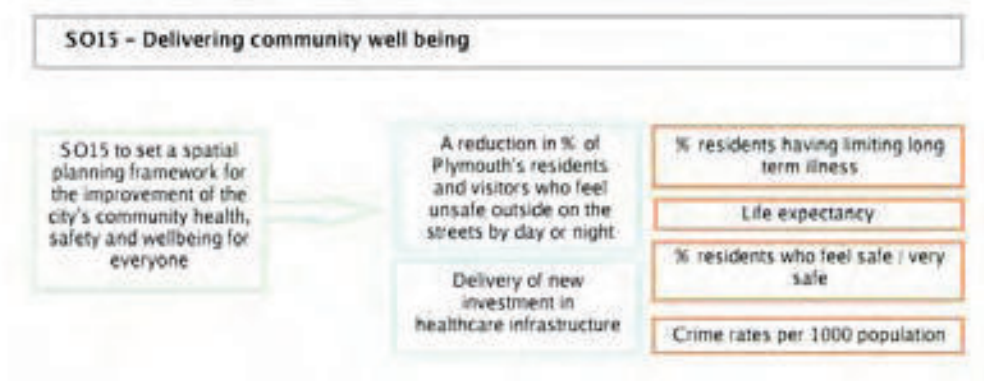
SO8 - Delivering cultural/leisure facilities and the evening night time economy





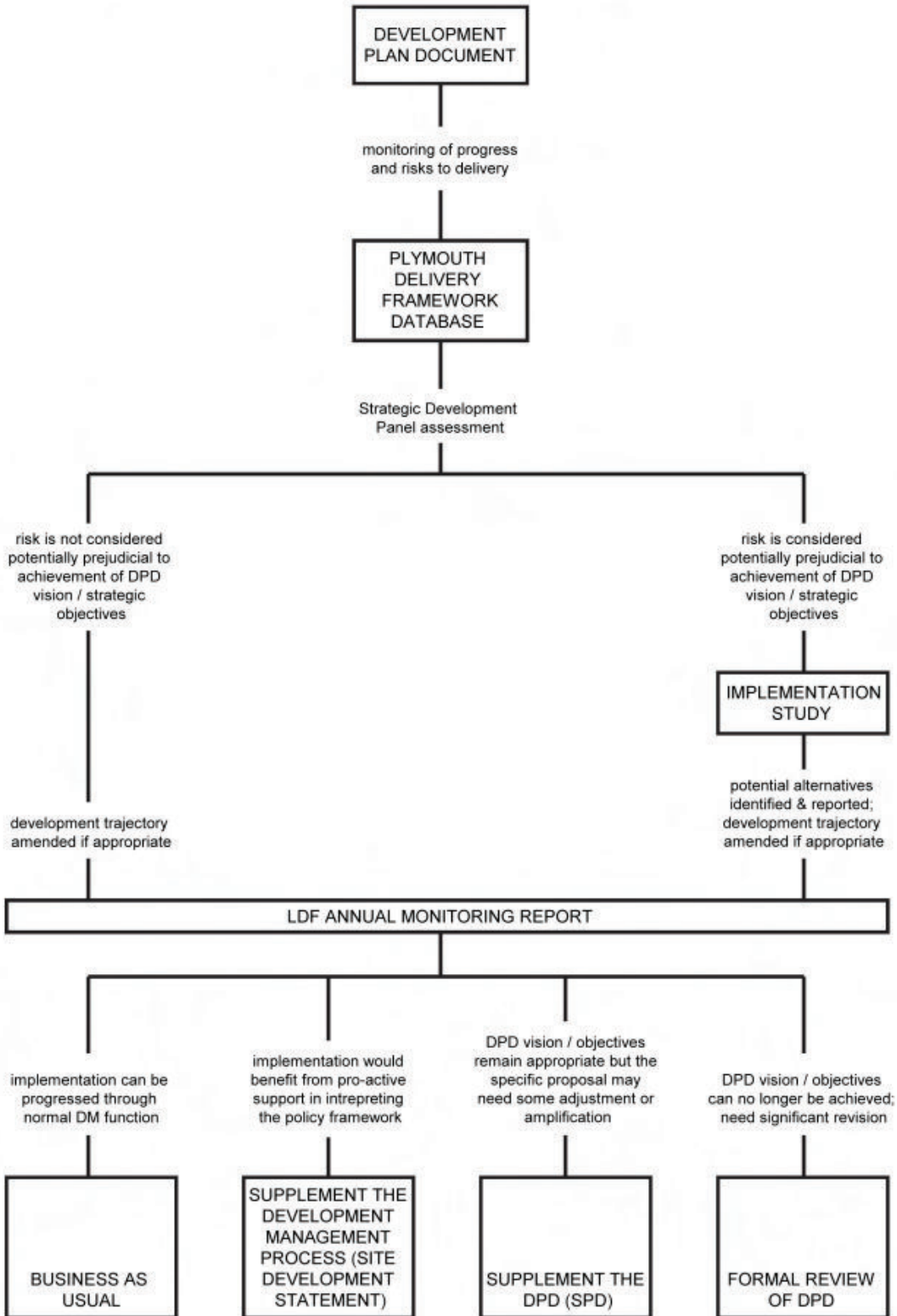






Appendix 9: Plan Monitor Manage Process

Plymouth's Local Development Framework
 plan monitor manage framework in relation to site specific proposals



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PLANNING COMMITTEE

Decisions issued for the following period: 23 January 2010 to 22 February 2010

Note - This list includes:

- Committee Decisions
- Delegated Decisions
- Withdrawn Applications
- Returned Applications

Item No 1

Application Number: 07/01872/FUL **Applicant:** Aster Group (Sarsen Housing As
Application Type: Full Application
Description of Development: Reserved matters application following outline application
04/01081 for 37 dwellings with associated works
Site Address WHITLEIGH COMMUNITY CAMPUS TAMERTON FOLIOT
ROAD WHITLEIGH PLYMOUTH
Case Officer: Jeremy Guise
Decision Date: 12/02/2010
Decision: Grant Subject to S106 Obligation - Full

Item No 2

Application Number: 09/00224/EXU **Applicant:** Mr Partick Colwill
Application Type: LDC Existing Use
Description of Development: Use of site for car valeting
Site Address JUST GLEAM CRYSTAL CLEAN BARNE LANE ST
BUDEAUX PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 15/02/2010
Decision: Refuse to Issue Cert - (Ex)

Item No 3

Application Number: 09/00853/FUL **Applicant:** Mr Michael Sterland
Application Type: Full Application
Description of Development: Retention of end elevation (west), on a permanent basis, to building approved under reference 03/01649/FUL, but only part of which was constructed
Site Address 5 - 7 GIBBON LANE PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 4

Application Number: 09/00956/FUL **Applicant:** Lidl UK
Application Type: Full Application
Description of Development: Mixed use development comprising: super-market (1,063 sqm) on ground floor and 13 flats (12 x 2 bed and 1 x 4 bed) with 77 parking spaces and associated landscaping
Site Address 241 UNION STREET PLYMOUTH
Case Officer: Jeremy Guise
Decision Date: 01/02/2010
Decision: Grant Subject to S106 Obligation - Full

Item No 5

Application Number: 09/01007/FUL **Applicant:** Mr S Miah
Application Type: Full Application
Description of Development: First floor extension over kitchen
Site Address 30 TUCKER CLOSE PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 19/02/2010
Decision: Grant Conditionally

Item No 6

Application Number: 09/01113/ADV **Applicant:** Plymouth City Council
Application Type: Advertisement
Description of Development: Non-illuminated fascia sign and five non-illuminated fascia signs
Site Address TINSIDE POOL, HOE ROAD PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 7

Application Number: 09/01218/FUL **Applicant:** Plymouth City Council
Application Type: Full Application
Description of Development: Refurbishment / enlargement of existing play area to include new play equipment, water feature, natural play features, and associated works.
Site Address TOTHILL PARK LANHYDROCK ROAD ST JUDES PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 27/01/2010
Decision: Grant Conditionally

Item No 8

Application Number: 09/01230/FUL **Applicant:** Mr Peter Shaw
Application Type: Full Application
Description of Development: Change of use of guest house to form accommodation for 12 students
Site Address 32 HOUNDISCOMBE ROAD PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 17/02/2010
Decision: Refuse

Item No 9

Application Number: 09/01265/FUL **Applicant:** Mr Ross Kemp
Application Type: Full Application
Description of Development: Development of site by erection of 5 two-storey terraced dwellinghouses, with one off street parking space and new footpath
Site Address SITE OF FORMER BLUE MONKEY CROWNHILL ROAD PLYMOUTH
Case Officer: Carly Francis
Decision Date: 08/02/2010
Decision: Refuse

Item No 10

Application Number: 09/01286/FUL **Applicant:** Mr Paul Hendy
Application Type: Full Application
Description of Development: Develop part of rear garden by erection of detached dwelling (demolition of existing private motor garage)
Site Address 20 OXFORD AVENUE PLYMOUTH
Case Officer: Janine Warne
Decision Date: 09/02/2010
Decision: Refuse

Item No 11

Application Number: 09/01291/FUL **Applicant:** 4WED
Application Type: Full Application
Description of Development: Installation of Photovoltaic Solar panels on front (south) facing roof slope
Site Address 100 GRANBY STREET PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 12/02/2010
Decision: Grant Conditionally

Item No 12

Application Number: 09/01292/FUL **Applicant:** 4WED
Application Type: Full Application
Description of Development: Installation of solar PV array on flat roof
Site Address WELCOME HALL, FORE STREET DEVONPORT
PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 18/02/2010
Decision: Grant Conditionally

Item No 13

Application Number: 09/01364/FUL **Applicant:** St Boniface's College
Application Type: Full Application
Description of Development: Extension to provide IT workshop
Site Address ST BONIFACE'S COLLEGE ,21 BONIFACE LANE
CROWNHILL PLYMOUTH
Case Officer: Janine Warne
Decision Date: 11/02/2010
Decision: Grant Conditionally

Item No 14

Application Number: 09/01373/FUL **Applicant:** Devonport High School for Boys
Application Type: Full Application
Description of Development: Erection of single-storey classroom and associated linked
walkway and other alterations
Site Address DEVONPORT HIGH SCHOOL FOR BOYS, PARADISE
ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 01/02/2010
Decision: Grant Conditionally

Item No 15

Application Number: 09/01378/TPO **Applicant:** Buckland Coporate Finance Ltd
Application Type: Tree Preservation
Description of Development: Reduce Larch to rear of 10, 11, 12, 14, 15 and 16 Shackleton Court by one third
Site Address MANADON WOODLAND REAR OF SHACKLETON COURT
MANADON PLYMOUTH
Case Officer: Jane Turner
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 16

Application Number: 09/01407/FUL **Applicant:** Mr Andrew Morris
Application Type: Full Application
Description of Development: Single-storey front extension
Site Address 224 SOUTHWAY DRIVE PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 17

Application Number: 09/01442/FUL **Applicant:** Mr & Mrs M Ellis
Application Type: Full Application
Description of Development: Erection of two-storey dwelling attached to side of existing dwelling
Site Address 39 REDDICLIFF ROAD PLYMOUTH
Case Officer: Jon Fox
Decision Date: 01/02/2010
Decision: Refuse

Item No 18

Application Number: 09/01451/FUL **Applicant:** Mr L McCarthy
Application Type: Full Application
Description of Development: Retention of front boundary wall
Site Address 38 SHERIDAN ROAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 19

Application Number: 09/01472/FUL **Applicant:** Mr & Mrs Churchill
Application Type: Full Application
Description of Development: First-floor extension over existing garage, and provision of external staircase, to create playroom, and alteration of rear roof pitch on house to improve internal headroom and create full first-floor.
Site Address 88A WEMBURY ROAD PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 17/02/2010
Decision: Refuse

Item No 20

Application Number: 09/01476/FUL **Applicant:** Premier Power Products
Application Type: Full Application
Description of Development: Extension to side and rear
Site Address 22-28 KNEELE GARDENS PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Refuse

Item No 21

Application Number: 09/01496/PRD **Applicant:** Widewell School Educational Tru
Application Type: LDC Proposed Develop
Description of Development: Provision of fence 8 metres from the public highway in Lulworth Drive (application for LDC for proposed development)
Site Address WIDEWELL PRIMARY SCHOOL, LULWORTH DRIVE
PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 17/02/2010
Decision: Issue Certificate - Lawful Use

Item No 22

Application Number: 09/01498/FUL **Applicant:** Mr Sibiril
Application Type: Full Application
Description of Development: Extension to side and rear
Site Address 44 COMPTON AVENUE PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 23

Application Number: 09/01504/EXU **Applicant:** Mrs Lorna Livesey
Application Type: LDC Existing Use
Description of Development: Use of premises as training and educational facility (use class D1) (parts of ground and first floors and whole of second, third and fourth floors)
Site Address NORWICH UNION HOUSE, 2 ST ANDREWS CROSS
PLYMOUTH
Case Officer: Jeremy Guise
Decision Date: 29/01/2010
Decision: Issue Certificate - Lawful Use

Item No 24

Application Number: 09/01531/FUL **Applicant:** Mrs Lorna Vickery
Application Type: Full Application
Description of Development: Front porch/entrance lobby
Site Address 16 TELFORD CRESCENT PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 25

Application Number: 09/01534/FUL **Applicant:** Mr K Buckley
Application Type: Full Application
Description of Development: Alterations to front of office
Site Address 24 FURNEAUX ROAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 26

Application Number: 09/01536/ADV **Applicant:** McDonald's Restaurant Ltd
Application Type: Advertisement
Description of Development: "Totem" illuminated pole sign
Site Address MCDONALDS RESTAURANTS LTD TAVISTOCK ROAD
PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 15/02/2010
Decision: Grant Conditionally

Item No 27

Application Number: 09/01540/FUL **Applicant:** Mrs Mary Lewis
Application Type: Full Application
Description of Development: Formation of hardstanding
Site Address 274 BEACON PARK ROAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 15/02/2010
Decision: Grant Conditionally

Item No 28

Application Number: 09/01543/FUL **Applicant:** Mr R Warlow
Application Type: Full Application
Description of Development: Demolish existing store and erect 2 townhouses
Site Address 42 REGENT STREET PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 04/02/2010
Decision: Application Withdrawn

Item No 29

Application Number: 09/01547/ADV **Applicant:** Food Programme Delivery Orchi
Application Type: Advertisement
Description of Development: Illuminated fascia and projecting sign
Site Address 27 MORSHEAD ROAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 30

Application Number: 09/01548/FUL **Applicant:** Mr Steve Lidiard
Application Type: Full Application
Description of Development: Two storey rear extension
Site Address 6 CLAYTONIA CLOSE PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 29/01/2010
Decision: Refuse

Item No 31

Application Number: 09/01564/CAC **Applicant:** Plymouth City Council
Application Type: Conservation Area
Description of Development: Demolition of diving stage (west of Tinside Lido)
Site Address HOE FORESHORE DIVING BOARD, HOE ROAD PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 01/02/2010
Decision: Sent to GOSW for determination

Item No 32

Application Number: 09/01587/ADV **Applicant:** Hyde Park Social Club
Application Type: Advertisement
Description of Development: internally illuminated box sign
Site Address 5 ST GABRIELS AVENUE PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 33

Application Number: 09/01600/FUL **Applicant:** Mr and Mrs Stephen Shirley
Application Type: Full Application
Description of Development: First floor rear extension, and part two-storey part first floor side extension and single storey rear extension including swimming pool, plant room and gym (existing garage to be removed)
Site Address LAKE HOUSE, 78 RADFORD PARK ROAD PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 16/02/2010
Decision: Refuse

Item No 34

Application Number: 09/01605/FUL **Applicant:** Mr Norris
Application Type: Full Application
Description of Development: Rear conservatory
Site Address 43 SOUTH DOWN ROAD BEACON PARK PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 29/01/2010
Decision: Grant Conditionally

Item No 35

Application Number: 09/01609/CAC **Applicant:** Mr James Avery
Application Type: Conservation Area
Description of Development: Demolition of first floor rear bathroom in association with replacement extension
Site Address 76 DURNFORD STREET STONEHOUSE PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 17/02/2010
Decision: Grant Conditionally

Item No 36

Application Number: 09/01612/PRD **Applicant:** Mr Norris
Application Type: LDC Proposed Develop
Description of Development: Formation of rooms in roofspace including rear dormer and alteration to roof to form gable end
Site Address 43 SOUTH DOWN ROAD BEACON PARK PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Issue Certificate - Lawful Use

Item No 37

Application Number: 09/01634/FUL **Applicant:** Rocknorth Ltd
Application Type: Full Application
Description of Development: Formation of additional self-contained flat in roofspace, including extension of existing rear tenement, erection of rear dormer and oriel side window, enlargement of external staircase and creation of balcony
Site Address 39 HOUNDISCOMBE ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 01/02/2010
Decision: Refuse

Item No 38

Application Number: 09/01637/FUL **Applicant:** Mr Matthew Harris
Application Type: Full Application
Description of Development: Front Porch
Site Address 222 KINGS TAMERTON ROAD KINGS TAMERTON
PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 39

Application Number: 09/01639/FUL **Applicant:** Mr Shaun Robinson
Application Type: Full Application
Description of Development: Part two-storey, part single-storey front side and rear extension,
with external alterations to existing dwelling
Site Address 123 WINGFIELD ROAD STOKE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 17/02/2010
Decision: Refuse

Item No 40

Application Number: 09/01641/FUL **Applicant:** Woodford Infants School
Application Type: Full Application
Description of Development: Erection of detached single-storey building for use as staff room
and staff training room.
Site Address WOODFORD INFANTS SCHOOL, LITCHATON WAY
PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 01/02/2010
Decision: Grant Conditionally

Item No 41

Application Number: 09/01653/FUL **Applicant:** Mrs Katrina May
Application Type: Full Application
Description of Development: Rear raised timber decking and privacy fencing
Site Address 235 STUART ROAD STOKE PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 19/02/2010
Decision: Application Withdrawn

Item No 42

Application Number: 09/01654/FUL **Applicant:** St Boniface's College
Application Type: Full Application
Description of Development: Erection of two storey extension to provide food technology block
Site Address ST BONIFACE COLLEGE, 21 BONIFACE LANE MANADON PARK PLYMOUTH
Case Officer: Janine Warne
Decision Date: 01/02/2010
Decision: Application Withdrawn

Item No 43

Application Number: 09/01665/FUL **Applicant:** Mrs Shirley Bezzant
Application Type: Full Application
Description of Development: Replacement of single glazed aluminum balcony doors with double glazed aluminum balcony doors
Site Address FLAT 52 HARBOURSIDE COURT, HAWKERS AVENUE PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 44

Application Number: 09/01680/FUL **Applicant:** The Oddfellows
Application Type: Full Application
Description of Development: Change of use and conversion of offices into four units of self contained residential accommodation
Site Address 85 DEVONPORT ROAD STOKE PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 04/02/2010
Decision: Refuse

Item No 45

Application Number: 09/01683/CAC **Applicant:** Mr Shaun Robinson
Application Type: Conservation Area
Description of Development: Part two-storey, part single-storey front side and rear extension with external alterations to existing dwelling
Site Address 123 WINGFIELD ROAD STOKE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 17/02/2010
Decision: Refuse

Item No 46

Application Number: 09/01703/FUL **Applicant:** University of Plymouth
Application Type: Full Application
Description of Development: Construction of three greenhouses, new boiler room and water storage tank (two existing greenhouses to be removed)
Site Address SKARDON GARDENS, SKARDON PLACE PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 47

Application Number: 09/01717/FUL **Applicant:** Mr & Mrs Harris
Application Type: Full Application
Description of Development: Erection of three-storey dwelling for use as student accommodation (9 bedrooms)
Site Address 3/5 WELLINGTON STREET GREENBANK PLYMOUTH
Case Officer: Jon Fox
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 48

Application Number: 09/01726/FUL **Applicant:** Mr N Bray
Application Type: Full Application
Description of Development: Single-storey side extension and front porch, and extension to garage to form double private motor garage.
Site Address 187 WOODFORD AVENUE PLYMPTON PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 29/01/2010
Decision: Grant Conditionally

Item No 49

Application Number: 09/01743/FUL **Applicant:** Mr T Maynard
Application Type: Full Application
Description of Development: Single-storey rear extension
Site Address 34 MOORLAND AVENUE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 26/01/2010
Decision: Grant Conditionally

Item No 50

Application Number: 09/01745/FUL **Applicant:** Woolways News
Application Type: Full Application
Description of Development: Single-storey front extension, new shop front and associated alterations
Site Address WOOLWAYS NEWS 88-90 VICTORIA ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 11/02/2010
Decision: Refuse

Item No 51

Application Number: 09/01746/ADV **Applicant:** Woolways News
Application Type: Advertisement
Description of Development: Three non-illuminated fascia signs
Site Address WOOLWAYS NEWS 88-90 VICTORIA ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 11/02/2010
Decision: Refuse

Item No 52

Application Number: 09/01747/ADV **Applicant:** KFC GB UK
Application Type: Advertisement
Description of Development: Internally illuminated entrance portal, and three fascia panels and two non-illuminated aluminium graphics
Site Address 227 TAVISTOCK ROAD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 26/01/2010
Decision: Grant Conditionally

Item No 53

Application Number: 09/01752/FUL **Applicant:** Mr Gary Kessell
Application Type: Full Application
Description of Development: Extension to garage and formation of decking area
Site Address 32 BILLINGTON CLOSE EGGBUCKLAND PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 26/01/2010
Decision: Grant Conditionally

Item No 54

Application Number: 09/01765/FUL **Applicant:** Mrs Christina Major
Application Type: Full Application
Description of Development: Rear conservatory (existing conservatory to be removed)
Site Address 11 THE ELMS STOKE PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 17/02/2010
Decision: Grant Conditionally

Item No 55

Application Number: 09/01767/FUL **Applicant:** Mr & Mrs C Methven
Application Type: Full Application
Description of Development: Single-storey rear extension
Site Address 41 STONE BARTON CLOSE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 27/01/2010
Decision: Grant Conditionally

Item No 56

Application Number: 09/01768/TPO **Applicant:** Plymouth Garden Centre
Application Type: Tree Preservation
Description of Development: Various tree works
Site Address PLYMOUTH GARDEN CENTRE, FORT AUSTIN AVENUE
PLYMOUTH
Case Officer: Jane Turner
Decision Date: 26/01/2010
Decision: Grant Conditionally

Item No 57

Application Number: 09/01774/FUL **Applicant:** Mrs N Johnston
Application Type: Full Application
Description of Development: Single-storey rear extension (existing single-storey structure to be removed)
Site Address 4 WHITTINGTON STREET STOKE PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 58

Application Number: 09/01778/LBC **Applicant:** Mr & Mrs Jeffery
Application Type: Listed Building
Description of Development: Insertion of doorway from driveway to garden and removal of existing doorway from courtyard to garden
Site Address MOUNT STONE HOUSE, CREMYLL STREET PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 59

Application Number: 09/01779/FUL **Applicant:** Mr & Mrs Jeffery
Application Type: Full Application
Description of Development: Insertion of doorway from driveway to garden and removal of existing doorway from courtyard to garden
Site Address MOUNT STONE HOUSE, CREMYLL STREET PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 60

Application Number: 09/01781/FUL **Applicant:** Mr David Castle

Application Type: Full Application

Description of Development: Front external lift access and steps

Site Address 56 LANGLEY CRESCENT SOUTHWAY PLYMOUTH

Case Officer: David Jeffrey

Decision Date: 28/01/2010

Decision: Grant Conditionally

Item No 61

Application Number: 09/01782/FUL **Applicant:** Mr Frederick Hill

Application Type: Full Application

Description of Development: Provision of pitched roof to replace flat roof on two-storey rear extension

Site Address THE GARDEN HOUSE, GLEN ROAD MANNAMEAD PLYMOUTH

Case Officer: Janine Warne

Decision Date: 15/02/2010

Decision: Grant Conditionally

Item No 62

Application Number: 09/01783/FUL **Applicant:** Lilian Owen Ltd

Application Type: Full Application

Description of Development: Conversion of basement storage area to a self-contained flat

Site Address LATITUDE 52 237 ALBERT ROAD DEVONPORT STOKE

Case Officer: Jeremy Guise

Decision Date: 28/01/2010

Decision: Refuse

Item No 63

Application Number: 09/01784/FUL **Applicant:** Mr and Mrs Hall
Application Type: Full Application
Description of Development: Extensions to side and rear
Site Address 16 JEAN CRESCENT PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 64

Application Number: 09/01785/ADV **Applicant:** Leadbitter
Application Type: Advertisement
Description of Development: Crane banner
Site Address DEVONPORT EXTRACARE, GRANBY WAY PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 28/01/2010
Decision: Grant Conditionally

Item No 65

Application Number: 09/01787/FUL **Applicant:** Aggregate Industries UK Limited
Application Type: Full Application
Description of Development: Variation of conditions imposed upon existing planning permissions to retain plant & equipment for the manufacture & distribution of ready mixed concrete until December 2010 (a 12 month extension)
Site Address HAYE QUARRY, STAG LANE PLYMOUTH
Case Officer: Alan Hartridge
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 66

Application Number: 09/01791/FUL **Applicant:** Mrs Bowden
Application Type: Full Application
Description of Development: Single-storey rear extension
Site Address 67 BAMPFYLDE WAY SOUTHWAY PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 29/01/2010
Decision: Refuse

Item No 67

Application Number: 09/01792/FUL **Applicant:** Blue Sea Partnership Ltd
Application Type: Full Application
Description of Development: Single-storey rear extension, and formation of rooms in roofspace, with rooflights
Site Address 76 WEST HILL ROAD MUTLEY PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 01/02/2010
Decision: Refuse

Item No 68

Application Number: 09/01793/FUL **Applicant:** Brook Housing Ltd
Application Type: Full Application
Description of Development: Change of use and alteration of residential care home to form single dwelling
Site Address HEATHER GRANGE, RIDGE ROAD PLYMPTON PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 01/02/2010
Decision: Grant Conditionally

Item No 69

Application Number: 09/01794/FUL **Applicant:** Mr M Haynes
Application Type: Full Application
Description of Development: Single-storey side extension
Site Address 1 CHURCH HILL ROAD HOOE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 29/01/2010
Decision: Grant Conditionally

Item No 70

Application Number: 09/01795/FUL **Applicant:** Mr Peter Dobsworth
Application Type: Full Application
Description of Development: Single-storey extension to rear of existing garage/store
Site Address 8 MORRISH PARK PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 71

Application Number: 09/01797/FUL **Applicant:** Mrs Sandra Hendy
Application Type: Full Application
Description of Development: Detached private motor garage with store room over (existing sheds to be removed)
Site Address 8 ROLLIS PARK ROAD PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 27/01/2010
Decision: Grant Conditionally

Item No 72

Application Number: 09/01800/FUL **Applicant:** Mr Barry Harris
Application Type: Full Application
Description of Development: Conservatory to side
Site Address 25 BEARSDOWN CLOSE EGGBUCKLAND PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 73

Application Number: 09/01802/LBC **Applicant:** Chivas
Application Type: Listed Building
Description of Development: Internal refurbishment works to the Distillery tasting area, WC's and Rectory bar.
Site Address PLYMOUTH GIN DISTILLERY, 60 SOUTHSIDE STREET
THE BARBICAN PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 74

Application Number: 09/01809/FUL **Applicant:** Mrs Patricia Thompson
Application Type: Full Application
Description of Development: Two storey front atrium, single-storey front extension and alterations to provide a private motor garage (existing garage to be removed), part single-storey, part two-storey rear extension including balcony and other alterations
Site Address 78 LOOSELEIGH LANE DERRIFORD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 75

Application Number: 09/01817/FUL **Applicant:** Mr Jeremy Rundle
Application Type: Full Application
Description of Development: Single storey rear extension and loft conversion including rooflights
Site Address 27 GLENDOWER ROAD PEVERELL PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 09/02/2010
Decision: Grant Conditionally

Item No 76

Application Number: 09/01819/FUL **Applicant:** Mr Marcus Taylor
Application Type: Full Application
Description of Development: Single-storey rear extension
Site Address 60 HIGHCLERE GARDENS SOUTHWAY PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 04/02/2010
Decision: Grant Conditionally

Item No 77

Application Number: 09/01820/FUL **Applicant:** Willis Estates Limited
Application Type: Full Application
Description of Development: Change of use, conversion and alteration to form 3 self-contained flats, including installation of front rooflights, and a rear dormer window with balcony (amendment to 07/00795/FUL)
Site Address 30-32 CAMDEN STREET ST JUDES PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 04/02/2010
Decision: Grant Conditionally

Item No 78

Application Number: 09/01821/FUL **Applicant:** Miss Emily Street
Application Type: Full Application
Description of Development: Rear conservatory
Site Address 12 LATIMER CLOSE PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 29/01/2010
Decision: Grant Conditionally

Item No 79

Application Number: 09/01824/FUL **Applicant:** West Hill Stores
Application Type: Full Application
Description of Development: Installation of roller shutter to shop front door
Site Address 2 WEST HILL ROAD PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 27/01/2010
Decision: Grant Conditionally

Item No 80

Application Number: 09/01826/FUL **Applicant:** Cognita School Limited
Application Type: Full Application
Description of Development: Installation of three temporary modular buildings to provide classroom / music room, store and WC's
Site Address KINGS SCHOOL, HARTLEY ROAD MANNAMEAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 81

Application Number: 09/01827/FUL **Applicant:** Mr A Kalam
Application Type: Full Application
Description of Development: First floor side extension
Site Address 47 LOCKINGTON AVENUE HARTLEY PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Refuse

Item No 82

Application Number: 09/01830/PRD **Applicant:** Mr Jason Hyne
Application Type: LDC Proposed Develop
Description of Development: Rear dormer
Site Address 67 LOWER COMPTON ROAD MANNAMEAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Issue Certificate - Lawful Use

Item No 83

Application Number: 09/01831/FUL **Applicant:** Mr & Mrs Simpson
Application Type: Full Application
Description of Development: Single storey rear extension
Site Address 63 SCOTT ROAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 84

Application Number: 09/01833/TPO **Applicant:** Deaf Association
Application Type: Tree Preservation
Description of Development: Various tree works
Site Address BLAKE LODGE, SEYMOUR ROAD MANNAMEAD PLYMOUTH
Case Officer: Jane Turner
Decision Date: 27/01/2010
Decision: Grant Conditionally

Item No 85

Application Number: 09/01834/TC **Applicant:** Mrs Phillips
Application Type: Trees in Cons Area
Description of Development: Various tree works to include removal of one Western red Cedar and a Holly
Site Address ROCKVILLE, SEYMOUR ROAD MANNAMEAD PLYMOUTH
Case Officer: Jane Turner
Decision Date: 25/01/2010
Decision: Grant Conditionally

Item No 86

Application Number: 09/01835/TC **Applicant:** Mr Martin Cooke
Application Type: Trees in Cons Area
Description of Development: Holm Oak - fell
Site Address FLAT 5 THE MANSION HOUSE, 5 ROYAL WILLIAM ROAD
STONEHOUSE PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 12/02/2010
Decision: Grant Conditionally

Item No 87

Application Number: 09/01838/FUL **Applicant:** Mr M Stokes
Application Type: Full Application
Description of Development: Erection of detached double private motor garage
Site Address 86 ELBURTON ROAD PLYMSTOCK PLYMOUTH
Case Officer: Jon Fox
Decision Date: 08/02/2010
Decision: Refuse

Item No 88

Application Number: 09/01839/FUL **Applicant:** Mrs J D Hannah
Application Type: Full Application
Description of Development: Detached private motor garage (existing garage, store and utility room to be converted to kitchen)
Site Address 1 CUNDY CLOSE PLYMPTON PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 89

Application Number: 09/01840/PRD **Applicant:** Mrs Ann Davey
Application Type: LDC Proposed Develop
Description of Development: Single storey rear extension
Site Address 32 KNEELE GARDENS HARTLEY VALE PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 05/02/2010
Decision: Issue Certificate - Lawful Use

Item No 90

Application Number: 09/01841/PRD **Applicant:** Mr and Mrs R Thompson
Application Type: LDC Proposed Develop
Description of Development: Rear extension
Site Address 2 LITCHATON CRESCENT PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 09/02/2010
Decision: Issue Certificate - Lawful Use

Item No 91

Application Number: 09/01842/ADV **Applicant:** London 2012
Application Type: Advertisement
Description of Development: Two non-illuminated double-sided PVC banners
Site Address LIVE SCREEN SITE, ARMADA WAY PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 92

Application Number: 09/01843/FUL **Applicant:** Plymouth College
Application Type: Full Application
Description of Development: Change of use and conversion of dwellinghouse to school boarding accommodation for 7 pupils and 1 tutor
Site Address ROVILLE, FORD PARK ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 19/02/2010
Decision: Grant Conditionally

Item No 93

Application Number: 09/01844/FUL **Applicant:** Bargain Booze
Application Type: Full Application
Description of Development: Retention of solid roller shutter
Site Address 90 EMBANKMENT ROAD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 15/02/2010
Decision: Refuse

Item No 94

Application Number: 09/01845/ADV **Applicant:** Bargain Booze
Application Type: Advertisement
Description of Development: Illuminated fascia sign
Site Address 90 EMBANKMENT ROAD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 15/02/2010
Decision: Refuse

Item No 95

Application Number: 09/01846/LBC **Applicant:** Mr James Avery
Application Type: Listed Building
Description of Development: Demolition and reconstruction of first floor rear bathroom
Site Address 76 DURNFORD STREET PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 17/02/2010
Decision: Refuse

Item No 96

Application Number: 09/01847/FUL **Applicant:** Mr and Mrs J Marker
Application Type: Full Application
Description of Development: Single storey rear and side extension to provide breakfast room, lobby and private motor garage (existing garage to be removed) and associated works and erection of 2.1 metre rear boundary wall.
Site Address 39 DEAN HILL PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 04/02/2010
Decision: Grant Conditionally

Item No 97

Application Number: 09/01849/PRD **Applicant:** Mr and Mrs Ben Eynon
Application Type: LDC Proposed Develop
Description of Development: Change of hip to gable and construction of rear dormer
Site Address 4 HOULDSWORTH ROAD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 28/01/2010
Decision: Issue Certificate - Lawful Use

Item No 98

Application Number: 09/01850/FUL **Applicant:** Mr and Mrs Edmonds
Application Type: Full Application
Description of Development: Single storey side extension and formation of rear bay window
Site Address 20 BERRY PARK ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 99

Application Number: 09/01854/FUL **Applicant:** Mr and Mrs S F Way
Application Type: Full Application
Description of Development: Enlargement of front dormer
Site Address 9 BROADLANDS CLOSE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 09/02/2010
Decision: Grant Conditionally

Item No 100

Application Number: 09/01855/ADV **Applicant:** The Co-operative Funeralcare
Application Type: Advertisement
Description of Development: Banner sign on railings
Site Address 72 POMPHLETT ROAD PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 17/02/2010
Decision: Refuse

Item No 101

Application Number: 09/01856/FUL **Applicant:** Mr & Mrs I Crabb
Application Type: Full Application
Description of Development: Change of use and conversion of ground floor offices with residential above to form two units of student accommodation (two cluster units). (Revised scheme)
Site Address 29-30 REGENT STREET PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 05/02/2010
Decision: Grant Conditionally

Item No 102

Application Number: 09/01857/FUL **Applicant:** Mr and Mrs Mark Gilbert
Application Type: Full Application
Description of Development: Double garage, with store above (replacing existing garage and car port)
Site Address 6 LITTLE ASH GARDENS ST BUDEAUX PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 103

Application Number: 09/01859/FUL **Applicant:** Mr & Mrs White
Application Type: Full Application
Description of Development: Single storey side extension (linking with garage)
Site Address 146 ABERDEEN AVENUE PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 11/02/2010
Decision: Grant Conditionally

Item No 104

Application Number: 09/01860/FUL **Applicant:** Mr Barry Slow
Application Type: Full Application
Description of Development: Two storey side extension
Site Address 20 BRIARDALE ROAD NORTH PROSPECT PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 10/02/2010
Decision: Refuse

Item No 105

Application Number: 09/01868/LBC **Applicant:** Sutton Harbour Property & Rege
Application Type: Listed Building
Description of Development: Conversion of building to shops, and/or Financial and Professional Services and/or Restaurant/Café and/or Drinking Establishments and 6 residential apartments incorporating associated internal and external refurbishment works and replacement of ground floor windows and doors, together with construction of new rooflights
Site Address 82 to 84 VAUXHALL STREET PLYMOUTH
Case Officer: Mark Evans
Decision Date: 12/02/2010
Decision: Grant Conditionally

Item No 106

Application Number: 09/01870/TPO **Applicant:** Mrs Elaine Keith Hill
Application Type: Tree Preservation
Description of Development: Beech - remove lowest branch touching roof
- reduce branches over roof by 20ft
Site Address 32 THORNHILL WAY PLYMOUTH
Case Officer: Jane Turner
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 107

Application Number: 09/01871/FUL **Applicant:** Mrs Lambert
Application Type: Full Application
Description of Development: Part first-floor, part two-storey, side extension
Site Address 69 ELFORD CRESCENT PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 108

Application Number: 09/01872/ADV **Applicant:** Plymouth College of Art
Application Type: Advertisement
Description of Development: Glass panel sign over doors and painted text on wall
Site Address PLYMOUTH COLLEGE OF ART STUDIO 11 ANNEX,
REGENT STREET PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 109

Application Number: 09/01873/FUL **Applicant:** The Friary Mill Bakery
Application Type: Full Application
Description of Development: Internal alterations to bakery and erection of extension to
existing goods-in area
Site Address 8 OAKFIELD PLACE PLYMOUTH
Case Officer: Jon Fox
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 110

Application Number: 09/01874/ADV **Applicant:** Plymouth College of Art
Application Type: Advertisement
Description of Development: Sign above doorway
Site Address PLYMOUTH COLLEGE OF ART REGENT STREET ANNEX,
REGENT STREET PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 111

Application Number: 09/01875/FUL **Applicant:** Mr Nick Krotke
Application Type: Full Application
Description of Development: Part two-storey, part single-storey, rear extension, and formation of room in roofspace including rear dormer and front rooflights
Site Address 2 GUILDFORD STREET PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 09/02/2010
Decision: Grant Conditionally

Item No 112

Application Number: 09/01878/FUL **Applicant:** Mr Mark Middleton
Application Type: Full Application
Description of Development: Single storey rear extension and double private motor garage
Site Address 36 TORR VIEW AVENUE PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 11/02/2010
Decision: Grant Conditionally

Item No 113

Application Number: 09/01879/FUL **Applicant:** Yacht Haven Group Ltd
Application Type: Full Application
Description of Development: Provision of single-storey glazed enclosure to outdoor seating area (ground floor)
Site Address PLYMOUTH YACHT HAVEN, THE BRIDGE, 33 SHAW WAY MOUNT BATTEN PLYMOUTH
Case Officer: Jon Fox
Decision Date: 11/02/2010
Decision: Grant Conditionally

Item No 114

Application Number: 09/01880/TPO **Applicant:** Mr Howard Rowe & Miss Sharon
Application Type: Tree Preservation
Description of Development: Re-pollard 1 Horse Chestnut and 2 Lime trees
Site Address 1 CHARLES TERRACE PLYMOUTH
Case Officer: Jane Turner
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 115

Application Number: 09/01881/FUL **Applicant:** Mr Jim Woodley
Application Type: Full Application
Description of Development: Single-storey rear extension and formation of rooms in roofspace including rear dormer and two front rooflights
Site Address 69 NORTH ROAD EAST PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 08/02/2010
Decision: Grant Conditionally

Item No 116

Application Number: 09/01883/FUL **Applicant:** Mr and Mrs C Williams
Application Type: Full Application
Description of Development: Two-storey front and rear extensions, first-floor side extension and single-storey rear extension
Site Address 13 CHADDLEWOOD CLOSE PLYMPTON PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 12/02/2010
Decision: Grant Conditionally

Item No 117

Application Number: 09/01885/PRD **Applicant:** Mr and Mrs I M Harvey
Application Type: LDC Proposed Develop
Description of Development: Formation of room in roofspace with rear dormer
Site Address 21 HURST CLOSE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 12/02/2010
Decision: Issue Certificate - Lawful Use

Item No 118

Application Number: 09/01887/FUL **Applicant:** Mr A Couch
Application Type: Full Application
Description of Development: First-floor rear extension
Site Address 28 GEORGE AVENUE PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 11/02/2010
Decision: Grant Conditionally

Item No 119

Application Number: 09/01889/ADV **Applicant:** Co-operative Group
Application Type: Advertisement
Description of Development: Externally illuminated fascia advertisement and internally illuminated projecting sign
Site Address 152 ALBERT ROAD PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 15/02/2010
Decision: Grant Conditionally

Item No 120

Application Number: 09/01902/FUL **Applicant:** Mr and Mrs Robert Leest
Application Type: Full Application
Description of Development: Change of use of former dance studio at 1st and 2nd floor level to create 4 additional flats
Site Address 6 to 8 SALTASH ROAD KEYHAM PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 15/02/2010
Decision: Refuse

Item No 121

Application Number: 09/01905/FUL **Applicant:** St Lukes Hospice
Application Type: Full Application
Description of Development: Alterations including single-storey extension on south east elevation to provide stores, offices and specialist bedroom
Site Address ST LUKES HOSPICE, STAMFORD ROAD TURNCHAPEL PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 12/02/2010
Decision: Grant Conditionally

Item No 122

Application Number: 09/01911/FUL **Applicant:** The Co-operative Group
Application Type: Full Application
Description of Development: New shopfront
Site Address CO-OP SUPERMARKET 36 to 40 DEVONPORT ROAD STOKE PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 18/02/2010
Decision: Grant Conditionally

Item No 123

Application Number: 09/01912/FUL **Applicant:** Mrs Eke
Application Type: Full Application
Description of Development: Single storey front extension
Site Address 140 BEACON PARK ROAD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 18/02/2010
Decision: Grant Conditionally

Item No 124

Application Number: 09/01919/TC **Applicant:** Mr David Blackburn
Application Type: Trees in Cons Area
Description of Development: Magnolia - fell and remove stump
Site Address 1 THE CRESCENT PLYMOUTH
Case Officer: Jane Turner
Decision Date: 02/02/2010
Decision: Grant Conditionally

Item No 125

Application Number: 09/01920/FUL **Applicant:** Mr Mark Humphries
Application Type: Full Application
Description of Development: Change of use, conversion and alteration of first and second floor of building, including first-floor rear extension and formation of roof terraces, to form two self contained flats
Site Address 79 HYDE PARK ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 17/02/2010
Decision: Refuse

Item No 126

Application Number: 09/01925/ADV **Applicant:** Back 2 Back Chiropractic Clinic
Application Type: Advertisement
Description of Development: Illuminated free-standing sign
Site Address 29 HOUNDISCOMBE ROAD MUTLEY PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 17/02/2010
Decision: Grant Conditionally

Item No 127

Application Number: 09/01927/FUL **Applicant:** Mr M Darlington
Application Type: Full Application
Description of Development: Change of use to 3 dwellings: one house and two maisonettes and associated parking
Site Address 46 to 49 CHAPEL STREET DEVONPORT PLYMOUTH
Case Officer: Jeremy Guise
Decision Date: 11/02/2010
Decision: Application Withdrawn

Item No 128

Application Number: 10/00002/TC **Applicant:** Silvanus Tree Services
Application Type: Trees in Cons Area
Description of Development: Horse chestnut - crown lift to 3m
Lime - Fell
2 Mountain Ash - Fell
Site Address PLYMOUTH MAGISTRATES COURT, ST ANDREW STREET PLYMOUTH
Case Officer: Jane Turner
Decision Date: 10/02/2010
Decision: Grant Conditionally

Item No 129

Application Number: 10/00003/FUL **Applicant:** N R Searles Building Surveyor
Application Type: Full Application
Description of Development: Front porch, additional front first-floor window, and alterations to ground floor including revised layout, replacement walls and replacement and revised windows
Site Address 13 REYNOLDS ROAD PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 17/02/2010
Decision: Grant Conditionally

Item No 130

Application Number: 10/00004/FUL **Applicant:** Mr & Mrs Paul Huxham
Application Type: Full Application
Description of Development: Two-storey side extension and rear dormer
Site Address 22 PRINCESS CRESCENT PLYMOUTH
Case Officer: David Jeffrey
Decision Date: 17/02/2010
Decision: Refuse

Item No 131

Application Number: 10/00035/TC **Applicant:** Standard Chartered
Application Type: Trees in Cons Area
Description of Development: Pruning of alder trees
Site Address REAR OF 8 AND 10 RIVERSIDE WALK TAMERTON
FOLIOT PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 11/02/2010
Decision: Grant Conditionally

Item No 132

Application Number: 10/00061/CAC **Applicant:** Mrs Polly Baynes
Application Type: Conservation Area
Description of Development: INSTALL DOUBLE GLAZING
Site Address 35 ST JOHNS ROAD TURNCHAPEL PLYMOUTH
Case Officer:
Decision Date: 28/01/2010
Decision: Planning Permission not required

The following decisions have been made by the Planning Inspectorate on appeals arising from decisions of the City

Application Number **09/00567/FUL**
Appeal Site **VOODOO LOUNGE, THE MONEYCENTRE 1 DRAKE CIRCUS PLYMOUTH**
Appeal Proposal Raised terrace area and associated opening on first floor
Case Officer Thomas Westrope

Appeal Category REF
Appeal Type Written Representations
Appeal Decision Dismissed
Appeal Decision Date 11/12/2009

Appeal Synopsis

The inspector agreed with the Local Planning Authority that the proposal would lead to a detrimental impact to the character and appearance of the locality and that insufficient information had been provided in order to satisfactorily assess the impact of the development to the nearby protected trees of acknowledged amenity importance.

Application Number **09/00866/FUL**
Appeal Site **REAR OF 11 WOODLAND TERRACE GREENBANK ROAD PLYMOUTH**
Appeal Proposal Change of use and conversion of garage/workshop to dwelling, with formation of rooms in roofspace involving raising roof height, dormer extension and rooflights
Case Officer Stuart Anderson

Appeal Category REF
Appeal Type Written Representations
Appeal Decision Dismissed
Appeal Decision Date 01/02/2010

Appeal Synopsis

Inspector considered that the existing building appears incongruous, dominant, and intrusive, and that the proposed raising of the roof height would display these characteristics to an even greater extent. Therefore the resulting harm to the character and appearance of the area makes the proposal contrary to CS34. Also, the proposal would result in a loss of privacy to 10 and 11 (first floor flat) Woodland Terrace. In addition to this, the occupiers of the proposed dwelling would be overlooked by users of the rear balcony/stairway at number 11. The appellant submitted with the appeal a drawing showing the main rear-facing dormer windows obscurely glazed. This would leave each of the bedrooms with only a triangular side-facing fanlight to provide an outlook, which would make both bedrooms feel unacceptably enclosed. However, he did not consider that the proposed development would result in an unacceptable loss of outlook or an overbearing effect to the surrounding properties.

Application Number **09/00961/FUL**
Appeal Site **107 RIDGEWAY PLYMOUTH**
Appeal Proposal Change of use of retail premises to ancillary use in connection with existing private members' club (109 Ridgeway) to provide a new wheelchair access and club administration office space together with associated external alterations to shopfront
Case Officer Jon Fox

Appeal Category REF
Appeal Type Written Representations
Appeal Decision Dismissed
Appeal Decision Date 01/02/2010

Appeal Synopsis

The inspector agreed that the loss of the retail unit would result in an over concentration of non-retail uses. He did not agree that the proposals would lack an adequately complimentary role to the shopping centre and the needs of the community. Therefore the proposals do not meet criterion 3 of CS11, but are acceptable in terms of criteria 1, 2 and 4.

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