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COUNCIL OF THE YEAR



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Date: 21 June 2011

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PLANNING COMMITTEE

Date: Thursday 30 June 2011

Time: 1 pm

Venue: Council House, Armada Way, Plymouth

Members:

Councillor Lock, Chair

Councillor Mrs Bowyer, Vice Chair

Councillors Browne, Churchill, Delbridge, Mrs Foster, Mrs Nicholson, Stevens, Tuohy, Vincent, Wheeler and Williams.

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.

Please note that unless the chair of the meeting agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used in meetings.

Barry Keel
Chief Executive

PLANNING COMMITTEE

AGENDA

PART I – PUBLIC MEETING

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 - 6)

The committee will be asked to confirm the minutes of the meeting held on the 2 June 2011.

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 7 - 8)**

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 5 WARDLOW CLOSE, PLYMOUTH. 11/00707/FUL

(Pages 9 - 12)

Applicant:	Mr G Jones
Ward:	Eggbuckland
Recommendation:	Grant conditionally

- 6.2 INTERLUBE SYSTEMS LIMITED, ST MODWEN ROAD, PARKWAY INDUSTRIAL ESTATE, PLYMOUTH. I I /00687/FUL **(Pages 13 - 16)**
- Applicant: Interlube Systems Limited
 Ward: Moor View
 Recommendation: Grant conditionally
- 6.3 DEVONPORT DOCKYARD, SALTASH ROAD, KEYHAM, PLYMOUTH. I I /00589/FUL **(Pages 17 - 28)**
- Applicant: HMS Drake
 Ward: Devonport
 Recommendation: Grant conditionally
- 6.4 UNIT 2 ERRILL RETAIL PARK, PLYMOUTH ROAD, PLYMPTON, PLYMOUTH. I I /00564/FUL **(Pages 29 - 36)**
- Applicant: Royal London Mutual Insurance Society Ltd
 Ward: Plympton Erle
 Recommendation: Grant conditionally
- 6.5 LAND OFF CUNDY CLOSE, PLYMPTON, PLYMOUTH. I I /00149/FUL **(Pages 37 - 56)**
- Applicant: Persimmon Homes South West
 Ward: Plympton St Mary
 Recommendation: Grant conditionally subject to a S106 obligation, with delegated authority to refuse in the event that the S106 obligation is not completed by 30 August 2011
- 6.6 LAND OFF BEAUMONT ROAD, PLYMOUTH. I I /00577/FUL **(Pages 57 - 76)**
- Applicant: Mr M Soper
 Ward: Sutton and Mount Gould
 Recommendation: Grant conditionally subject to a S106 obligation, with delegated authority to refuse in the event that the S106 obligation is not completed by 7 July 2011.
- 6.7 UNIVERSITY OF PLYMOUTH, DRAKE CIRCUS, PLYMOUTH. I I /00631/FUL **(Pages 77 - 90)**
- Applicant: University of Plymouth
 Ward: Drake
 Recommendation: Grant conditionally

6.8 LAND AT ERNESETTLE LANE, ST BUDEAUX, PLYMOUTH. (Pages 91 - 98)
11/00588/REM

Applicant: Archstone Lifestyle Properties
Ward: Honicknowle
Recommendation: Grant conditionally

6.9 ELLIOT HIRE, EATON BUSINESS PARK, 182 PLYMBRIDGE (Pages 99 - 106)
ROAD. PLYMOUTH. 11/00516/FUL

Applicant: The Una Group
Ward: Moor View
Recommendation: Refuse

6.10 PLYMOUTH AIRPORT, PLYMBRIDGE LANE, PLYMOUTH. (Pages 107 - 116)
11/00655/REM

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

6.11 THE MARQUIS OF GRANBY PUBLIC HOUSE, 28 GRANBY (Pages 117 - 126)
STREET, PLYMOUTH. 11/00590/FUL.

Applicant: Crisplane
Ward: Devonport
Recommendation: Grant conditionally subject to a S106 obligation, with delegated authority to refuse in the event that the S106 obligation is not completed by 1 August 2011.

7. PLANNING APPLICATION DECISIONS ISSUED (Pages 127 - 160)

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 May 2011 to 19 June 2011 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.

8. 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 I of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II (PRIVATE MEETING)

AGENDA

MEMBERS OF THE PUBLIC TO NOTE

that under the law, the Panel 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 2 June 2011

PRESENT:

Councillor Lock, in the Chair.

Councillor Mrs Bowyer, Vice Chair.

Councillors Mrs Aspinall (substituting Councillor Williams), Browne, Churchill, Delbridge, Mrs Foster, Mrs Nicholson, Stevens, Tuohy, Vincent and Wheeler.

Apologies for absence: Councillors Williams

Also in attendance: Ray Williams (Lead Planning Officer), Julie Rundle (Lawyer), Ross Jago (Democratic Support Officer)

The meeting started at 1.05 pm and finished at 2.50 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.

1. DECLARATIONS OF INTEREST

The following declarations of interest were made by Councillors in accordance with the code of conduct in relation to items under discussion at this meeting –

Name	Minute No. and Subject	Reason	Interest
Councillor Browne	6.1 6 Latimer Walk, Plymouth. 11/00377/FUL.	Ward Councillor	Personal
Councillor Stevens	6.2 8 St Maurice Road, Plymouth. 10/01802/FUL	Have relatives who reside in the area of the proposed site.	Personal

2. MINUTES

Agreed the minutes of the meeting held on 28 April 2011.

CHAIR'S URGENT BUSINESS

3. WELCOME

The Chair welcomed new member Councillor Churchill, returning member Councillor Mrs Nicholson and substitute member Councillor Mrs Aspinall to the committee.

4. **MEMBER AND OFFICER PROTOCOL**

The Chair highlighted that some officers had been subject to undue criticism by members at previous meetings of the committee.

The Chair reminded members to familiarise themselves with the policy document on the protocol for member employee relations.

5. **QUESTIONS FROM MEMBERS OF THE PUBLIC**

There were no questions from members of the public.

6. **PLANNING APPLICATIONS FOR CONSIDERATION**

The Committee considered the following 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 5.2 and 5.4.

6.1 6 LATIMER WALK, PLYMOUTH. 11/00377/FUL.

(Mr. Michael Askew)

Decision:

Application **GRANTED** conditionally.

6.2 8 ST MAURICE ROAD, PLYMOUTH. 10/01802/FUL.

(Mr. Stephen Darke)

Decision:

Application **REFUSED** on the grounds that-

1. the proposed development, by virtue of the odours likely to be created, would have a detrimental impact on the amenities of the surrounding residential area, and as such would be contrary to the Local Development Framework Core Strategy Policy CS22 (1);
2. the proposed development includes an unsatisfactory car parking area and a dangerous access. These elements of the scheme would create conditions which would be prejudicial to public safety. As such the proposed development would be contrary to the Local Development Framework Core Strategy Policy CS34 (7 and 8).

(At the invitation of the Chair, the committee heard representations against the application from Councillor Mrs Beer, Ward Councillor).

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

**6.3 LAND OFF CUNDY CLOSE PLYMPTON, PLYMOUTH.
11/00149/FUL**

(Persimmon Homes South West)

Decision:

Application **DEFERRED** for a site visit and to allow officers to further consider the proposed development in terms of development plan policy for the wider area and report back to committee.

(At the invitation of the Chair the Committee heard representations against the application from Councillor Nicholson, Ward Councillor.)

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

(Councillor Mrs. Nicholson's proposal to defer for a site visit, having been seconded by Councilor Browne, was put to the vote and declared carried.)

**6.4 LAND AT WESTON MILL LAKE, PLYMOUTH.
11/00634/FUL.**

(Secretary of State for Defence)

Decision:

Application **GRANTED** conditionally.

7. PLANNING APPLICATION DECISIONS ISSUED

The Committee received a report from the Assistant Director of Development (Planning Services) on decisions issued for the period 16 April to 22 May 2011, including –

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

8. APPEAL DECISIONS

The committee raised concerns that the delegated authority had been used to refuse application 10/01181/FUL on the basis of inadequate car parking and cycle storage. The application would have resulted in a net reduction of dwellings and therefore should not have been refused on the basis of inadequate car parking.

The lead planning officer advised the committee that the decision was based on the change of use from six bedsits to self-contained flats and it was the officer's opinion that occupiers of the proposed flats would be more likely to own vehicles.

The committee requested that officers consider adding informatives on decision notices advising that new residential occupiers could be excluded from existing or future Residents' Parking Permit schemes, instead of refusing permission for such proposals on car parking grounds.

Agreed that the report be noted.

9. **ENFORCEMENT APPEAL SUMMARY**

Agreed that the report be noted.

10. **EXEMPT BUSINESS**

There were no items of exempt business.

SCHEDULE OF VOTING (Pages 1 - 2)

PLEASE NOTE

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

PLANNING COMMITTEE – 2 June 2011

SCHEDULE OF VOTING

Minute number and Application	Voting for	Voting against	Abstained	Absent due to interest declared	Absent
5.1 6 Latimer Walk. Plymouth. 11/003377/FUL	Unanimous				
5.2 8 St Maurice Road, Plymouth. 10/01802/FUL		Councillors Mrs Aspinall, Touhy, Stevens, Mrs Nicholson, Mrs Bowyer and Lock.	Councillors Wheeler, Vincent, Mrs Foster, Churchill, Delbridge and Browne.		
Reasons for refusal.	Councillors Mrs Aspinall, Touhy, Stevens, Mrs Nicholson, Browne, Mrs Bowyer and Lock		Councillors Wheeler, Vincent, Mrs Foster, Churchill and Delbridge.		
5.3 Land off Cundy Close, Plympton. 11/00149/FUL Amended recommendation	Councillors Tuohy, Stevens, Mrs Nicholson, Mrs Bowyer, Lock, Wheeler, Vincent, Mrs Foster, Churchill, Delbridge and Browne.		Councillor Mrs Aspinall.		
5.4 Land at Weston Mill Lake, Plymouth 11/00634/FUL	Unanimous				

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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.

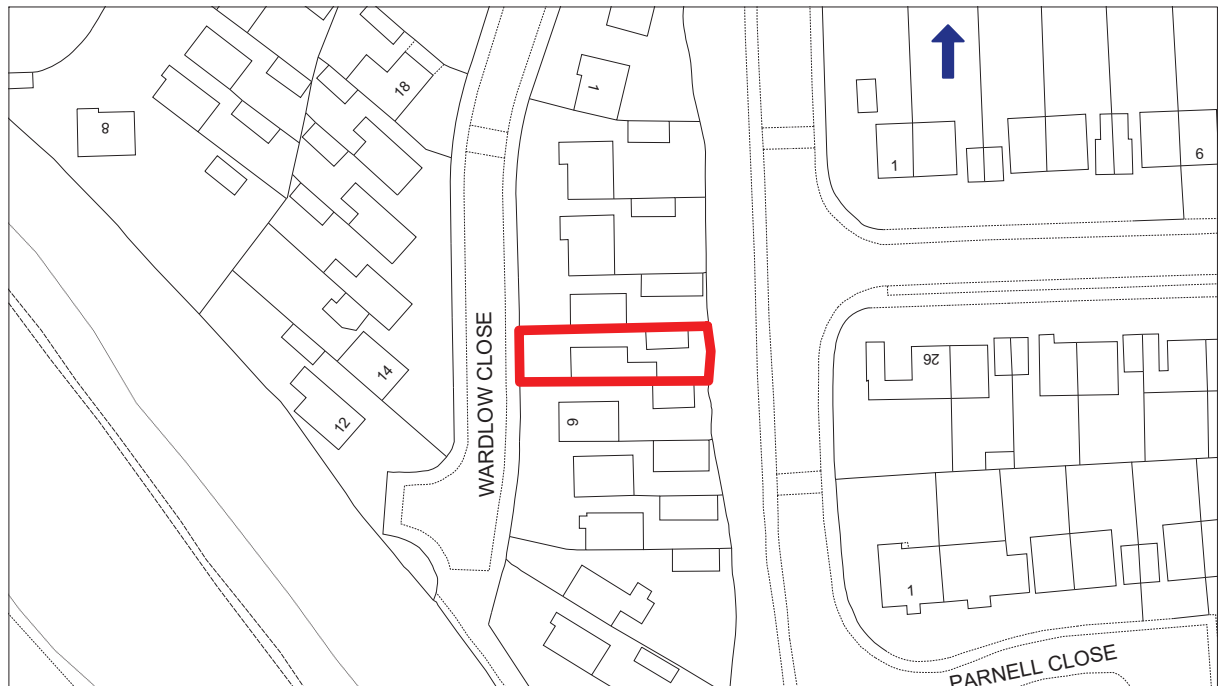
Where necessary Officers will advise Members of any other relevant planning issues to assist them with their decision.

PLANNING APPLICATION REPORT



ITEM: 01

Application Number:	I1/00707/FUL
Applicant:	Mr G Jones
Description of Application:	Retention of Summer House, raised platform and fence
Type of Application:	Full Application
Site Address:	5 WARDLOW CLOSE PLYMOUTH
Ward:	Eggbuckland
Valid Date of Application:	16/05/2011
8/13 Week Date:	I1/07/2011
Decision Category:	Member/PCC Employee
Case Officer :	Paul Steen
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



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Site Description

5 Wardlow Close is a two-storey detached property in the Crownhill area of Plymouth. The property is on the eastern side of Wardlow Close, which is a relatively short cul-de-sac. There is a local distributor road, Culver Way, immediately beyond the rear garden of the property.

Proposal Description

The application seeks planning permission retrospectively to retain a summer house, raised platform, and fencing, in the rear garden of the property.

The application is being referred to Planning Committee because the applicant is related to a Council employee.

Relevant Planning History

11/00448/OPR – Planning compliance investigation into installation of summer house and decking – Opened 22/03/11

79/01492/FUL - Extension – Withdrawn – 25 December 1979

79/01041/FUL – Caravan Hardstanding & Access – Refused – 4 July 1979

Consultation Responses

None

Representations

Four letters of representation have been submitted, three from current residents of other properties in Wardlow Close and one from a former resident, expressing support for the application on the following grounds;

- the owners of the property maintain their property well, and to a very high standard
- cannot see how the development has affected, or will affect, any neighbouring occupiers
- the design, appearance, and layout of the summer house are of the highest quality and enhance the rear garden of the property

Analysis

The summer house and the adjoining raised platform, in the form of wooden decking, were erected at the property approximately three and half years ago, but have only recently been drawn to the Council's attention, in the form of a planning compliance enquiry. The wooden fencing has been erected quite recently.

This application stands to be considered primarily in the context of Policy CS34 of the City of Plymouth Local Development Framework Core Strategy 2006-2021, and supplementary planning document 'Development Guidelines'. The main issue to consider with this application is the effect of the developments on the amenities of neighbouring properties, particularly in terms of privacy, daylight impact, and outlook.

The summer house stands on an existing raised concrete paved area, located on the boundary of the adjoining property, No. 4 Wardlow Close. The summer house measures 3.8 metres in width by 3.2 metres in depth, with a shallow sloping ridged

roof, and stands no more than 2.5 metres in height from the paved area. Its appearance is typical of the type of pre-fabricated small garden structure that can be purchased typically at garden centres and similar suppliers. The summer house and raised platform are situated immediately behind the garage of the property, and due to their scale and position, are not considered to unreasonably impact on the privacy, daylight, or outlook of neighbouring properties. The summer house is used for purposes incidental to the residential use of the main property, although if approved, a planning condition can be applied to ensure it is restricted to domestic use only.

The wooden raised platform/decking sits to the front of the summer house, and the majority of the platform lies approximately 0-20cm above ground level, upon an existing raised garden area, previously laid to lawn. It is not considered to result in any additional overlooking.

The recently added boundary fencing extends along the boundary of the property which faces the summer house; the majority of the fence is permitted development under the Town and Country Planning (General Permitted Development) Order 1995 (as amended). However, two panels stand in excess of two metres in height nearest the dwelling. These, however, are situated directly adjacent to a garage at the rear of the neighbouring property, and so for this reason are not considered to have an unreasonable impact on the adjoining property.

The summer house and raised platform/decking, first installed at least three years ago, require planning permission as they could not be considered to be permitted development under the Town and Country Planning (General Permitted Development) Order 1995 (as amended), as a result of its proximity to a highway to the rear of the premises. Following amendment to this legislation on 1 October 2008, no such restriction now exists. Consequently, the same development taking place after that date would be permitted development and therefore a planning application would not be required.

Therefore, whilst these developments stand to be considered by the Council entirely on their planning merits, in practical terms it is necessary to acknowledge that the summer house and raised platform/decking, if required to be removed, could simply then be reinstated by the applicant without the need for planning permission from the Council.

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

There are no Section 106 Obligation requirements arising from the application.

Equalities & Diversities issues

There are no equalities and diversities issues arising from the application.

Conclusions

Subject to a condition limiting the use of the summer house only to purposes incidental to the residential use of the property, the development is considered to be acceptable, and in accordance with Core Strategy Policy CS34, and is therefore recommended for approval.

Recommendation

In respect of the application dated **16/05/2011** and the submitted drawings Site Location Plan, Block Plan, and Photographs, received on 03 and 16 May 2011, it is recommended to: **Grant Conditionally**

Conditions

ANCILLARY OR INCIDENTAL USE

(1) The summer house hereby approved shall only be used for purposes incidental or ancillary to the primary use of the premises as a dwelling.

Reason:

Whilst the proposal for such ancillary use is acceptable to the Local Planning Authority, the independent use of different parts of the premises would be likely to produce conditions unacceptable to the Local Planning Authority, contrary to Policy 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 of the development on the amenity of neighbouring occupiers, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

CS34 - Planning Applications

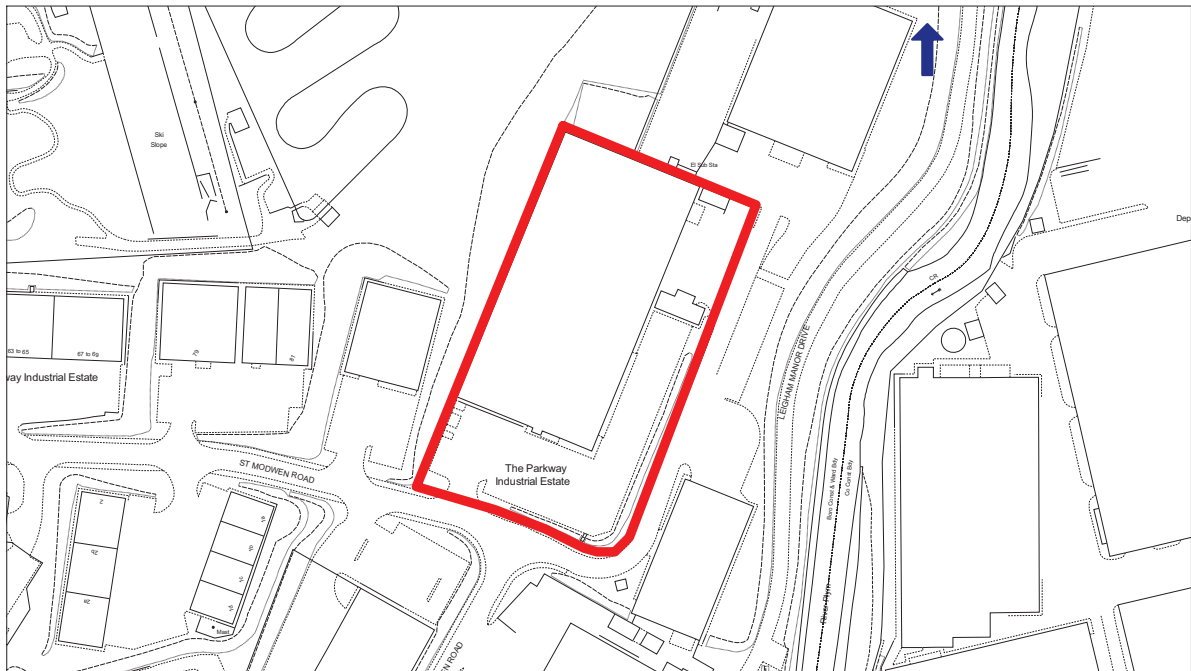
SPDI - Development Guidelines

PLANNING APPLICATION REPORT



ITEM: 02

Application Number:	I1/00687/FUL
Applicant:	Interlube Systems Limited
Description of Application:	Erection of 2.4 metre high paladin fence and gates
Type of Application:	Full Application
Site Address:	INTERLUBE SYSTEMS LIMITED, ST MODWEN ROAD PARKWAY INDUSTRIAL ESTATE PLYMOUTH
Ward:	Moor View
Valid Date of Application:	27/04/2011
8/13 Week Date:	27/07/2011
Decision Category:	Major Application
Case Officer :	Adam Williams
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



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Site Description

Interlube Systems is an industrial manufacturing and office building on St Modwen Road in the Parkway Industrial Estate. Leigham Manor Drive lies further to the east of the part of the site where the fence is proposed.

Proposal Description

Erection of 2.4 metre high paladin fence and gates to side of the existing premises. The main section of fence proposed is approx 31 metres in length.

Relevant Planning History

98/00920/FUL - Alterations to building to accommodate new industrial process including installation of a substation, CO2 storage tank, 18 metre exhaust stack and rear access road - granted

Consultation Responses

Police Architectural Liaison Officer – Objected to the type of fencing proposed at the time of submission and suggested changing from palisade to paladin fencing. The agent resubmitted revised details to reflect this suggestion.

Transport – Awaiting response

Representations

None

Analysis

This application turns upon Policy CS34 of the City of Plymouth Core Strategy 2006-2021 and supplementary planning document 'Development Guidelines'. The primary planning considerations are the impact on neighbour amenities and the impact on the character and visual appearance of the area as detailed below.

Paladin fence panels are proposed intermittently around the perimeter of the building to replace and infill existing unsecured areas where access by unauthorised persons has historically taken place and theft has occurred.

The Crime Prevention Officer considers that paladin fencing offers security benefits over palisade fencing. It also represents a visual improvement as it is constructed of fine gauge metal which allows views through at distance, making it one of the least visually intrusive fencing systems currently available.

It is considered that the installation of fencing in this predominately industrial area will not cause any visual harm to the building or its surrounding. The fence will be seen as an appropriate part of the overall industrial street scene.

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

None

Equalities & Diversities issues

None

Conclusions

The application is recommended for approval, subject to consideration of the outstanding consultation response from the Transport Officer, which will be contained in an addendum report.

Recommendation

In respect of the application dated **27/04/2011** and the submitted drawings design and access statement, existing elevations drawing no. 03, site location plan, block plan drawing no. 02, proposed elevation drawing no. 04 with paladin finish, 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.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: site location plan, 02 (amended version relating to palisade fence type), 03, 04 (amended version relating to palisade fence type).

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy 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: impact on neighbour amenities and impact on the character and visual appearance 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

CS34 - Planning Application Consideration
SPDI - Development Guidelines

PLANNING APPLICATION REPORT



ITEM: 03

Application Number: I1/00589/FUL

Applicant: HMS Drake

Description of Application: Rehabilitation centre to include swimming pool, hydrotherapy pool, gymnasium, changing rooms and associated landscaping

Type of Application: Full Application

Site Address: DEVONPORT DOCKYARD, SALTASH ROAD KEYHAM PLYMOUTH

Ward: Devonport

Valid Date of Application: 21/04/2011

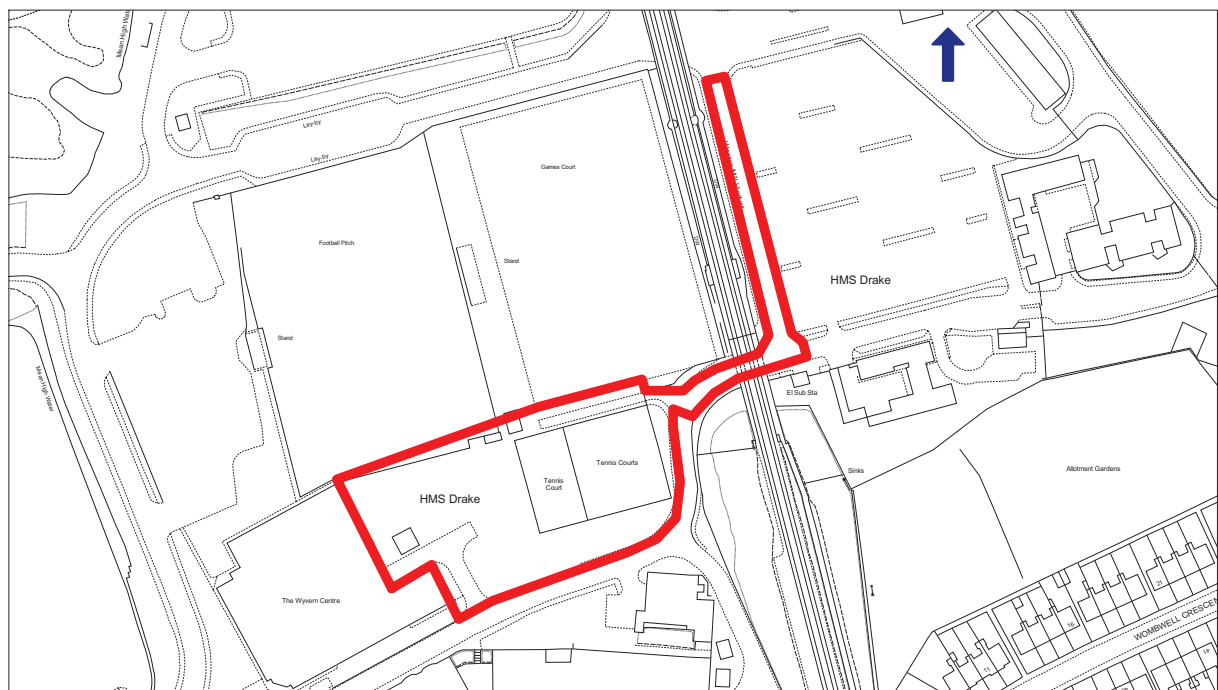
8/13 Week Date: **21/07/2011**

Decision Category: Member/PCC Employee

Case Officer : Adam Williams

Recommendation: Grant Conditionally

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



Site Description

The site consists of an open, rectangular shaped piece of land, currently occupied by tennis courts situated towards the north western end of the HMS Drake complex. It is bounded on its southern side by an internal road, and a railway line to the east. Immediately adjacent to the site the complex is bounded by the Wyvern building, and existing sports facility of modest design. The nearest residential properties which can view the site are on Savage Road. The Wyvern building is constructed mainly in buff coloured brick with sandstone detailing around the windows. Further north of the site is sports field and further north again is the vacant North Yard site.

Proposal Description

The proposed Rehabilitation Centre is a contemporarily designed, 2 storey building located within HMS Drake comprising a swimming pool, hydrotherapy pool, changing rooms, consulting rooms, gymnasium and associated parking (20 accessible spaces) and landscaping.

The building is articulated as three large volumes with connecting sections. The total gross internal floor area is approximately 3480 sqm.

Proposed building materials include buff brick to central volume, metal clad composite panels to walls and roof of outer sports hall & swimming pool together with a double glazed, powder coated grey aluminium curtain walling system.

The new building will not affect the playing pitches on site but it will involve losing 3 tennis courts, 1 x grass and 2x tarmac. These tennis courts will be not replaced. However, there are other tennis courts on the base and it is intended that 2 of the remaining grass courts will be converted into tarmac courts to maximise usage.

This is the second of two new buildings and provides rehabilitation and treatment along side the previously approved application for long term living accommodation for soldiers recovering from serious injury (11/00101/FUL). Both of these facilities are operated by the Help for Heroes Charity.

Relevant Planning History

There have been numerous developments over the years at HMS Drake, the most significant of which, in terms of the current application, is 03/00969, which was an application for demolition of some existing buildings, erection of 3 new buildings and alteration/refurbishment of Ward Room, Mess and other buildings to provide new living accommodation and ancillary facilities for 1650 Naval personnel. One of the three new buildings in this development is the Cornwell VC building, which is to the rear of the current proposal.

Consultation Responses

Public Protection Service

No objections subject to conditions.

Environment Agency

No objections subject to conditions.

Highway Authority

No objections subject to conditions.

Health and Safety Executive

No objections to proposals.

Network Rail

No objection.

Office for Nuclear Regulations

No objections on nuclear safety grounds.

Sport England

No objections providing that the facility is open to the wider community, on the basis that this development would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of a three tennis courts.

In response to this consultation response, your officer's comment that due to the high security of this MOD site, this may not be possible. Your officers are seeking a statement from the applicant regarding this issue, and the matter will be addressed further in an addendum.

Representations

None received.

Analysis

This application turns on policies CS01 (Development of Sustainable Linked Communities), CS02 (Design), CS18 (Plymouth's Green Space), CS20 (Sustainable Resource Use), CS22 (Pollution), CS28 (Transport) and CS34 (Planning Application Considerations) of the Core Strategy of Plymouth's Local Development Framework 2007. The main issues are the impact on residential amenity, and the character and appearance of the area.

The siting of this building within the dockyard has little effect on residential amenity. The nearest off-site dwellings, which can view the site, are on Savage Road. Despite the height of the proposed building, the distances involved, and the presence of the main road, the rail line and the internal access road within the HMS Drake complex, are such that the visual impact of the building are not considered to lead to a demonstrable impact on outlook or privacy. In these respects the proposals are considered to be in accordance with policy CS34 of the Core Strategy.

With regard to the character and appearance of the area, the proposed building is considered to sit comfortably within the context of surrounding buildings on the site. For example, the existing building adjacent to this site, the 'Wyvern' is a similar height to the new building as proposed. In these respects the proposals are considered to be in accordance with policies CS02 and CS34 of the Core Strategy.

With regards policy CS28 (Transport), the Highway Authority raise no objections to the proposed development. It is considered that the proposed loading/unloading details could be improved by increasing the width of the proposed loading/unloading bay. A condition is therefore recommended to ensure that satisfactory loading/unloading details are secured on site. On this basis, the proposal accords with policies CS28 and CS34 and government guidance within PPG13.

The building has been designed so as to be fully accessible and compliant with Part "M" of the Building Regulations.

Regarding policy CS20, two options have been identified. The first is to utilise the existing site district heating system available in the dockyard whereby heat generated by the existing Babcock building is distributed around the site in the form of steam. It should be noted a proposal for an "Energy from Waste" plant is currently under consideration (11/00750/FUL). This plant would provide energy for this network if approved and implemented.

The second option is to provide locally generated heat in the form of a gas or biofuel Combined Heat and Power (CHP) plant or a "micro energy from waste" centre using commercial waste from the dockyard.

In terms of the actual efficiency saving it has been identified a combination of Solar Thermal and Combined Heat and Power/energy from waste will be used to provide a 15% reduction in total building emissions in accordance with the requirements of the Council's adopted policies CS01 and CS20 and Government advice contained in PPS22. A condition is recommended to ensure that this on-site renewable technology is implemented on site.

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

Not required.

Equalities & Diversities issues

The proposals provide valuable facilities for injured service personnel.

Conclusions

The proposed building is considered to be well designed in terms of its relationship with surrounding development. The proposals provide valuable rehabilitation facilities for injured service personnel and it is recommended that the Council supports the proposal as Local Planning Authority. Consideration of further consultation responses and any matters arising will be referred to in an addendum report to committee.

Recommendation

In respect of the application dated **21/04/2011** and the submitted drawings DRCARHBZZZDSCAR 062001 Rev P01, DRCARHBZZZDSCAR 910001 Rev P01, DRCARHBZZZDSCAR 062002 Rev P01, DRCARHBZZZDSCAR 063001 Rev P01, DRCARHBZZZDSCAR 063002 Rev P01, DRCARHBZZZDSCAR 061003 Rev P01, DRCARHBZZZDSCAR 061002 Rev P02, DRCARHBZZZDSCAR 061001 Rev P02, 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.

ACCORD WITH PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: DRCARHBZZZDSCAR 062001 Rev P01, DRCARHBZZZDSCAR 910001 Rev P01, DRCARHBZZZDSCAR 062002 Rev P01, DRCARHBZZZDSCAR 063001 Rev P01, DRCARHBZZZDSCAR 063002 Rev P01, DRCARHBZZZDSCAR 061003 Rev P01, DRCARHBZZZDSCAR 061002 Rev P02, DRCARHBZZZDSCAR 061002 Rev P02.

Reason:

To ensure that the development accords strictly with the submitted plans hereby approved in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy.

DEVELOPER'S CODE OF 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.

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

(4) 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 items 1 to 4 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 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,
 - 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'.3

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 item 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of item 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 item 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 Policy CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(5) 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

(6) No development shall take place until details 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.

CAR PARKING PROVISION

(7) Notwithstanding the submitted car parking details, the building shall not be occupied until the car parking area shown on the approved plans has been drained and surfaced in accordance with details to be 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.

LOADING AND UNLOADING PROVISION

(8) Notwithstanding the submitted details of the proposed loading/unloading bay, 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 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.

CYCLE PROVISION

(9) The development 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 4 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.

SUSTAINABILITY

(10) 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 either;

(a) a minimum of 15% of the total carbon emissions for which the development is responsible will be reduced through the use of renewable energy equipment, combined heat and power and energy efficiency measures outlined within the applicant's Energy Statement.

Or

(b) the installation of a low carbon technology such as Combined Heat and Power (CHP) could achieve greater than 15% reduction in total carbon emissions, and facilitate the roll out of a wider approach to district energy as part of the wider area.

To understand how this CHP solution would contribute to a District Energy Network the Local Planning Authority would need this report to (i) consider quantum's & phrasings of development proposed as part of the wider area, (ii) energy characteristics of these developments, (iii) the options for supplying these energy demands in line with Government's trajectory for low carbon building standards as set out in Building a Greener Future.

Reason

To enable the Local Planning Authority to consider the on-site renewable and sustainable criteria of the development in accordance with policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE DESIGN PROPOSALS

(11) Unless otherwise previously agreed in writing, 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, play equipment, 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.); retained historic landscape features and proposals for restoration, where relevant].

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

(12) 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

(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.

DETAILS OF TREE PLANTING

(14) The plans and particulars of the landscaping works submitted in accordance with condition above shall include details of the size, species and positions or density of all trees to be planted, and the proposed time of planting.

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.

TREE REPLACEMENT

(15) If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

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 and are subsequently properly maintained, if necessary by replacement.

INFORMATIVE - CODE OF 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, hours of crushing and piling operations, control of mud on road, control of dust 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. All sensitive properties surrounding the site boundary should be notified in writing of the nature and duration of works to be undertaken and the name and address of a responsible person, to whom an enquiry/complaint should be directed.

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 on the appearance and character of the area; The impact upon neighbouring properties and the impact upon 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- PPG13 - Transport
- PPS1 - Delivering Sustainable Development
- PPS22 - Renewable Energy
- PPS23 - Planning & Pollution Control
- CS28 - Local Transport Consideration
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS20 - Resource Use
- CS01 - Sustainable Linked Communities
- CS02 - Design
- SPD1 - Development Guidelines

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PLANNING APPLICATION REPORT



ITEM: 04

Application Number: 11/00564/FUL

Applicant: Royal London Mutual Insurance Society Ltd

Description of Application: Renewal of planning permission 08/00656/FUL for refurbishment works, including reconfiguration to form 2 retail units, amendments to external appearance of building and installation of mezzanine floor for retail sales and ancillary storage

Type of Application: Full Application

Site Address: UNIT 2 ERRILL RETAIL PARK, PLYMOUTH ROAD
PLYMPTON PLYMOUTH

Ward: Plympton Erle

Valid Date of Application: 07/04/2011

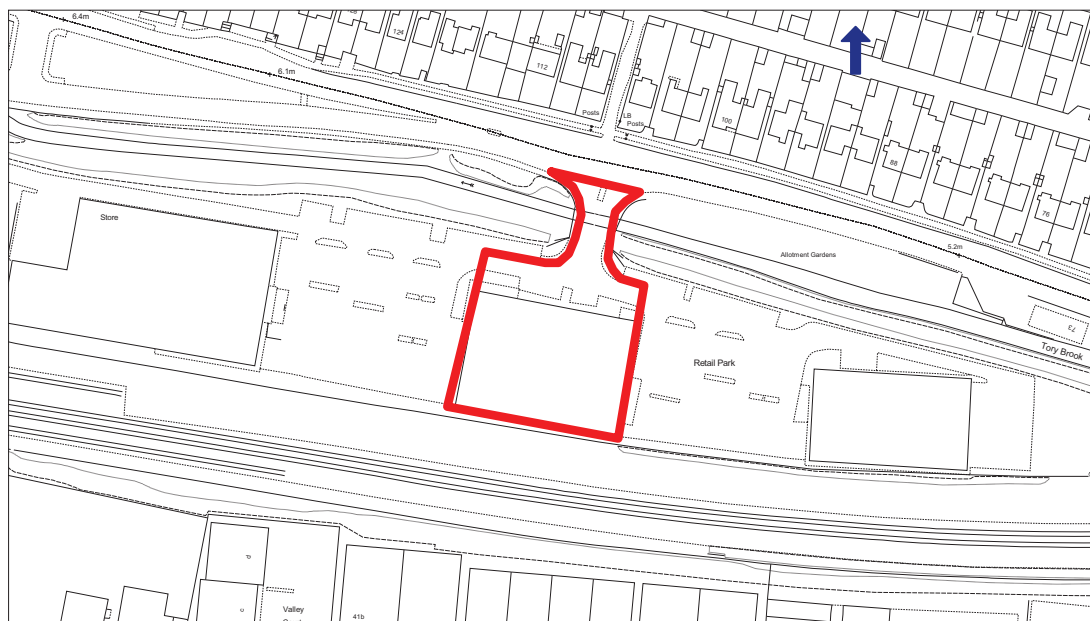
8/13 Week Date: **07/07/2011**

Decision Category: Major Application

Case Officer : Robert Heard

Recommendation: Grant Conditionally

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Site Description

Errill Retail Park is situated on the southern side of Plymouth Road roughly half way between Marsh Mills and the commercial centre of Plympton. The retail park is accessed directly off Plymouth Road and is sandwiched between the Tory Brook, at the front of the site, and the main railway line at the rear. The unit the subject of this application is currently vacant and is one of three retail units on the park. Of the other two units, one is occupied by Buyology, whilst the other is also vacant.

Proposal Description

Renewal of planning permission 08/00656/FUL for refurbishment works, including reconfiguration to form two retail units, amendments to external appearance of building and installation of mezzanine floor for retail sales and ancillary storage.

Relevant Planning History

10/00278/PRDE – Complete works for refurbishment and extension to retail units with associated improvements, subject to planning permission 03/01773, with no restriction on the sale of good - CERTIFICATE ISSUED

08/00656/FUL - Refurbishment works, including reconfiguration to form two retail units, amendments to external appearance of building and installation of mezzanine floor for retail sales and ancillary storage - GRANTED

07/00148 (FULL) - Installation of mezzanine floors in units 2A and 2B for retail sales and ancillary storage - GRANTED

05/02220 (FULL) - Refurbishment works, including reconfiguration of unit 2 to form two retail units, amendments to external appearance of buildings and enhancement of external areas with works to trees - GRANTED

03/01773 (FULL) - Refurbishment and extension to retail units with associated improvements - GRANTED

97/01133 (ADV) - Illuminated signs at site entrance - GRANTED

Consultation Responses

Highway Authority – No objections subject to a condition

Environment Agency – No objection

Public Protection Service – Recommends approval of the application

Representations

Two letters of objection received, on the grounds that:

- New retail development will harm the retail offer in the city centre
- Harm to existing highway network

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.

This application seeks to renew an existing permission, which has not yet been implemented, for refurbishment works, including reconfiguration to form two retail units, amendments to external appearance of building and installation of mezzanine floor for retail sales and ancillary storage at Unit 2, Errill Retail Park.

It is considered that this application raises a number of main issues, being the increase in retail floorspace, design and landscaping issues and impact on the surrounding highway network. The complex planning history at the site is also a relevant material consideration.

Planning History

With regards to planning history at the site and previous applications granted, planning permission was granted in February 2006 for various refurbishments to the retail park which included amendments to the existing eaves heights and reconfiguration of Unit 2 into two separate units- Unit 2A and 2B.

Permission was also granted in 2007 to install mezzanine floorspace for Units 2A (760 sq m) and 2B (800sq m). The total proposed additional floorspace amounted to 1560 sq m; however only 200sq m was proposed for retail shopping floorspace, the remaining was proposed for storage purposes.

This application is to renew the existing permission (08/00656/FUL) which is almost identical, in terms of works, to the applications mentioned above, the only difference being changes to the materials proposed for external cladding and the addition of 180 sq m of mezzanine floorspace, purely for ancillary storage use.

Since the consented application in 2008 which this application seeks to renew, a Lawful Development Certificate has been issued at the site, which affects all 3 existing buildings at Errill Retail Park, and gives them an unrestricted retail use. This was granted under reference 10/00278/PRDE.

Highways Issues

The Transport Department comment that this current application will only result in an increase of approx. 200m² of retail space by way of the mezzanine floor. The remainder of the mezzanine floor is proposed for storage purposes and as such will have staff access only. Therefore they state that the actual impact on the surrounding highway network is negligible. The applicant previously submitted a transport statement which concludes this. The conditions recommended in the previous applications are reiterated.

Retail Issues

Since this proposal concerns an existing retail use and does not propose any increase in retail floorspace over and above that which has already been permitted, the application is compliant with both national and local planning policy. Errill Retail Park is at Marsh Mills, identified in the adopted Core Strategy as the preferred location for bulky goods type retailing. Given these factors, and the existing Certificate of Lawful Use issued in 2010 for unrestricted retail use at the site, there are no objections to this proposal on retail policy grounds.

Design and Landscaping

As with the February 2006 proposals, the current scheme makes amendments to the eaves height of the building. It is proposed that a hipped roof is formed to reflect the other units in the park, this would raise the height of the roof by 2 metres at the highest point. The cladding proposed would include new dark grey and silver metal cladding. Other alterations include new shopfront openings with additional glazing at pedestrian level facing the car park and a new covered service corridor to the rear of the unit within the existing building. The increase in height of the building would not impact on any other property and would not be harmful to the character of the area. The appearance of the building would be improved in creating a more active shop frontage on the elevation facing Plymouth Road. No landscaping proposals are specified in this application therefore conditions are recommended to ensure a landscaping scheme is agreed before any works commence.

Letters of Representation

Two letters of objection were received; the points raised include a query regarding an increase in traffic and concern over the retail impacts of the proposal on the city centre. As already explained in this report, it is not considered that the proposal would result in a significant increase in traffic. Regarding retail impact, the site (all 3 buildings at Errill Retail Park) has a Lawful Development Certificate which establishes use of all 3 buildings for unrestricted retail for as long as they are in existence. The proposed use is therefore established and cannot be challenged.

Section 106 Obligations

None required

Equalities & Diversities issues

No issues arising

Conclusions

It is considered that the proposals would provide improvements to the appearance of the building and improve the vitality and viability of the retail park by seeking to secure permission for a further 3 years for a development that would improve the retail offer at this location. This application is therefore recommended for conditional approval.

Recommendation

In respect of the application dated **07/04/2011** and the submitted drawings 100/A, 102/C, 103/B, 104/C, 101/C, 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.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: I00/A, I02/C, I03/B, I04/C, I01/C.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

USE RESTRICTION

(3) The premises shall be used for storage and retail as set out in the plans submitted and hereby approved. The level of net internal floorspace shall be restricted to those uses approved and any proposed changes must be made the subject of a separate planning application.

Reason:

The Local Planning Authority considers that the use of the premises as specified in the plans as appropriate, but that a proposal to change the use of any part of the premises would need to be made the subject of a separate planning application to be considered on its merits.

LANDSCAPE DESIGN PROPOSALS

(4) 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.

Reason:

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

MAINTENANCE SCHEDULE

(5) No development shall take place until a schedule of landscape maintenance for a minimum of five years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

Reason:

To ensure that satisfactory landscaping works carried out in accordance with Policy CS18 of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STAFF TRAVEL PLAN

(6) Development hereby permitted shall not commence 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; and the name, position and contact telephone number of the person responsible for its implementation. From the date of the commencement of refurbishment 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 adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE STORAGE

(7) The development shall not be occupied until space has been laid out within the site in accordance with the approved plan for 16 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 adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PEDESTRIAN CIRCULATION ROUTES

(8) Details of all revised vehicle and pedestrian circulation routes within the retail park shall be submitted to and approved in writing by the Local Planning Authority and be implemented on site before bringing the final refurbished unit back into use.

Reason:

In the interests of public safety, in accordance with Policy CS28 of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

FOOTWAY CONSTRUCTION

(9) A footway shall be constructed along the southern side of Plymouth Road (connecting the existing footway to the Retail Park with the existing footway to the east) and, prior to any of the works hereby approved being carried out, details of the footway shall be submitted to and approved in writing by the Local Planning Authority. The said footway shall be provided prior to trading commencing from either of the two units hereby approved in the reconfigured unit 2.

Reason:

To promote and encourage alternative means of access to the retail park other than the private car use in accordance with Planning Policy Guidance 13: Transport and in accordance with Policy CS28 of the adopted City of 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 of the proposed development on surrounding residents amenities, on the surrounding highway network, to the character of the area and on public safety and amenity, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS34 - Planning Application Consideration
- CS07 - Plymouth Retail Hierarchy
- CS08 - Retail Development Considerations
- CS09 - Marsh Mills Retail Parks
- CS18 - Plymouth's Green Space
- CS02 - Design
- CS04 - Future Employment Provision

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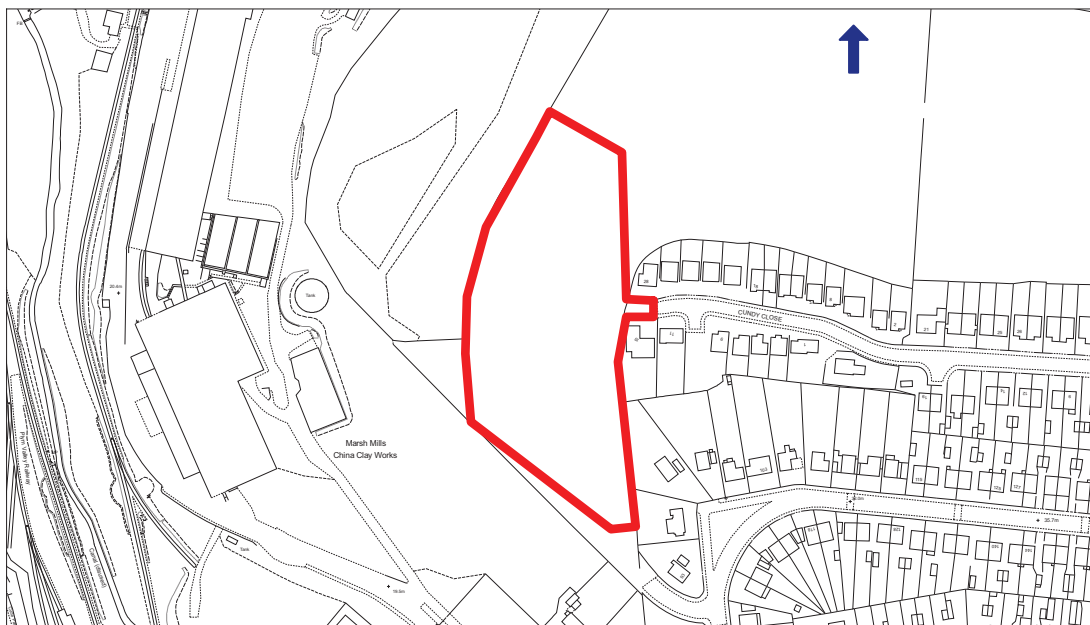
PLANNING APPLICATION REPORT



ITEM: 05

Application Number:	I1/00149/FUL
Applicant:	Persimmon Homes South West
Description of Application:	Erection of 12 detached dwellings with garages and ancillary access road, landscaping and public open space
Type of Application:	Full Application
Site Address:	LAND OFF CUNDY CLOSE PLYMPTON PLYMOUTH
Ward:	Plympton St Mary
Valid Date of Application:	16/03/2011
8/13 Week Date:	15/06/2011
Decision Category:	Major Application
Case Officer :	Robert Heard
Recommendation:	Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 30 August 2011

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Update

This application was deferred for a site visit at the previous committee and for the development to be considered within the context of development plan policy for the wider area. The site visit will be undertaken on the morning of the 30th June. With regards to planning policy for the wider area, there are no proposals within the Core Strategy to specifically develop any nearby site for residential development. It is also considered that development at this site will not prejudice options for development of the adjacent Imerys site and there is no vehicular or pedestrian link between the two sites.

This site is a remnant of former farm land and is now isolated from other agricultural land by residential development to the east, a substantial screening tree belt around the former china clay works to the south and west, and by the golf course to the north. As a potential development site it is more closely related to Cundy Close to the east, than to other adjacent land, and its development at this time would not be prejudicial to the proper planning of the area.

The parties that own the china clay works have submitted joint representations as part of the Sustainable Neighbourhood Development Plan Document consultation, which indicate three options for redevelopment of their site. These preliminary ideas are primarily residential based and do not address the allocation of a waste management facility on the northern part of the china clay works as contained in the Adopted Waste Development Plan Document. However, neither the adopted allocation, nor the owner's preference for residential development would impinge on the application site or prevent development of it. Both sites can be dealt with individually and any applications received determined on the basis of planning policy and relevant material considerations.

Should recreational or pedestrian access from the application site, or from Cundy Close, be required at some future time to any development, or to any open space on the china clay site, this could be achieved via the open space on the development now subject of this application, in the north of the site. Discussion on the final uses of the china clay site are likely to be made at some time in the future, and should not prejudice the determination of this current application.

Site Description

The site is located on the northern fringes of the residential area of Woodford. It slopes significantly from north to south and is part of a wider area of fields that are fairly open and mainly grassed. It is irregular in shape, measuring at a maximum approximately 180 metres in length and 76 metres in width, with a site area of 1.18 hectares.

The south and west boundaries of the site are defined by dense tree planting. Beyond this planting to the west of the site lies Marsh Mills China Clay works and to the south is existing residential development within the Woodford suburb. The north is open and immediately adjacent to the northern boundary is Boringdon Golf Course, which also extends to areas to the north east of the site and to the north of

the existing properties on Cundy Close. Adjacent to the east of the site lies Cundy Close, which is a residential street characterised by detached 1980's houses. Access to the site is proposed to be from the west end of Cundy Close.

The site is approximately 3 miles to the east of Plymouth City Centre although there are a number of local amenities, including shops, schools and community facilities within walking distance of the site.

Proposal Description

This application proposes to develop the site for a residential development of 12 detached dwellings with private garages, including associated access road, landscaping and public space.

The dwellings proposed can be described as 'executive housing' with large plots and generous gardens, all with private garages and off street parking. The application proposes five 3 bed houses and seven 4 bed houses. All of the proposed dwellings are detached and 2 storey in height.

The application proposes that the site is accessed from Cundy Close, with the existing road being continued west into the site before turning south and terminating at the southern end of the site. The proposed access road is a shared surface street with a turning head at its end. All of the dwellings will be served by driveways leading from the proposed new street.

At the northern end of the site, between the development and Boringdon Golf Course, it is proposed to have an area of Public Open Space. This is proposed to remain open but will include planting. This area is intended to be a continuation of the existing 'strip' of open land between the existing dwellings on the northern side of Cundy Close and the golf course and its use will not be restricted to occupiers of the proposed new dwellings, as it will provide a link to the existing open land to the east.

Relevant Planning History

MA/57/PRE – Pre-app under DES for residential development. The application has evolved in accordance with the discussions held under this pre-app reference.
07/01717/OUT - Outline application for 14 houses (2 storey in height) with garages and public open space. REFUSED.

Consultation Responses

Highway Authority

No objection subject to conditions.

Public Protection Service

No objections subject to conditions.

Representations

Seven letters of objection received, raising the following points:

- There appears no good reason to access the site from Cundy Close.
- The proposed development will be detrimental to highway safety.
- There has been no change in circumstances at the site since the last application was refused.
- Loss of further green space is not acceptable.
- The development will incur a loss of wildlife at the site.

One letter received, stating that it is not a letter of objection, as long as pedestrian access is always maintained to the open area adjacent to the golf course.

The issues raised will be discussed below in the Analysis section of this report.

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.

As stated above, this application proposes to develop the site for a residential development of 12 detached two storey dwellings with private garages, including associated access road, landscaping and public space. It is considered that the main issues in the determination of this application are the principle of the proposed development; the impact that it will have on the character and appearance of the area; impact upon nearby properties residential amenities and impact upon the surrounding highway network. These issues will now be addressed in turn:

Principle of Development

The site is presently an open grassed area that slopes significantly from north to south. It has previously been allocated within the City of Plymouth Local Plan First Deposit (1995 – 2011) as an area of protected greenscape and is recognised in the Adopted City of Plymouth Local Development Framework Core Strategy (2007) as land forming part of a strategic greenscape network. A previous outline application at the site for residential development (ref: 07/01717) was refused due to it causing unacceptable intrusion into the surrounding countryside, which is part of the city's allocated Strategic Greenscape Network.

However, since the previous application was refused Boringdon Golf Course has opened, which means that the land to the north of the site which was previously open countryside and available for agricultural use is now in use as a members only golf course. This has resulted in the site becoming an isolated pocket of land that is no longer potentially suitable for agricultural use, for which it was considered most valuable. The site is no longer connected to the wider countryside and has no value for agricultural use due to its small size.

The sites value as an access corridor to the wider countryside has also diminished due to the development of the golf course. It no longer provides access to the wider greenscape network and is a piece of land that has become cut off and isolated from the areas it used to provide a link to. Hence its role as providing access to the wider greenscape network has been severely compromised.

Policy CS18 (Plymouths Green Space) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) seeks to protect areas of greenscape from development proposals that will conflict with the function or role of a greenscape area. However, it is considered that the function and role of this particular greenscape area has already been significantly compromised by the development of the golf course, and that it no longer fulfils the function for which it was allocated a greenscape area. Therefore this application is not considered to conflict with the function or characteristics of the greenscape area and is not considered to be contrary to Policy CS18.

The site is not constrained by any other restrictive planning policy and is not located within a Conservation Area. It is therefore considered that the development of this site for residential purposes is acceptable in principle and compatible with the surrounding development which is residential in character.

The Sustainable Neighbourhoods Development Plan Issues and Preferred Options consultation has recently been undertaken and five replies were received for the Woodford Area. These revealed no overwhelming objection to the development of the site. Specifically, two stated that they thought all green areas in the neighbourhood should be retained, two identified the site as a good site for future housing development and one made no comment on either subject.

Character and Appearance

Policy CS43 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) refers to siting, layout, orientation, local context and character. New development proposals are required to take account of the existing context and the criteria referred to. The form and use of existing development in the area is fairly consistent, the area is characterised by residential development mainly comprising of semi-detached and detached properties, on fairly large, generously proportioned plots.

Concerning issues of density and dwelling numbers, the density ratio at the site is just over 10 dph. Whilst previously this might have been considered low, in June last year the Government changed Planning Policy 3 (Housing) to remove reference to national minimum density levels. The proposed density level at the site is consistent with the surrounding area of Woodford, which is characterised by detached and

semi detached lower than average density housing. This is considered acceptable, the site is on the fringes of the city and lower density housing with larger plots is most appropriate in these suburban, out of town locations.

Due to the application proposing 12 units, which is below the affordable housing threshold of 15 (as set out in Policy CS15 of the Core Strategy), issues of affordable housing avoidance need to be considered. Further to this, the councils Housing Strategy team have raised concerns that the proposed development is not an efficient use of land and that a higher density could ensure that Affordable Housing is delivered at the site. However, as described above, the proposed density level at the site is very similar to the existing density levels in this part of Plympton, and Woodford in particular is characterised by detached and semi detached dwellings on large plots with 91% of the housing stock being owner occupied. The development is therefore considered to be in keeping with the surrounding context and pattern of development, with larger plots and thus lower densities expected at edge of city sites such as this.

It is also not considered appropriate to seek the provision of off site affordable housing via this planning application. Due to the reasons outlined above, it is considered by officers that there has been no deliberate attempt to avoid having to provide affordable housing at the site, and that a low density 'executive' housing development is appropriate for the site due to the location and existing density and pattern of development in the surrounding areas. A higher density development is not considered suitable and the application is thus considered compliant with Policy CS15 of the Core Strategy.

Concerning the location of the site and context, it is located on high ground at the top of the Woodford suburb, on the very northern fringes of the existing built up area. Owing to the vegetation and built up nature of the context immediately to the east and south of the site, it is not prominent from the areas that are closest and is fairly well hidden, only becoming prominent when viewed from across the valley and areas of Merafield.

With regards to layout generally, the proposal is reflective of the existing built form in the area by providing detached dwellings in an area that is characterised by semi detached and detached family dwellings with large curtilages. The existing properties on the northern side of Cundy Close define the boundary between the urban environment of Woodford and the surrounding countryside beyond (and to the north). The proposed dwellings at the top (northern end) of the site respect this building line and ensure that when viewed from areas to the south and across the valley, the development will appear as a natural extension of the existing building line established by the properties on Cundy Close, and will not appear as an incursion into the countryside, thus respecting the established pattern of development in the area.

As stated above, the development appears as a natural extension of Cundy Close, opening up the existing cul de sac arrangement at the west end of Cundy Close and continuing the street to the west and into the site before turning south where the road terminates near the southern end of the site, marked by a turning head. The proposed dwellings are arranged either side of the new shared surface street,

oriented so that they face inwards overlooking the street. This helps to ensure that the public areas within the site benefit from natural surveillance from the front elevations of the proposed dwellings. The proposed layout of the site and orientation of the dwellings has been arranged in accordance with the key principles of 'secured by design' with no back lanes or areas where there might be confusion over whether land is private or communal, and it is not possible to access back gardens from any public space within the site, ensuring that the risk of crime at the site is reduced.

The proposed area of Public Open Space at the top (northern end) of the site is proposed to be planted but will remain open, joining up with the existing strip of public amenity space that lies between the existing properties on the northern side of Cundy Close and Boringdon golf course. This is the most natural location for an on-site amenity area, it ensures that the amenity land behind the existing dwellings is continued and that the informal footpath that runs alongside the western end of the golf course remains accessible (this is not a formal footpath but is a well used route that the golf course owner has made available and provides access from the site to the wider countryside to the north and west via a gate at the north west corner of the site). A new footpath within the site will provide access to the Public Open Space (from the new shared surface street) and the amenity strip behind the existing dwellings. The location of the POS is thus considered appropriate and provides a welcome link to the existing amenity space in the area whilst also providing mitigation for loss of the site as an informal recreation and dog walking area.

With regards to massing, design and external appearance, the whole site follows the same design form and the different dwelling types contain some very similar features that ensure that the scheme has balance and a considered design approach, through subtle repetition of features and materials. The proposed dwellings are residential and domestic in character, respecting the scale and proportioning of the existing dwellings on Cundy Close, being 2 storey with pitched roofs. Whilst generally being of traditional form to reflect the existing surrounding development, an element of contemporary design is reflected in the provision of more modern canopy shelters for the front doors and simple window and door designs that avoid the fussy detailing of past periods so that the development does not have too much of a pastiche feel to it. Glazed bays have been incorporated on the front elevation of some of the units and Juliet balconies are utilised to help give the development a modern appearance and to distinguish it from the surroundings.

The proposed dwellings are predominantly finished in render which is the dominant local material in this part of Plymouth, but generous use of timber cladding helps to blend the development into the surroundings, which are defined by an almost rural character with a nearby wood ensuring that the use of timber is appropriate and a suitable material for this area. Viewed against the backdrop of the golf course and woodland the materials palette is respectful of the surrounding landscape, whilst helping to introduce some minor contemporary features such as the Juliet balconies, glass bays and box windows, and generally the proposal is in keeping with the character and identity of the context in which it sits.

Overall, it is considered that the proposed development provides a good quality housing scheme that is sensitive to the character of the surrounding area, proposing a development that is traditional in form but with contemporary features that give it its own identity whilst respecting the character of the existing housing stock in the local area. The building line established by the existing dwellings on the northern side of Cundy Close is respected and the scale and massing of the dwellings and proportioning of the plots is considered acceptable. The development is therefore considered to make a positive contribution to local visual amenity and is compliant with Policy CS02 (Design) and CS34 (Planning Application Consideration) of the City of Plymouth Local Development Framework Core Strategy (2007).

Residential Amenity

It is important that all new residential development should be designed to ensure that the degree of privacy enjoyed by existing nearby properties is not unacceptably reduced and that new problems of overlooking are not created. It is also imperative that the relationship between the new dwellings proposed is acceptable and that each property has an adequate level of privacy and natural light.

The layout of the site has been arranged in order to minimise impact on the surrounding properties. The existing residential properties in closest proximity to the site are numbers 15 and 28 Cundy Close, which are adjacent to the site entrance on either side of Cundy Close. Number 28 is on the northern side of the street and is oriented facing south, on the same building line and orientation as the closest proposed dwelling. At the closest point there is a 21 metres separation distance between the 2 dwellings and this alone ensures that there will no impact from the proposed development on the residential amenities of 28 Cundy Close.

Number 15 Cundy Close is located on the south side of the street, adjacent to the western boundary of the site. The nearest dwelling to this property is 18 metres away at the nearest point, with garages proposed between them. They are both oriented facing north and therefore no residential amenity conflict will be created between the existing and proposed dwelling.

The layout of the site has been arranged so that the relationship between the proposed dwellings within the site is not unacceptable. In summary, it is considered that there will be no significant residential amenity conflict created between the existing dwellings and proposed development and the application is therefore considered compliant with Policies CS14 and CS34 of the City of Plymouth Local Development Framework Core Strategy (2007).

Highways Issues

As already stated, access to the site for vehicles and pedestrians would be via Cundy Close, which is a residential estate road currently in the form of a cul-de-sac. The proposed residential development would be laid out and served by a shared surface street with a turning head at its end, which would form a short extension to Cundy Close with some form of demarcation at the entrance to the new street, possibly in the form of a rumble strip. A footpath off the new street would provide pedestrian access to the area of public open space retained at the north end of the application site.

Each of the proposed dwellings will have the benefit of a double garage and driveway, and each dwelling will be served by at least two parking spaces. All of the driveways either meet or exceed the minimum length driveway requirement of 5.5 metres. The application indicates that the street would be designed and constructed to an adoptable standard as a shared surface street, but that the street would not actually become public highway because it would fail to link with an adopted street.

The Highways Officer has stated support for the application, recommending approval subject to conditions.

Letters of Representation

Seven letters of objection have been received, the points raised are listed above in the representations section and analyses below:

1. There appears no good reason to access the site from Cundy Close;
2. The proposed development will be detrimental to highway safety.
3. There has been no change in circumstances at the site since the last application was refused.
4. Loss of further green space is not acceptable.
5. The development will incur a loss of wildlife at the site.

With regards to these issues:-

1. The developer has proposed to access the site from Cundy Close and this is acceptable with regards to Highways policy. The Councils Highways Officer is supportive of the scheme and the main highways issues are discussed above in the Highways section of this report.
2. As above, the Highways Officer has considered the application and is supportive of the proposal. The application is not considered to be detrimental to highway safety.
3. The change in circumstances at the site is addressed above in the section concerning the principle of development.
4. Loss of green space has also been evaluated in the section of report concerning principle of development.
5. The application has been accompanied by an Ecological Assessment which makes recommendations for biodiversity gain at the site. This is considered in further detail below (other issues), but the Councils Ecologist has confirmed that the mitigation proposed for biodiversity gain is acceptable and this will be secured via planning condition.

Other Issues

Policy CS20 (Sustainable Resource Use) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) requires all new residential developments of 10 units or more to incorporate onsite renewable energy production equipment to off set at least 15% of predicted carbon emissions for the period 2010 – 2016.

In order to meet the requirement of Policy CS20 it is proposed to have Photovoltaic Panels installed on the roofs of the proposed dwellings. These will be almost flush with the roofline and will only have a minimal visual impact. Photovoltaic Panels generate electricity from light and their energy source is therefore sunlight, meaning that they do not require fuel to operate and produce no air pollution or hazardous waste. The use of Photovoltaic Panels is more than adequate to meet the 15% energy saving and the application is therefore compliant with Policy CS20.

Policy CS19 (Wildlife) requires that the application makes provision for protected species at the site and that it delivers a net biodiversity gain. The site is entirely covered by grassland and no rare, scarce, or notable plant species (at a national, regional or local level) have been recorded at the site. The Ecological Assessment submitted with the application includes a comprehensive evaluation of the site and recommends that mitigation in the form of specific planting (broadland scrub and a diverse grassland mix) and the provision of swift and bat boxes within the development be provided. This is considered acceptable and the Council's Ecologist has stated support for this form of mitigation, which will be secured via planning condition.

With regards to Lifetime Homes, 3 of the units proposed are being made available as Lifetime Homes. These are shown on the drawings submitted with the application. This is in accordance with Policy CS15 and is proposed to be secured via planning condition.

Section 106 Obligations

A planning obligation is required to mitigate the impacts of the proposal. The developers have asked for the development to be considered under Market Recovery and thus agree to the restrictions regarding making a substantial start on the development within 2 years of the date of any planning permission granted. They will benefit from a 25% reduction due to the site being Greenfield land. Impacts will arise in the following areas:

Local Infrastructure

Primary schools. The development provides for family accommodation which will generate a demand for school places. The Council's Children's Services have provided evidence that there is likely to be a deficiency of school places in the locality from 2012 given projected population growth. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £25,677.

Libraries. Library Services advise that development in this area will generate a pressure on existing library facilities which are already in need of additional capital investment as a result of the cumulative impact of population growth. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £2,097.

Childrens Play Space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact on existing play facilities, most specifically through the need for play facility improvements. The estimated cost of mitigating this impact is £4,342.

Playing Pitches. The development is in a location that is deficient in terms of access to playing pitches. There is therefore an impact on infrastructure requirement that arises as a result of the development, namely the provision of improved access to playing pitches. The estimated cost of mitigating this impact is £11,007.

Strategic Infrastructure

Strategic green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the quality of environmental sites protected by legislation, particularly through increased recreational demands. The Council's has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £13,534.

European Marine Site. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the environmental quality of European Marine Site particularly through increased recreational demands. The Council's has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £320.

Strategic sports facilities. By reason of the increased population facilitated by the development and the increased demand for use of sports facilities, it will contribute to the cumulative impact of development on the city's sports infrastructure. The estimated cost of mitigating this impact is £8,646.

Strategic transport. By reason of the increased population facilitated by the development and the increased demand for journeys, it will contribute to the cumulative impact of development on the city's strategic transport infrastructure. This will bring the likelihood of increased congestion and pollution unless there is adequate mitigation. The estimated cost of mitigating this impact is £42,532.

Strategic public realm. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the City Centre's public realm. This is because there will be a greater level use of the City Centre which itself generates extra pressure on the existing infrastructure. The estimated cost of mitigating this impact is £1,033.

The following Heads of Terms are proposed, each of which have been tested against Regulation 122 of the Community Infrastructure Levy Regulations 2010, to enable appropriate mitigation of the impacts identified above:

a. Local schools tariff: £25,677, to be allocated to the provision of additional school places within the south east locality.

b. Libraries tariff. £2,097 to be allocated to the provision of improved library facilities in the area.

c. Playing pitches tariff. £11,007, to be allocated to the provision of improved playing pitch facilities in the south sub-area, as identified in the Playing Pitch Strategy.

d. Local play space tariff. £4,342 to be allocated to the improvement of local play facilities.

e. Strategic green space tariff. £13,534 to be allocated to the provision of strategic green spaces that help to take pressure off the designated environmental sites, as identified in the Plymouth Green Infrastructure Delivery Plan.

f. European Marine Site tariff. £320 to be allocated to appropriate management measures for the Tamar Estuaries as identified in the Tamar Estuaries Management Plan.

g. Strategic sports facilities tariff. £8,646, to be allocated to the delivery of priority strategic sports facilities as identified in the Sports Facilities Strategy.

h. Strategic transport tariff. £42,532, to be allocated to the delivery of priority strategic transport interventions as identified in the LTP3 Transport Implementation Plan.

i. Public realm tariff. £1,033, to be allocated to the delivery of priority City Centre public realm improvements as proposed in the City Centre & University Area Action Plan.

Therefore, to mitigate the impacts of the proposal, a total tariff contribution of £109,188 is required.

Equalities & Diversities issues

The application proposes 12 new residential units that on completion should be offered for sale on the open market and therefore will be available to people from all backgrounds to purchase. Three of the units proposed will also be Lifetime Homes. No negative impact to any equality group is anticipated.

Conclusions

To summarise, this application will provide 12 new dwellings with associated car parking, landscaping and open space also provided as part of the development package. The applicant has agreed to pay the financial contributions considered necessary to mitigate the impacts of the proposal and comply with the requirements of the Councils Market Recovery Scheme.

It is considered that the application proposes a good quality housing development with a layout that is sensitive to the existing pattern of development in the area and constraints of the site. The design of the dwellings respects the existing local housing stock whilst introducing contemporary aspects of building design, ensuring consistency in appearance through subtle repetition of key features and materials. The layout is a positive response to the constraints of the site.

The proposed development would not impact significantly upon nearby properties residential amenities due to the layout and orientation of the proposed dwellings and would not harm the surrounding highway network, providing adequate levels of off street car parking. The application is therefore recommended for approval, subject to conditions and the satisfactory completion of a S106 legal agreement, with delegated authority sought to refuse the application if the Section 106 Agreement is not signed by the 30 August 2011.

Recommendation

In respect of the application dated **16/03/2011** and the submitted drawings Amended Plans

Site Location Plan, I228-P-S3 Rev A, I264-P-S3 Rev A, I443-P-S3 Rev A, I475-P-S3 Rev A, I475-P-S4 Rev A, I475-P-S5 Rev A, I475-P-S6 Rev A, EF-02 Rev B, HT-02, TP-02 Rev B, SUR-01, Garage Blocks (1) and (2) and accompanying Design and Access Statement, Ecology Impact Assessment, Energy Statement and Contamination Assessment Report, it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 30 August 2011.**

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.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan, I228-P-S3 Rev A, I264-P-S3 Rev A, I443-P-S3 Rev A, I475-P-S3 Rev A, I475-P-S4 Rev A, I475-P-S5 Rev A, I475-P-S6 Rev A, EF-02 Rev B, HT-02, TP-02 Rev B, SUR-01, Garage Blocks 1 and 2.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

BOUNDARY TREATMENT

(3) 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 unit. 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.

BIODIVERSITY

(4) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Impact Assessment (dated January 2011) for the site. For the avoidance of doubt, details of any proposed landscaping and external lighting shall be previously submitted to and agreed in writing with the Local Planning Authority prior to its use on site. In addition, the following shall be installed within the built form under the eaves (precise locations to be agreed at a later date):

10 x Ibstock swift bricks (avoiding southern elevations)

5 x Ibstock Bat Box A

5 x Ibstock Bat Box B

5 x Ibstock Bat Box C

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.

CODE OF PRACTICE

(5) Prior to the commencement of development approved by this planning permission the developer shall submit a Code of Practice for the site that outlines how they intend to prevent or control any nuisance arising from any work carried out. The Code of practice must comply with all sections of the Public Protection Service, Code of Practice for construction and demolition sites, with particular regards to the hours of working, crushing and piling operations, control of mud on roads and the control of dust. All sensitive properties surrounding the site boundary shall be notified in writing of the nature and duration of works to be undertaken, and the name and address of a responsible person, to whom an enquiry/complaint should be directed.

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 II'.

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.

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.

STREET DETAILS

(11) 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 (11) 2007.

ROAD ALIGNMENT AND DRAINAGE

(12) 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

(13) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under conditions 11 and 12 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

(14) The driveway to the dwellings 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.

CAR PARKING PROVISION

(15) 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.

PROVISION OF PARKING AREA

(16) 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.

SUSTAINABLE RESOURCE USE

(17) Unless otherwise agreed previously in writing with the Local Planning Authority, the development shall be completed in accordance with the Energy Report written by Carbon.gc Ltd. This identifies and proposes the use of Photovoltaic Cells as the preferred method of incorporating onsite renewable energy production.. 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 (in this case Photovoltaic Cells) 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 15% of predicted carbon emissions 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

(18) The development shall be constructed strictly in accordance with the drawings hereby approved showing 3 units within the development to be constructed to Lifetime Homes standards. The layout of the floor plans hereby approved shall be permanently retained for so long as the development remains in existence, unless a further permission is granted for the layout of these units to change.

Reason:

In order to provide 20% Lifetime Homes at the site, in accordance with Policy CS15 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007).

FURTHER DETAILS

(19) 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:-

Further details of the layout, planting, landscaping and boundary treatment of the proposed Public Open Space.

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.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be the loss of green space, impact upon visual amenity, residential amenity and highway safety, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- 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

PLANNING APPLICATION REPORT



ITEM: 06

Application Number: 11/00577/FUL

Applicant: Mr M Soper

Description of Application: Re-develop site by erection of two 3/4 storey blocks containing 45 units of student accommodation with associated car parking, cycle storage, refuse storage and amenity space

Type of Application: Full Application

Site Address: LAND OFF BEAUMONT ROAD PLYMOUTH

Ward: Sutton & Mount Gould

Valid Date of Application: 11/04/2011

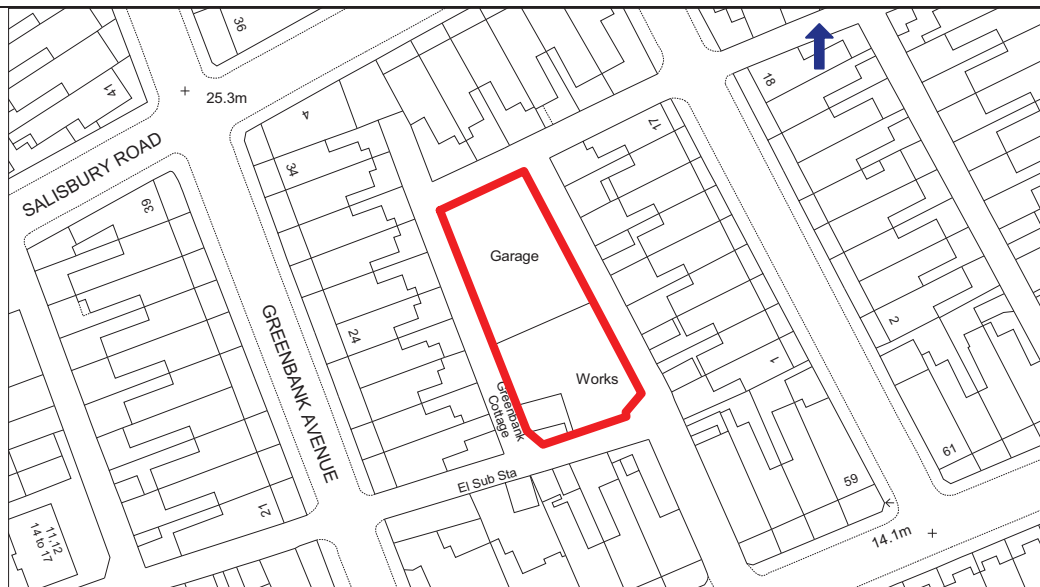
8/13 Week Date: 11/07/2011

Decision Category: Major Application

Case Officer : Robert Heard

Recommendation: Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 07 July 2011

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



Site Description

This is a small (approx. 795 square metres), rectangular shaped site, located in the centre of the residential area of St Judes, an older, mainly Victorian in character, residential area close to the City Centre. It is a backland site that is bounded by dwellings that front onto the four surrounding roads being Beaumont Road, Greenbank Avenue, Beatrice Avenue and Salisbury Road. It tapers slightly from north to south narrowing in width from south to north and follows the topography of the surrounding land in falling approx. 4m from north to south.

The site is now vacant but up until recently was almost completely occupied by buildings: a garage workshop, small cottage in south west corner and a number of small business properties, built in a variety of different materials, stone, brick, wood and corrugated iron. These varied in height, age and quality; but predominantly originated from the nineteenth century. The buildings previously on the site were in Industrial use, predominantly within the B2 (General Industrial) Use Class.

Narrow, cobbled, back lanes, provide the rear access to the terraces of Victorian housing that surround the whole site and also provide some separation from the rear yards and gardens of these properties. Many of these properties have been subdivided and converted into flats.

In terms of its broader location, the site is approximately 0.75 miles east of the city centre and is thus in close proximity to a wide range of services. It is within walking distance of the University and benefits from good access to public transport.

Proposal Description

It is proposed to redevelop the site by constructing two residential blocks, containing a total of 45 student bedrooms, with associated car parking, cycle storage, refuse storage and amenity space.

The two blocks have a north/south axis and are a mix of 3 and 4 storeys in height. There is an enclosed amenity space provided between the two blocks and car parking at the southern end of the site. Refuse storage is also proposed at the southern end of the site, in a separate building.

Internally, the south block contains 3 studio flats, 2 seven bed cluster flats, a 5 bed cluster flat and a 3 bed cluster flat arranged over 4 floors. The north block contains 5 studio flats, and 3 five bed cluster flats, also arranged over 4 floors. Between them the two blocks also contain a reception lobby, secure manager's office, laundry area, cleaners store and plant room.

Relevant Planning History

07/01352/OUT - Redevelopment comprising of 10 dwellings (7 x 2 bed houses & 3 x 1 bed flats) and associated parking & amenity space. PERMITTED

06/01982/FUL - Application for 14 flats (6x1 bed, 6x2 bed and 2x2 bed live /work units) and associated parking and amenity space. WITHDRAWN

Consultation Responses

Public Protection Service – No objection subject to conditions

Transport Officer – recommends refusal

Summary of comments (Highways officer's conclusion) and reasons for refusal:

Conclusion

As proposals for student accommodation spread ever further out from the City Centre and the university and encroach further into the residential areas, the reasonable expectation must be that development seek to make an appropriate contribution to off-street car parking associated with the necessary use of a car. Proposals should at very least seek to maintain the equilibrium in the at times congested and heavily parked local streets so as not to further inconvenience local residents, support the amenity of the street and highway safety. The most recent national guidance acknowledges the need for a reasonable level of car parking contribution associated with the necessary use of a car to serve dwellings, in accordance with local parking standards, although a car might not be used for every journey.

Some car parking already occurs within the rear service lanes that abounding the application site some of which would be liable to be displaced by the implementation of further necessary parking restrictions should the development be realized. It is considered that the proposal fails to sufficiently consider and mitigate against likely car parking demand generated by the proposed development, to the detriment of the public realm, the amenity of the street, and local residents. Any development would automatically be excluded from eligibility for parking permits in any on-street parking scheme that might be in operation within the local area.

The service lanes provide poor connections between the back-land site and the wider streets and network and are considered unsuitable to conveniently and safely support the significant increase in both pedestrian and vehicle movements that would arise from a development of 45 student bedrooms. It is considered that the proposal fails to sufficiently consider the impact of the proposal on others, in particular nearby occupiers but also visitors to the local area. Should planning permission be granted Transport would advise that appropriate planning conditions should be included, as per the previous permission. However Transport recommends that planning permission is refused for the following reasons:

I. The development hereby proposed is likely to result in an increase in the number of pedestrian and vehicular movements taking place at and in the vicinity of the application site. The Local Planning Authority considers that the increase in vehicular movements arising from development would give rise to conditions likely to cause:-

- (a) Prejudice to public safety and convenience;
- (b) Interference with the free flow of traffic on the highway;
- (c) Unwarranted hazard to vehicular traffic;
- (d) Conflict between pedestrians and vehicles;

which is contrary to Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy adopted April 2007

2. No adequate provision is proposed to be made for the parking of cars of persons residing at or visiting the development. Vehicles used by such persons would therefore have to stand on the public highway giving rise to conditions likely to cause:-

(a) Damage to amenity;

(b) Prejudice to public safety and convenience;

(c) Interference with the free flow of traffic on the highway;

which is contrary to Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy adopted April 2007

Representations

35 letters of representation received, in objection to the application. The main grounds of objection listed are as follows:

- Increase in traffic movements in the area, both vehicular and pedestrian
- There is a lack of parking at the site and in the surrounding areas
- Detrimental impact upon local residents with regards to parking – the demand for parking in the surrounding areas will be significant and detrimental to those living in the area
- The development could result in an increase in anti social behaviour in the area and thus criminal activity
- The development proposed is over development
- The PPZ in operation in the surrounding areas would not prevent occupiers of the proposed development parking in the surrounding streets for most of the time
- A 4 storey block would cause over looking to and block light from the surrounding properties
- The proposed development is out of character with the existing development in the area with regards to density and design and appearance

The grounds listed above will be considered below in the analysis section of this report.

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.

It is considered that the main issues in the determination of this application are the loss of employment land and principle of residential development, the impact that it will have on the character and appearance of the area and visual amenity, impact upon nearby properties residential amenities and impact upon the surrounding highway network. These issues will now be addressed in turn:

Loss of existing employment space/principle of residential redevelopment

The site has previously contained employment uses and, in the first instance, needs to be considered against the requirements of policy CS05 (Development of Existing Sites) in relation to the loss of employment land, as the sites recognised established use falls within the B2 (General Industrial) Use Class. Whilst this issue is not specifically addressed within the application, it is accepted that the site is unsuitable for employment uses due to its close proximity to residential development. The employment use at the site is historic and is now considered inappropriate, particularly given the number of established industrial estates in the city where general industrial uses would be more suitable. It is also recognised in the Core Strategy that there is an adequate supply of employment land in the city.

Due to the restrictions of the site (no street frontage, tight access, close proximity to residential development) realistically the most appropriate use would be residential, and it can be argued that a development of 45 student bedrooms would represent a high density development which makes efficient use of this 'brown field' site. It should also be noted that an application for 10 residential units at the site was approved by committee in 2007, establishing the principle of a residential based redevelopment at the site.

Layout, Design, Orientation and Appearance

Policy CS43 of the adopted City of Plymouth Local Development Framework Core Strategy (2007) refers to siting, layout, orientation, local context and character. New development proposals are required to take account of the existing context and the criteria referred to. The form and use of existing development in the area is fairly consistent, the area is characterised by residential development, in the form of period terraces of traditional Victorian style development, being in the main 2 storey with pitched roofs. The topography at the site and immediate surrounding areas is steeply sloping, falling significantly from north to south. There is approximately a 4 metre drop across the site. Density levels in the area are quite high due to the presence of terraced houses, many of which have been sub divided into smaller units.

The site is completely hidden from all of the nearby areas by the existing development that surrounds it and therefore occupies a location that is not prominent. The proposed development is arranged in the form of two blocks, separated by an enclosed amenity area. The accommodation is arranged on a north to south axis, the upper block at the northern end of the site faces north and the proposed block at the south (lower) end of the site faces south. Both back onto the enclosed external courtyard. Vehicular access to the site is either from Beatrice Avenue or Beaumont Road and 5 car parking spaces are provided at the southern end of the site.

The orientation and scale of the two proposed buildings has been arranged on the site in order to minimise impact upon the amenities of the surrounding properties. Taking the block at the northern (upper) end of the site first, this has been positioned on the site in order to respect the existing building line set by no. 17 Beatrice Avenue, so that when you enter the site from the entrance at Beatrice Avenue the proposed building does not project forward from the existing building line or interrupt the access lane that provides a ring road around the development. With regards to scale, the 'northern' block is a direct response to the topography at

the site and the accommodation within it has been split into 2 (a row of north facing rooms and a row of south facing rooms divided by a communal hall) in order to respond to the topography at the site. The 2 parts are separated by a glazed link, and the building is therefore 3 storeys at its front (northern end and highest part of the site), with its rear being 4 storey due to the land falling to the south (rear). The overall scale of the development is kept to a minimum by use of mono pitch roofs and minimal floor to ceiling heights.

The scale and orientation of the southern block is also a direct response to the steeply sloping topography at the site. As with the northern block, its elevation that is 'outward' facing and looking onto the rear of the surrounding development is 3 storeys, with its rear part that faces the enclosed courtyard being 4 storeys. Concerning layout, as with the northern block it has been split into 2 with a row of north facing rooms and a row of south facing rooms divided by a communal hall, viewed externally as a small glazed link.

The design and external appearance of the 2 blocks is very similar and this ensures that the scheme has balance and a considered design approach, through subtle repetition of features and materials. The architects have chosen a very contemporary, modern approach to the design and external appearance of the building and this is possible due to the site occupying a hidden location and the fact that the buildings will not be visible from outside of the site, making the surrounding context of late Victorian terracing less relevant when considering a specific methodology to building design. This approach is welcomed and it is positive that a simple, mimicking, pastiche of the late ninetieth century terraced houses that surround the site has been avoided and that some imagination has gone into finding a solution to providing a development of contemporary residential buildings that fit onto this tight urban site.

Specifically, the external appearance of the buildings utilise projecting 'box' style bay windows at first and second floor level on the outward facing elevations (the south elevation of the lower building and north elevation of the upper building). This helps to give the 'front' elevations of both buildings some variation in depth and adds visual interest and repetition of its main features, in order to give the design balance and symmetry. In terms of materials, the ground 'plinth' level is proposed to be clad in a robust natural stone with a mix of render and timber cladding on all side elevations. The roof is proposed to be metal cladding with some metal cladding also proposed to be used below the windows on the bays.

Overall, it is considered that the proposed development provides a high quality contemporary residential development that due to its hidden location has enabled the architects to design a unique modern building that sits comfortably on the site and within its context. The layout and orientation of the proposed development is a direct response to the topography and constraints of the site and the development is therefore considered to make a positive contribution to local visual amenity and is compliant with Policy CS02 (Design) and CS34 (Planning Application Consideration) of the City of Plymouth Local Development Framework Core Strategy (2007).

Residential amenity and standard of proposed accommodation

It is important that all new residential development should be designed to ensure that the degree of privacy enjoyed by existing nearby properties is not unacceptably reduced and that new problems of overlooking are not created. It is also imperative that the relationship between the new developments proposed is acceptable and that each unit has an adequate level of privacy and natural light.

The layout of the site and orientation of the buildings has been arranged in order to minimise impact on the surrounding properties. The majority of the dwellings closest to the site are located on Beatrice Avenue and Greenbank Avenue, to the east and west of the site. These properties are traditional 2 storey period residences with rear tenements. Many of them have been sub divided into smaller, 'flatted' units. Impact upon these properties, particularly with regards to overlooking, has been kept to a minimum due to the fact the proposed buildings (both 'upper' and 'lower' blocks) are oriented to face north and south, and do not have main habitable windows facing east and west. The only windows in the side (east and west) elevations of the proposed buildings are high level windows that provide light to the proposed development, therefore no overlooking will be caused to the rear elevations or garden spaces of the properties on Beatrice Avenue and Greenbank Avenue.

Issues of dominance and loss of light are also relevant. In order to minimise impact with regards to these issues, care has been taken to minimise the height of the buildings by reducing floor to ceiling heights, sinking the buildings into the ground and by reducing the pitch of the roofs. This has resulted in the scheme being lower in height than the surrounding houses and reduces its impact upon the surrounding development.

The rear tenements of the houses on Beatrice Avenue are a minimum of 12 metres from the proposed development and this distance ensures that impact upon these dwellings with regards to loss of sunlight will not be significant. The rear of the properties on Greenbank Avenue are however closer to the proposed development, the minimum distance between the closest 2 storey tenement and the proposed development being 8 metres. As stated, relationships are closer here than on any other part of the site, and although the proposed development has been oriented in such a way that direct conflict has been avoided, some impact due to the closeness of the proposal to the rear yards of the properties on Greenbank Avenue is unavoidable. However, whilst there remains some residual concern about the separation distance between the proposed development and rear yards of properties on Greenbank Avenue, the relationships created are considered to be satisfactory and any shadowing would, on balance, be marginally acceptable.

Impact upon the residential amenity of the properties to the north (Salisbury Road) and south (Beaumont Road) of the site also needs consideration. Taking the properties on Beaumont Road, to the south of the site first, the separation distance between the nearest 2 storey rear tenement and the proposed development (lower block) is 17.8 metres at the closest point. Despite the proposed development being oriented to face south and therefore towards the rear elevations of the properties on Beaumont Road, the distance alone ensures that there will be no significant

impact upon the residential amenities of property occupiers on Beaumont Road, with regards to over looking and over shadowing.

The properties on Salisbury Road, to the north of the site, are closer, the minimum separation distance between the closest rear tenement and the proposed development (upper block) being 10.5 metres. However, as previously stated, the site is steeply sloping and is higher at the north end, rising fairly steeply from the centre of the site towards Salisbury Road. Due to land levels at the site, the north facing elevation of the upper block that faces the rear of the properties on Salisbury Road is 3 storeys. In terms of scale, this is lower than the rear tenements of the existing properties on Salisbury Road, and it is considered that in terms of loss of light, over shadowing and dominance, there will not be significant harm created by the proposed development to the amenities of the existing properties on Salisbury Road.

Concerning loss of privacy and overlooking at this end of the site, it is not possible to avoid some overlooking, at a reasonable distance, from the proposed development (upper block) into the rear of properties on Salisbury Road. The 10.5 metre gap between the proposed development and the existing helps to minimise the impact, but this cannot fully be mitigated. However, the relationships created are typical of developments in urban areas and on tightly constrained sites, where buildings tend to have more intimate relationships than outer lying, suburban locations. It is generally accepted that at sites close to town centres where density levels are generally quite high, levels of privacy are reduced due to the close proximity of surrounding development. Considering this, the reduced scale of the proposed development at this end of the site (being 3 storey with mono pitch roof) and the separation distance being over 10 metres, the impact upon the amenities of the properties on Salisbury Road with regards to over looking and lack of privacy would not be to a significantly detrimental level to warrant refusing the application.

With regards to the standard of accommodation proposed and relationships created within the site, in terms of internal space levels, amenity and light, the application is considered acceptable. External amenity space is located in an enclosed area between the upper and lower blocks and will provide an external private courtyard area for residents use. Refuse storage is provided at the south end of the site in a detached and enclosed dedicated refuse store and cycle storage is proposed within the external amenity area. A laundry area and cleaners store is provided on site within the basement area of the upper block and a manager's office is proposed within the lower block in order to ensure that the residents are supervised, to control anti social behaviour and ensure that occupiers of the proposed development adhere to the conditions of their tenancy.

In conclusion, the layout of the site has been arranged in order to minimise the impact from the proposed development on the residential amenities of the occupiers of existing surrounding properties. The relationship between the 2 proposed 'blocks' within the site is not unacceptable and the application is therefore considered compliant with Policies CS14 and CS34 of the City of Plymouth Local Development Framework Core Strategy (2007).

Highways Issues

The site can be accessed by 3 rear service lanes from Beaumont Road, Greenbank Avenue and Beatrice Avenue. However, as Beaumont Road is the main route through the area it is anticipated that the majority of both pedestrian and vehicular trips to and from the site will use this access and therefore the main entrance into the building has been positioned within the 'lower' southern block near to this road. The 5 parking spaces (which include one disabled bay) are also located at the southern end of the site, directly adjacent to the southern elevation of the lower block.

The Council's Highways Officer has raised numerous concerns about the application and has recommended refusal of the application, due to additional traffic movements giving rise to highway safety concerns and inadequate provision for the parking of cars of persons residing at or visiting the development.

With regards to the above, the Highways Officer states in his consultation response that *'Transport takes the view that this back-land application site is unsuitable for such an intense residential use, which would lead to a significant increase in comings and goings in both vehicle and pedestrian movements. Transport would suggest a cautious approach where proposed residential developments are reliant solely on sub-standard rear service lanes as a primary means of access, which is generally likely to be considered undesirable and provides a poor environment for pedestrians.'* However, a precedent has already been set for the increased use of the rear access lanes by the granting of 10 dwellings at the site (application 07/01352). It is likely that if implemented, this application would incur more vehicular trips to and from the site than a development that only has 5 available car parking spaces, to be used for dropping off and short stays. It is also relevant that the site has established use for General Industrial (B2) purposes and if implemented a use within this use class could incur increased trips from much larger vehicles. Whilst it is recognized that the 'backland' location of the site, and the fact that it is accessed by rear service lanes makes it generally unsuitable for any use that incurs additional trips to the site (either vehicular or pedestrian), the consented scheme for 10 dwellings and established use of the site are material considerations in the evaluation of this proposal. It is the case officer's opinion that both the established use and the consented scheme would have a greater impact upon vehicular use of the surrounding rear service lanes than the proposed development.

The Highways Officer also states that the level of parking proposed is inadequate to serve the development and that *'The surrounding streets are subject of a Permit Parking Scheme that is currently already oversubscribed, which indicates that demand for car parking is greater than the number of available car parking spaces within the local streets. Although the application property would be excluded from the issue of parking permits, the permit parking scheme is part time and parking restrictions only apply for one hour a day between 10:00 & 11:00 hrs Monday to Friday. The part time Permit Parking Scheme was only intended to control commuter parking and is unsuitable to effectively control residential car parking where cars in daily use. (Incidentally, it is for this reason and the associated difficulties and increasing parking demand that parking restrictions across the city are currently under review).'* Whilst the pressure on kerbside parking in the surrounding streets will to some extent be increased if this application is permitted, it is considered that through careful management of the proposed development (via

planning conditions) the impact of the new development on the surrounding area, with regards to increasing on street parking, can be mitigated. Similar proposals for student developments in the city have sought to control the increase in demand for kerbside parking in the surrounding streets incurred by new developments by attaching a Travel Plan condition that requires the submission of a residential travel plan which seeks to encourage residents to use modes of transport other than the private car to get to and from the premises. It also includes measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the RTP; details of 'no car agreements' (if considered necessary) for the site and the name, position and contact telephone number of the person responsible for its implementation.

Whilst impact upon kerbside parking in the area can be controlled via strictly worded planning conditions as explained above, it is also relevant that the Permit Parking Zone is currently under review with a view to imposing further restrictions to limit on street parking to permit holders only for most of the day. If implemented, this would prevent non permit holders parking in the surrounding areas and in theory would alleviate demand for on street parking as only permit holders would be able to park on street. Members should also be aware that the control and operation of a PPZ is something that is outside of planning control and that a PPZ can be changed without the requirement to consult planning. Whilst the Highways Officer has paid due regard to the operation of the local PPZ in operation in the area within his consultation response (and he is right to do so as it is a relevant transport issue), it should only be given very limited weight in the evaluation of this planning application as it is not a material planning consideration.

In conclusion, despite the Highway Officer's concerns, it is considered that the application would not have a significantly detrimental impact upon highway safety or local parking provision. The site is situated in a sustainable location, it is within walking distance of the city centre, university and has many local amenities nearby. It is also close to central bus services and has good access to public transport. Cycle storage is proposed to be provided at the site and for these reasons it would not be essential for future occupiers to own vehicles. It is all possible, by the use of tightly worded planning conditions, to control residents' car ownership, which would minimise the impact upon on street parking in the area and help to reduce vehicular trips to and from the site. Upgrading of the access roads surrounding the site can also be achieved via planning condition and would mitigate Highways Officer's concerns regarding the access roads being hazardous for pedestrians.

Sustainable Resource Use and Biodiversity

Policy CS20 (Sustainable Resource Use) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) requires all new residential developments of 10 units or more to incorporate onsite renewable energy production equipment to off set at least 15% of predicted carbon emissions for the period 2010 – 2016.

The application includes an energy compliance report for the development. In order to meet the requirements of Policy CS20 it is proposed to have Photovoltaic Panels installed on the roof. With regards to visual impact, the panels will be almost flush with the roofline and will not be visible from the street.

Photovoltaic Panels generate electricity from light and their energy source is therefore sunlight, meaning that they do not require fuel to operate and produce no air pollution or hazardous waste. The use of Photovoltaic is considered appropriate for the building with regards to visual impact and the energy savings that this technology will produce complies with the requirements of Policy CS20.

Policy CS19 (Wildlife) requires that the application makes provision for protected species at the site and that it delivers a net biodiversity gain. Currently, the site is totally hard surfaced and has no biodiversity value, so biodiversity enhancement at the site is relatively easy to achieve. In this case, the provision of planting with the external amenity area and swift boxes throughout the development is proposed and this would provide a net biodiversity gain at the site, in accordance with the requirements of policy CS19. The Councils Ecologist is supportive of the application subject to the attachment of a condition to secure the proposals set out within the applicant's ecology report (which proposes planting and bird boxes).

Section 106 Obligations

A planning obligation is required to mitigate the impacts of the proposal. As this application is for student development, the identified impacts it will have that require mitigation are limited to local infrastructure, in particular libraries, playing pitches, green space and health.

Local Infrastructure

Libraries. Library Services advise that development in this area will generate a pressure on existing library facilities which are already in need of additional capital investment as a result of the cumulative impact of population growth. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £1,890.

Playing Pitches. The development is in a location that is deficient in terms of access to playing pitches. There is therefore an impact on infrastructure requirement that arises as a result of the development, namely the provision of improved access to playing pitches. The estimated cost of mitigating this impact is £9,991.

Local green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact on existing local green space, most specifically through the need for green space improvements. The estimated cost of mitigating this impact is £5,508.

Local health infrastructure. The development will create an additional demand upon local health facilities. The Primary Care Trust has provided evidence that capacity in the south east locality is substantially deficient for meet the needs of the project population growth in this area. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £3,757.

The following Heads of Terms are proposed, each of which have been tested against Regulation 122 of the Community Infrastructure Levy Regulations 2010, to enable appropriate mitigation of the impacts identified above:

b. Libraries tariff. £1,890 to be allocated to the provision of improved library facilities in the area (central).

c. Playing pitches tariff. £9,991, to be allocated to the provision of improved playing pitch facilities in the Drake sub-area, as identified in the Playing Pitch Strategy.

d. Local green space tariff. £5,508, to be allocated to the improvement of local green space.

e. Local health infrastructure tariff. £3,757, to be allocated to the provision of additional capacity in local health care facilities within the south east locality.

The applicants have asked for the development to be considered under Market Recovery and thus agree to the restrictions regarding making a substantial start on the development within 2 years of the date of any planning permission granted. Appropriate clauses securing the substantial start and reflecting the market recovery conditions will be reflected in the Section 106 Agreement being prepared. The applicants will thus benefit from a 50% reduction due to the site being brownfield land and the figures quoted above are reflective of this and are the discounted totals.

In conclusion, to mitigate the impacts of the proposal, a total tariff contribution of £21,146 is required.

Equalities & Diversities issues

There are no new issues to be considered here, no negative impact is perceived to any equality group.

Conclusions

The case for retaining the employment use at the site is quite weak given that it is accepted that the city already has an adequate supply of employment land and that general industrial use in this area is not compatible with the dominant surrounding use which is residential.

Whilst there remain some concerns about the proposal - particularly around: the amount of parking proposed, impact upon local on street parking and nearby property occupiers' residential amenities, it is considered that these are outweighed by the strengths of the proposal. Students, typically, have lower levels of car ownership than the wider population and specialist student developments therefore have less of an impact upon the surrounding highway network. Furthermore, it is possible to control car ownership levels at the site via planning condition. Whilst the scale and massing of the proposed buildings is at the upper limits of what might be acceptable on a tight urban site, the layout and orientation of the proposal helps to mitigate impact upon nearby properties residential amenities to an acceptable degree.

It is considered that the proposal would provide a high quality contemporary student housing scheme with a design solution that is modern and innovative. The standard of accommodation proposed is acceptable and the site is within easy walking distance of the University / Art College, public transport and city centre facilities. The application is therefore recommended for approval, subject to conditions and the satisfactory completion of a Section 106 legal Agreement, with delegated authority sought to refuse the application if the Section 106 Agreement is not signed by 7 July 2011.

Recommendation

In respect of the application dated **11/04/2011** and the submitted drawings 703/300/P, 703/304/P, 703/301/P, 703/302/P, 703/305/P, 703/303/P and accompanying Design and Access Statement, Energy Statement and Biodiversity Enhancement Strategy, it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by [insert full date]**

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.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: 703/300/P, 703/304/P, 703/301/P, 703/302/P, 703/305/P, 703/303/P.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SERVICE ROADS

(3) No dwelling shall be occupied until the service lanes that provide access to the development have been up-graded including: implementing a shared surface provision; re-laying irregular area of existing granite sett lanes; upgrading the provision of street lighting in accordance with current standards; implementing car parking restrictions in the lanes; all in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that an appropriate and safe access is provided in accordance Policy CS28 and CS43 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING PROVISION

(4) 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 policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROVISION OF DRAINAGE WORKS

(5) Development shall not begin until details of drainage works and surface water disposal have been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details.

Reason:

To ensure that satisfactory infrastructure works are provided in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF BOUNDARY TREATMENT

(6) 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 building is 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.

SITE CHARACTERISATION

(7) 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 II'.

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

(8) 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

(9) 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

(10) 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 7, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 8, 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 9.

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.

BIODIVERSITY

(11) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Biodiversity Enhancement Strategy dated March 2011 for the site. For the avoidance of doubt, the swift boxes shall be incorporated into the built form and not be surface mounted.

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 MATERIALS

(12) 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.

CODE OF PRACTICE FOR CONSTRUCTION

(13) 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.

CYCLE PROVISION

(14) The development shall not be occupied until space has been laid out within the site in accordance with the approved plan for 18 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

(15) 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.

RESIDENTIAL TRAVEL PLAN

(16) The development hereby permitted shall not be occupied until a Residential Travel Plan (RTP) has been submitted to and approved in writing by the Local Planning Authority. The said RTP shall seek to encourage residents 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 RTP; details of a 'no car agreement' for the site 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 RTP.

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.

SUSTAINABLE RESOURCE USE

(17) 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 a minimum of 15% of the carbon emissions for which the development is responsible will be 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.

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 15% of predicted carbon emissions 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.

INFORMATIVE: EXCLUSION FROM PPZ

(1) The applicant should be made aware that the development lies within a resident permit parking scheme which is currently over-subscribed. As such the development will be excluded from obtaining permits and visitor tickets for use within the area.

INFORMATIVE: CODE OF PRACTICE

(2) The management plan required by condition 13 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; and
- c. Hours of site operation, dust suppression measures, and noise limitation measures.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: impact upon residential amenity, visual amenity, highway and public safety and amenity, contamination aspects, sustainable resource use and biodiversity, and mitigation of impacts, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- PPS9 - Biodiversity and geological conservation
- PPS22 - Renewable Energy
- PPS23 - Planning & Pollution Control
- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS19 - Wildlife
- CS20 - Resource Use
- CS05 - Development of Existing Sites
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS15 - Housing Provision

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PLANNING APPLICATION REPORT



ITEM: 07

Application Number: I1/00631/FUL

Applicant: University of Plymouth

Description of Application: Marine engineering research and teaching facility building (6 storeys), with associated hard and soft landscaping areas, bicycle parking areas etc. Revised scheme to I0/00366/FUL, to include the addition of an air handling unit

Type of Application: Full Application

Site Address: UNIVERSITY OF PLYMOUTH, DRAKE CIRCUS
PLYMOUTH

Ward: Drake

Valid Date of Application: 18/04/2011

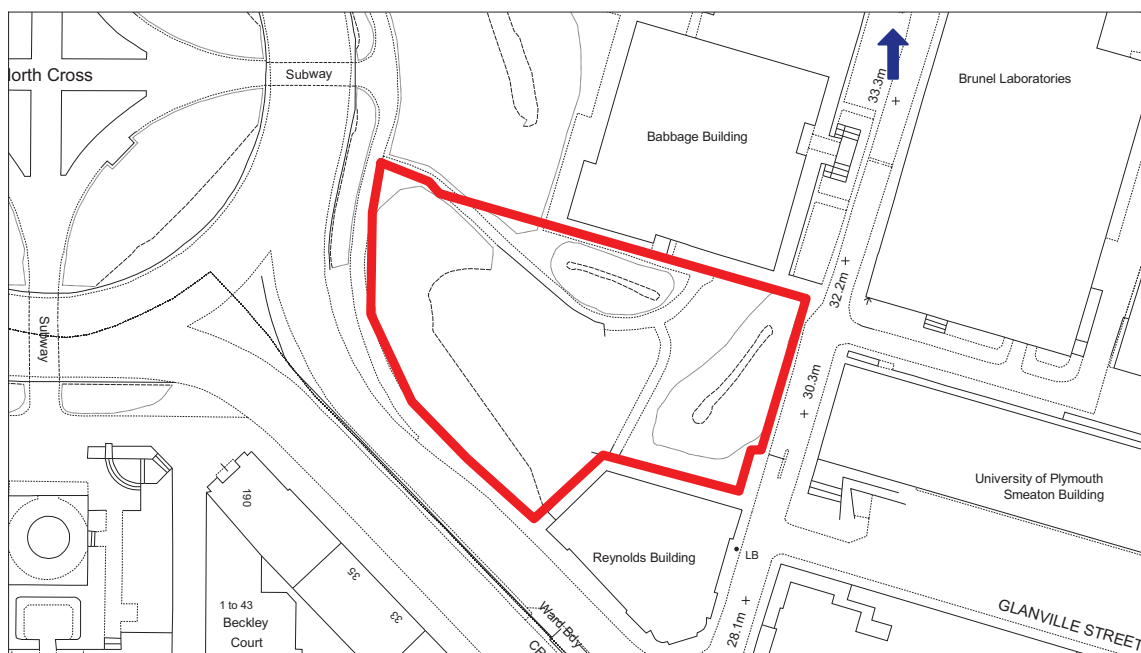
8/13 Week Date: **18/07/2011**

Decision Category: Major Application

Case Officer : Stuart Anderson

Recommendation: Grant Conditionally

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



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Site Description

The site is on the west side of the University campus on the east side of the North Cross roundabout, north of Cobourg Street and west of James Street. The site area is 0.353 hectares. The site lies between the five storey Babbage Building and the older Reynolds Building opposite the Smeaton Building. It lies to the west of the recently improved and landscaped Glanville Street that is the main east – west pedestrian route in the southern part of the campus.

The site was previously a mounded landscaped area, but is now a construction site for the recently consented development (see relevant planning history below).

Proposal Description

This proposal is an amended scheme following planning permission 10/00366/FUL (see relevant planning history below), to include an air handling unit (AHU) on the northern side of the building, at first-floor level. 10/00366/FUL is currently under construction but not substantially completed and therefore this new application has to relate to the whole development, not just the AHU, and this report must also cover the whole development.

The application is for the new marine building for the Marine Engineering Faculty and their partners. It is five storeys together with a basement. The maximum dimensions are 56m long by 25m wide by 19 – 21m tall with roof lights above. It contains two large water tanks and smaller tanks for renewable marine energy and marine engineering research and testing purposes. These are on the basement, ground and mezzanine floors. The main tank is 35m by 15.5m by 3m deep and the smaller coastal basin tank is 10m by 15.5m by 0.5m. Above these are three floors of teaching, office space and meeting space. The total floorspace is 4,495 sq m with 865 sq m of tanks/sump, 705 sq m laboratory/teaching space and 1,830 sq m of office/meeting space.

Servicing is via James Street and a new access way between the new building and the Babbage Building with pedestrian links from the east, south and west.

The materials comprise natural random ashlar Plymouth Limestone, fair faced concrete, anthracite zinc metal cladding, brown facing bricks, colour glass panels and metal frame glazing and doors. The proposed AHU would be composed of a clad lightweight structural frame with vertical fins coloured to match the consented curtain walling.

The previously approved scheme allowed for the accommodation of an internal AHU, located at mezzanine level and vented via louvres on the north façade. The width of the upper and lower floors is dictated by the 15.5m width of the ocean tank on the ground floor. This creates upper floors of research space which can be naturally ventilated using voids in the floor-plates. However, with the ancillary accommodation around the tanks on the lower floors the use of natural ventilation is not viable. This is further exacerbated by the large volume of water within the space which will create a great deal of humidity, resulting in the need for an air-handling unit which will temper and control the internal environment.

The proposed positioning of the AHU externally will also free up useful meeting room space within the building.

The proposed AHU would measure 10.30m by 3.30m, with a height of approximately 2.70m (approximately 7.70m above ground level). The submitted plans also show two pipes leading into the AHU.

The submitted plans also show some minor changes to the elevations and rooflights (i.e. small changes to the positioning of some glazing and louvres, and rooflights).

Relevant Planning History

10/00366/FUL - Marine engineering research and teaching facility building (6 Storeys) with associated hard and soft landscaping areas, bicycle parking areas etc - granted

In addition to the above development, there has been considerable development activity on the campus since 2006/07. This comprises the completion of the Roland Levinsky Building (05/00371); the Scott Building extension (06/00657); extension to the Link building and Link Bridge to the Smeaton Building (08/0408); and landscape improvements to Glanville Street (07/00592), these are all in the southern part of the campus; the Rolle Building and Francis Drake Hall of Residence (05/02029) at the north of campus; and the Nancy Astor Building (06/01139) on Endsleigh Place.

Consultation Responses

Transport Officer – there is no alteration to the layout of the building and footways which surround it. There is no objection to the proposal if the conditions previously requested in relation to 10/00366/FUL are reiterated here. These conditions are: cycle storage (44 spaces); staff and student travel plan; and code of practice during construction.

Public Protection Service – reiterate previous recommendation for adding conditions requiring the reporting of unexpected contamination. Also, the air handling unit should not operate outside of the hours of 08:00 to 20:00 hours, without prior agreement from the Local Planning Authority. Should the required hours of operation need to be extended, consultation should take place to agree new operational hours.

Representations

None

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 proposed development has previously been found acceptable, by the granting of planning permission for 10/00366/FUL. The principle, layout, design and appearance, means of sustainable energy, impact on trees and landscaping, transport issues, and loss of greenspace were considered at the time of dealing with 10/00366/FUL, and were found acceptable. Therefore, this report will focus on the outstanding elements that still require consideration, the proposed AHU, and minor changes to the approved plans.

DESIGN/IMPACT ON THE STREETSCENE

The proposed AHU would not be situated on the most prominent part of the building (this is considered to be the south elevation when viewed from North Cross and Cobourg Street), but would be visible from the public domain – it would be visible from North Cross and James Street. However, it has been designed to be as low key as possible, being a similar colour to the building's cladding, with a slight raise in the roof parapet to minimise its apparent size.

The proposed AHU would be housed in an enclosure that is shaped like a ship's funnel. This approach has been supported by Planning Services officers who comment that this is an elegant way of enclosing the prominent AHU within a considered form, and indeed, now creates a memorable accent point on a key corner of the building.

The proposed elevational and rooflight changes are considered to be inconsequential, and therefore limited in their impact.

IMPACT ON GENERAL AMENITY

The closest adjacent building to the northern elevation and the proposed AHU is the Babbage Building. It is understood that this building is not residential, but it is still necessary to consider whether the occupants of this building would be disturbed in any way by the proposed AHU.

There is a gap between the Babbage Building and the building currently under construction. There would be enough of a gap between the Babbage Building and the proposed AHU, for the outlook from the south facing windows of the Babbage Building not to be materially affected by the proposed AHU.

Public Protection Service has not objected to the proposal, but has asked for a condition to be added relating to hours of operation to protect the amenity of the local area. However, such a condition would be onerous to the applicant. As there are no residential properties close to the site, the potential for disturbance is minimal and the condition is therefore not necessary.

CONDITIONS

Most of the conditions for 10/00366/FUL have not yet been discharged. Therefore, the relevant conditions are repeated here, with some minor changes to the wording.

Section 106 Obligations

None required

Equalities & Diversities issues

The likely users are academics, students, researchers and external enterprises and people from organisations using the facility. It will be open to people of all ages and equality groups and will be fully accessible. It does not have a negative impact on any group.

Conclusions

This is an exciting project providing the University with a world class research and teaching facility that will put it in the forefront of marine science, marine engineering and marine renewable energy research. This will add to the University's academic standing on an international level that will also benefit the city's regeneration. The facility will be available to other research organisations and enterprises that will assist the city and region's economy in particular as marine industries are one of the six key growth sectors in the city's local economic strategy. The architects have designed an elegant building of high quality appropriate to this key gateway location next to the North Cross redevelopment site that will enhance the appearance of the campus and city centre. For these reasons officers support the application and recommend that conditional permission be granted.

Recommendation

In respect of the application dated **18/04/2011** and the submitted drawings 353/GA/009 Revision K, 353/GA/010 Revision M, 353/GA/011 Revision L, 353/GA/012 Revision N, 353/GA/013 Revision L, 353/GA/014 Revision J, 353/GA/016 Revision I, 353/GA/021 Revision J, 353/GA/022 Revision L, 353/GA/031 Revision K, 353/GA/032 Revision J, 353/GA/033 Revision J, 353/GA/034 Revision J, and accompanying Design and Access Statement, it is recommended to: **Grant Conditionally**

Conditions

APPROVED PLANS

(1) The development hereby permitted shall be carried out in accordance with the following approved plans: 353/GA/009 Revision K, 353/GA/010 Revision M, 353/GA/011 Revision L, 353/GA/012 Revision N, 353/GA/013 Revision L, 353/GA/014 Revision J, 353/GA/016 Revision I, 353/GA/021 Revision J, 353/GA/022 Revision L, 353/GA/031 Revision K, 353/GA/032 Revision J, 353/GA/033 Revision J, 353/GA/034 Revision J.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LAND QUALITY

(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:
 - 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'.

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 to comply with policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CONSTRUCTION CODE OF PRACTICE

(3) The development hereby permitted shall be carried out in accordance with the Code of Practice and Construction Phase Health and Safety Plan, approved under 10/00366/FUL.

Reason:

To protect the general amenity of the area from any harmfully polluting effects during construction works, and avoid conflict with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

TRAVEL PLAN

(4) The University Campus Travel Plan Strategy shall be amended to account for the development hereby permitted and agreed with the Local Planning Authority prior to the occupation of the development. It shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- i. The identification of targets for trip reduction and modal shift;
- ii. Innovative and practical methods to encourage modes of transport other than the private car such as car clubs, travel forums and web based travel information, householder welcome packs, travel passes;
- iii. The mechanisms for monitor and review;
- iv. The mechanisms for reporting;
- v. The mechanisms for mitigation;.
- vi. The mechanisms for marketing the travel plan;
- vii. The appointment of a Travel Plan Coordinator;
- viii. Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter; and
- ix. Mechanisms to secure variations to the Travel Plan following monitoring and reviews.

All the recommendations and proposed actions contained within the Approved Amended Travel Plan shall be implemented in accordance with the timetable contained therein and the Approved Amended Travel Plan (or any variation of the Travel Plan agreed in writing with the Local Authority) shall be operated thereafter in accordance with the details approved.

Reason;

To promote the amenity of the area and encourage greater use of public transport for journeys being made to and from the development as an alternative to the private car in the interests of sustainability. in accordance with Policy CS28 and CS34 of the adopted Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(5) The development shall not be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority for 44 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.

SUSTAINABLE ENERGY - ON SITE

(6) Details of the energy supply (heat and electricity) to the development hereby permitted from the University of Plymouth Campus Energy network shall be submitted to and approved by the local planning authority before the building is occupied.

Reason:

To ensure that the development has a sustainable energy source to comply with policy CS01 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and policy CC5 of the adopted City Centre and University Area Action Plan 2006 – 2021, 2010.

SUSTAINABLE ENERGY - FUTURE LINKS TO CITY CENTRE 1

(7) The valved branches for connection to a future City Centre Combined Heat and Power and District Heating and Cooling network for the development hereby permitted and the Davy building (as shown on drawing 60143577/M/100P of 10/00366/FUL) shall be installed and ready for use prior to the first operation of the City Centre Combined Heat and Power and District Heating and Cooling network.

Reason:

To ensure that the development and land controlled by the applicant is capable of connecting to a future City Centre Combined Heat and Power and District Heating and Cooling network to support a sustainable energy supply for the city centre and University campus to comply with policy CS01 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and policy CC5 of the adopted City Centre and University Area Action Plan 2006 – 2021, 2010.

SUSTAINABLE ENERGY - FUTURE LINKS TO CITY CENTRE 2

(8) Details of the pipe-work and infrastructure from the valved branches in development hereby permitted and the Davy Building to the University's boundary with the public highway shall be submitted to, approved by the local planning authority and installed and ready for connection prior to the first operation of the City Centre Combined Heat and Power and District Heating and Cooling network.

Reason:

To ensure that the development and land controlled by the applicant is capable of connecting to a future City Centre Combined Heat and Power and District Heating and Cooling network to support a sustainable energy supply for the city centre and University campus to comply with policy CS01 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and policy CC5 of the adopted City Centre and University Area Action Plan 2006 – 2021, 2010.

EXISTING TREE/HEDGEROWS TO BE RETAINED

(9) In this condition "retained tree or hedgerow" means an existing tree or hedgerow which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of occupation of the building.

(a) No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with BS 3998:1989(Recommendations for Tree Work).

(b) If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or is lopped or topped in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be

planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) 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 (Guide for Trees in relation to construction) 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 areas within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that trees or hedgerows retained in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 are protected during construction work and thereafter are properly maintained, if necessary by replacement.

EXTERNAL MATERIALS

(10) Prior to their use on the development hereby permitted, samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be 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.

NO USE OF BRICKWORK

(11) The use of brown brickwork on the north elevation as stated on the application form and as shown on the elevation drawings is not approved.

Reason:

For the avoidance of doubt and to ensure that appropriate materials are used in keeping with the site's context in the interests of visual amenity to comply with policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SURFACING MATERIALS

(12) Prior to their use on the development hereby permitted, samples of all surfacing materials to be used shall be 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.

LANDSCAPE DESIGN PROPOSALS

(13) Prior to the completion of the development hereby permitted, full details of both hard and soft landscape works and a programme for their implementation shall be 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; 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

(14) 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

(15) 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.

LANDSCAPE MANAGEMENT PLAN

(16) 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.

MAINTENANCE SCHEDULE

(17) Prior to completion of the development hereby permitted, a schedule of landscape maintenance for a minimum of five years shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason:

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

STOCKPILING/PROTECTION OF EXISTING TOPSOIL

(18) 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 re-use 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.

TREE REPLACEMENT

(19) If within a period of five years from the date of the re-planting and planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

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 are subsequently properly maintained, if necessary by replacement.

BREEAM STANDARD

(20) Before the building hereby permitted is occupied a BREEAM Completion report shall be submitted to and approved in writing by the local planning authority demonstrating that the development has achieved the BREEAM Very Good rating.

Reason:

To ensure that the design of the development includes features that: reduce energy consumption; ensure that water resources are conserved; waste is minimized; and recycling is facilitated to comply with policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

INFORMATIVE - BREEAM RATING

(1) The applicant/developer is advised to make best endeavours to achieve the BREEAM Excellent rating.

INFORMATIVE - SURFACE WATER

(2) The applicant is advised to design the surface water drainage system to comply with the Environment Agency's standing advice which states: For the range of annual flow rate probabilities up to and including the one per cent annual exceedence probability (1 in 100 years) event, including an appropriate allowance for climate change, the developed rate of run-off into a watercourse, or other receiving water body, should be no greater than the existing rate of run-off for the same event. Run-off from previously-developed sites should be compared with existing rates, not greenfield rates for the site before it was developed. Developers are, however, strongly encouraged to reduce runoff rates from previously-developed sites as much as is reasonably practicable. Volumes of run-off should also be reduced wherever possible using infiltration and attenuation techniques. Interim guidance on calculation of site run-off rates can be found at:

http://www.ciria.org/suds/pdf/preliminary_rainfall_runoff_mgt_for_development.pdf

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: how the development relates to the campus, city centre and possible future proposals for North Cross low carbon development, trees and landscaping, and acceptability of air handling unit and minor changes from the previously-approved scheme, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- PPG13 - Transport
- PPS1 - Delivering Sustainable Development
- PPS23 - Planning & Pollution Control
- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS14 - New Education Facilities

CS18 - Plymouth's Green Space
CS20 - Resource Use
CS01 - Sustainable Linked Communities
CS02 - Design
SPD2 - Planning Obligations and Affordable Housing
SPD1 - Development Guidelines

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PLANNING APPLICATION REPORT



ITEM: 08

Application Number: I1/00588/REM

Applicant: Archstone Lifestyle Properties

Description of Application: Reserved matters application (appearance, landscaping, layout and scale) for nursing home with associated car parking

Type of Application: Reserved Matters

Site Address: LAND AT ERNESETTLE LANE ST BUDEAUX
PLYMOUTH

Ward: Honicknowle

Valid Date of Application: 13/04/2011

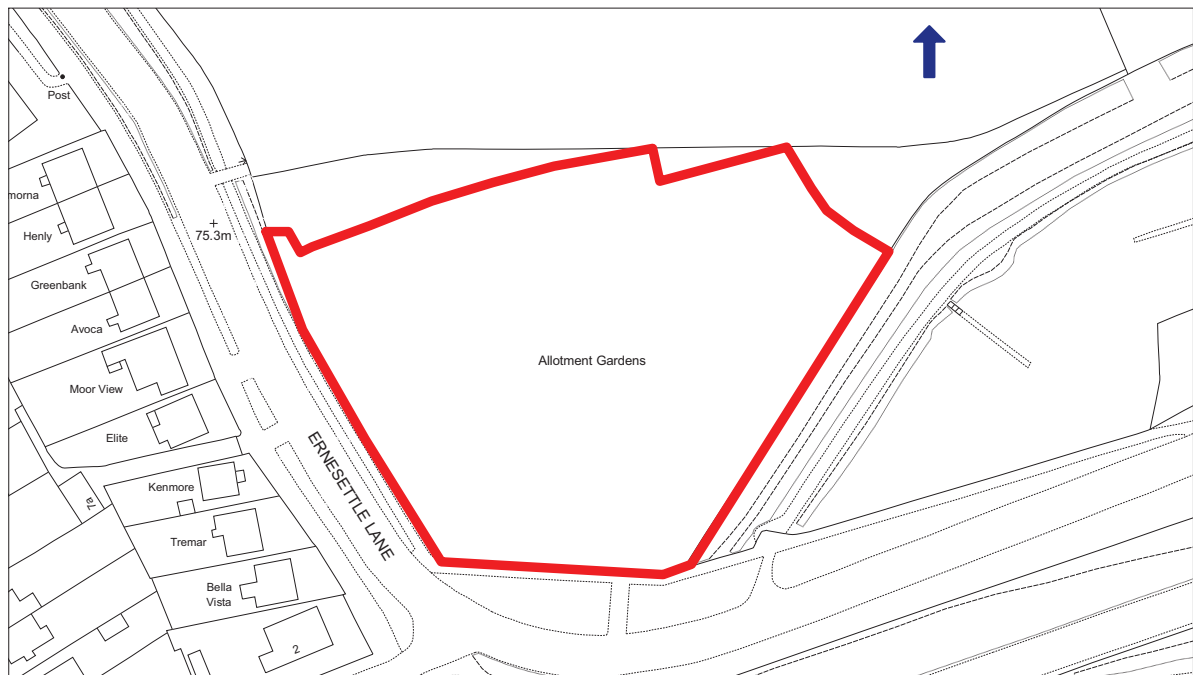
8/13 Week Date: **13/07/2011**

Decision Category: Major Application

Case Officer : Carly Francis

Recommendation: Grant Conditionally

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Site Description

The site covers 1.89 hectares and is located within the St Budeaux area of the city with access off Ernesettle Lane. This is a greenscape area that is bounded to the south by dense overgrowth which has established itself over the earth embankment which forms a scheduled ancient monument. The northern and eastern boundaries are lined with hedges. To the western boundary is Ernesettle Lane, which is fenced off and lined with clusters of small trees, following this are the dwellings of Ernesettle Crescent.

Proposal Description

Reserved matters application (appearance, landscaping, layout and scale) for nursing home with associated car parking.

Relevant Planning History

10/01533 (REM) Reserved matters application (appearance) for religious meeting hall with associated car parking- GRANT CONDITIONALLY

10/01170 (REM) Reserved matters application (landscaping, layout, scale) for religious meeting hall with associated car parking- GRANTED CONDITIONALLY.

09/00669 Outline application to develop land by the erection of buildings to provide a religious meeting hall, and a nursing home with associated car parking and landscaping area; with details of means of access to site- GRANTED CONDITIONALLY.

Consultation Responses

Highway Authority- no objections subject to conditions regarding construction access, car parking provision, cycle storage and a staff travel plan being attached to any grant of planning permission.

Public Protection Service- no objections.

Housing Strategy- no comments received.

Environment Agency- no objections.

Police Architectural Liaison Officer- no objections.

English Heritage- currently liaising with applicant to overcome objections (update to be provided by way of an addendum).

Representations

One letter of representation objecting for the following reasons:

- The building is of an inappropriate scale, will be out of keeping and restrict views.
- The generator building could be noisy and affect residents.

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 policies relevant to this planning application are CS01, CS03, CS12, CS18, CS19, CS21, CS27, CS28, CS31, CS32, CS33 and CS34 from the adopted Core Strategy.

The principle of developing this site with a nursing care home and religious meeting (Kingdom Hall) has already been accepted through the granting of outline planning permission. The access was also agreed at outline stage. Therefore the purpose of this application is to deal with the reserved matters of appearance, landscaping, layout and scale for the nursing care home. The reserved matters for Kingdom Hall have already been approved.

A pre-application enquiry was received prior to this application and the applicant has taken on advice to improve the layout and design of the building.

For the purposes of assessing the reserved matters relating to this application, each of the reserved matters will be taken in turn.

Scale

The new care home proposed would be two storey. Most of the dwellings opposite along Ernesettle Lane are single storey, despite this; it is not considered that there would be a detrimental impact to these dwellings. The letter of representation received raises concern about the scale of the building however it would be over 30 metres away from the dwellings and therefore would not affect their light or privacy, or appear overbearing when viewed from these properties. The building has also been carefully designed so that despite its two-storey nature it will not appear out of character in the area.

The impact on the approved Kingdom Hall would also be minimal given that this would also be over 30 metres away.

Overall the proposed scheme is considered to be of an acceptable scale and would accord with policies CS02 and CS34.

Appearance

The proposed scheme has been designed with 2 wings consisting of resident's bedrooms and a central hub for communal use. The mass is broken down by creating a variation in the ridge line and the introduction of 'feature bays'. A mixture of facing brickwork and render also helps to break up the elevations along with head and cill detailing to add further visual interest.

Further to this the applicant has been encouraged to increase the number of windows on blank elevations to add interest and to align the windows proposed with one another wherever possible. They have also been advised to use some of the same materials as have been approved at Kingdom Hall. Amended plans have been received to reflect these changes and the applicant is happy to use Plymouth/Devonian limestone in parts of the building and to take on board the suggestion of slate for the roof.

The detailing of the brickwork, render and pitched roofs will reflect similar detailing throughout the area and the appearance of the building is appropriate in having a domestic feel and therefore sympathetic to the character of the area. Details of these materials shall be secured by way of condition, however overall the appearance of the building is deemed to accord with Policy CS02.

Landscaping

Full details of the plant numbers and specifications have been received from the applicant, there were concerns initially raised regarding the ornamental planting treatment along Ernesettle Lane, a more simplified scheme was sought so that it coordinates better with that approved at the adjacent Kingdom Hall. A landscape management plan was also requested.

Tree planting shall be formed within the site to minimise the effect of the car park on the landscape. Such planting shall be further enhanced with low level shrub planting with features particularly suited to the residents of the Care Home including raised beds and sensory planting. The species of plants and trees detailed are considered to be acceptable.

Hard landscaping proposals include a variety of different types of contrasting paving, with parts of the landscaped courtyard, pavements delineating the car parking areas and seated enclosures and paving to areas of the Landscaped Courtyards. The development would have clearly defined public and private spaces. The Resident's garden areas will be securely fenced to create a safe environment. The main parking and servicing areas would be 'overlooked' from the Home to help reduce the threat of crime, insecurity or neglect. The proposed new care home and Kingdom Hall building will be visually linked via a series of walls and gates fronting Ernesettle Lane. This will include a gate house feature at the corner of the care home development. The detailing of the walls and railings will match those approved for the Meeting Hall.

Both the hard and soft landscaping details proposed are deemed to be acceptable and accord with Policy CS18. Conditions shall be attached to ensure that this planting scheme is implemented and the maintenance plan adhered to.

Layout

The proposed footprint of the building has changed from that indicated at outline stage however the building would still be positioned so that it fronts Ernesettle Lane creating a positive street frontage. This street frontage will provide a strong boundary distinction between the public and private realms and enable the 'density of the site' to be focused along established development zones (the road). Setting the building further back into the site would cut their relationship to the existing built environment and in particular to the approved Kingdom Hall.

The proposed care home contains 64 bedrooms. Each of the bedrooms has an en-suite bathroom. The concept of group living involves the design based on clusters of 16 residents, which, in the context of this project are in the form of two identical 'wings' of the building. Each wing contains 16 bedrooms at ground and first floor, with a centrally located lounge and the associated ancillary facilities.

The two 'wings' are attached to the central core of the building where there is the main entrance, communal dining, a shop/bar, administration and staff facilities, as well as adjacent services such as kitchen and laundry. The formal dining area is located at first floor level and spills out on to a terrace area to maximise on surrounding views.

The generator on site has been raised as a concern in the letter of representation received, however it is not considered that it would be a noise nuisance and it would be sited a considerable distance from residential properties (31m). The Council's Public Protection Department have therefore raised no objections to it and it is not deemed to be a concern in terms of noise pollution.

The layout was discussed at pre-application stage and the applicant has taken on advice to ensure that the building turns the corner to ensure continuity of the street frontage.

The parking areas are towards the rear of the site as advised at pre-application stage, this means that the parking area would not be visible from the street in accordance with policies CS02 and CS34.

Impact to Ancient Monument

In determining if the reserved matters are acceptable it is important to consider the impact to nearby ancient monuments. English Heritage has raised concerns about the impact of the building on Scheduled Monument- Ernesettle Battery Embankment. This monument is a well-preserved linear earthwork that formed a protective shield for the former Military Road connecting Ernesettle Battery to the other forts in Plymouth Palmerstonian defences. The layout of the site was a reserved matter and therefore although a layout was indicated at outline stage it is only now that English Heritage has seen the layout of the nursing home being proposed. They are concerned that the proximity of the building to the scheduled ancient monument would have a serious impact to its setting. Since raising these objections the applicant has been working hard with English Heritage to overcome these objections and the applicant is confident that there are a number of enhancement measures that can be offered to raise awareness of the monument that will outweigh any impact had by the building. Suggestions include improving the condition of the monument by removal of undergrowth, providing public access to the nursing home site so that the monuments can be viewed from there on heritage open days and better interpretation of the monument through the erection of an information board/ signs about the monument. The applicant is exploring these suggestions and such measures would be secured by way of a Grampian condition. Having spoken to English Heritage we are hopeful that such mitigation can be agreed and that they will therefore be supportive of the application and agree that it adheres to Policy CS03. An update shall be provided by way of addendum.

Section 106 Obligations

Nil. (not relevant to a reserved matters application).

Equalities & Diversities issues

There will be a level pedestrian access to the front entrance from the public highway and lift access to all floors within the building. By its very nature the building will be accessible to people with all levels of disabilities and will be designed in accordance with Part M of the Building Regulations and in line with BS 8300

Conclusions

The details submitted for the reserved matters of 'scale', 'appearance', 'layout' and 'landscaping' for the nursing home are deemed acceptable and therefore it is recommended that these matters are approved.

Recommendation

In respect of the application dated **13/04/2011** and the submitted drawings A-579/OS, A-579 22A, A-579 23A, A-579 24A, A-579 27A, A-579 28A, A-579 29A, A-579 32A, A-579 35A, ID468.01D, ID468.02A, ID468.03A and the accompanying Design and Access Statement and Planting Schedule sheets 2A & 3A, it is recommended to: **Grant Conditionally**

Conditions

EXTERNAL MATERIALS

(1) 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.

PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: A-579/OS, A-579 22A, A-579 23A, A-579 24A, A-579 27A, A-579 28A, A-579 29A, A-579 32A, A-579 35A, ID468.01D, ID468.02A, ID468.03A, Planting Schedule sheets 2A & 3A.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE WORKS IMPLEMENTATION

(3) 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 and thereafter maintained in accordance with the Landscape Management Plan (Hilary Martin report submitted on 3rd June 2011) submitted to and agreed by 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 BOUNDARY TREATMENT

(4) 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, scale and materials of boundary treatment to be erected. The boundary treatment shall be completed before the building is first 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.

TREE PROTECTION DURING CONSTRUCTION

(5) 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.

INFORMATIVE: OUTLINE CONDITIONS

(1) The applicant's attention is drawn to the conditions attached to the substantive outline planning permission (ref.09/00669/OUT) and the need to adhere to these conditions in the implementation of this reserved matters approval.

INFORMATIVE: ADVERTISEMENT

(2) This permission does not give or imply any consent for the advertising material on site. Such advertising is controlled under the Town and Country Planning (Control of Advertisements) Regulations 1992 and the applicants should obtain any necessary consent separately.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the acceptability of the appearance, layout, scale and landscaping proposals for the nursing home, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS18 - Plymouth's Green Space
- CS19 - Wildlife
- CS21 - Flood Risk
- CS03 - Historic Environment
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS12 - Cultural / Leisure Development Considerations
- CS31 - Healthcare Provision
- CS27 - Supporting Strategic Infrastructure Proposals
- SPD1 - Development Guidelines

PLANNING APPLICATION REPORT



ITEM: 09

Application Number: I1/00516/FUL

Applicant: The Una Group

Description of Application: Erection of workshop, office and storage buildings in association with use of site for the storage, preparation and hire of portable accommodation units and provision of related storage and car parking areas for a temporary period of 10 years.

Type of Application: Full Application

Site Address: Elliot Hire EATON BUSINESS PARK, 182 PLYMBRIDGE ROAD PLYMOUTH

Ward: Moor View

Valid Date of Application: 13/04/2011

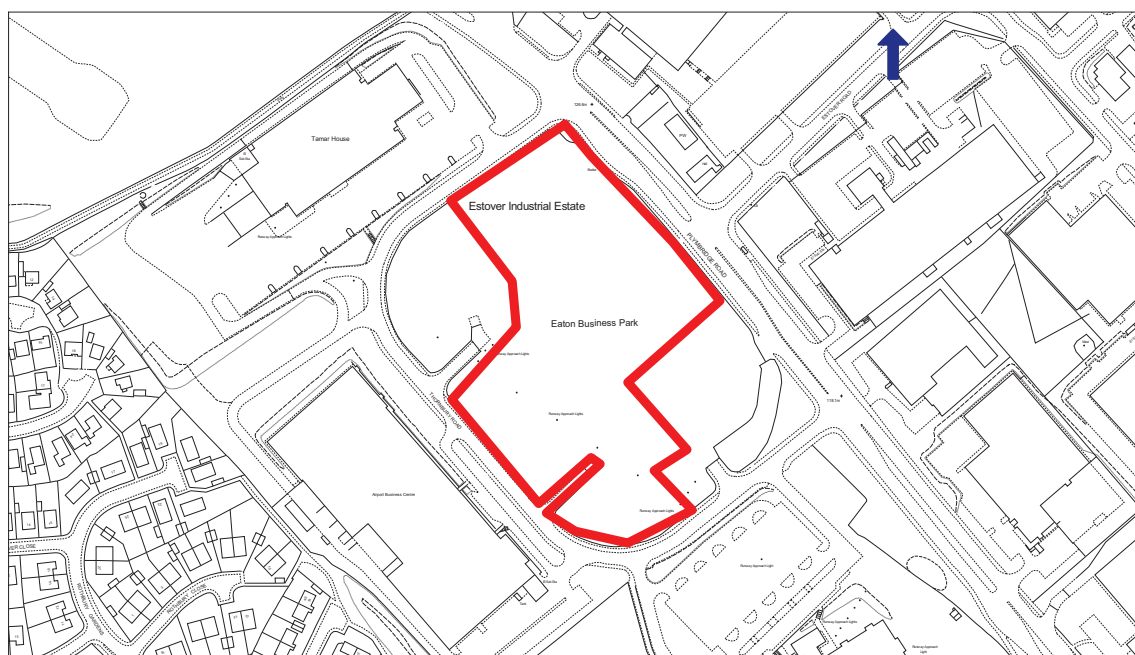
8/13 Week Date: **13/07/2011**

Decision Category: Major Application

Case Officer : Carly Francis

Recommendation: Refuse

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Site Description

This largely flat site is located in Eaton Business Park in Estover. The site roughly rectangular in site is surrounded by roads on all four sides. Plymbridge Road runs along the north-east boundary of the site and Thornbury Road runs around the other three sides. The surrounding area is characterised by low rise commercial and industrial premises. Some landscaping exists around the perimeter of the site and there is a green 2.5m high galvanised and colour coated welded metal wire and steel post fencing runs around the entire site. The site has already been divided into some existing commercial plots with similar fencing demarking some areas. Existing plots are already in use as a vehicle hire, crane hire depot, concrete works and motorcycle instruction centre, with temporary buildings on site relating to these uses. A Renal Unit has also recently been constructed.

Proposal Description

Erection of workshop, office and storage buildings in association with use of site for the storage, preparation and hire of portable accommodation units and provision of related storage and car parking areas for a temporary period of 10 years.

Relevant Planning History

09/01404 (FULL) Continue use as vehicle hire, concrete works, motor cycle instruction centre and crane hire business, retention of associated portacabins, containers and plant, and erection of a renal unit and carwash for a temporary period of 10 years- APPROVED SUBJECT TO S106.

11/00487 (FULL) Retention of renal unit and associated plant (revision to part of scheme approved under planning notice 09/01404/FUL) - APPROVED CONDITIONALLY.

Consultation Responses

Highway Authority- no objections providing conditions regarding vehicular access, cycle provision and details of a Green Staff Travel Plan be attached to any grant of planning approval.

Public Protection Service- no objections however recommend that conditions regarding a land contamination assessment be attached to any grant of planning permission.

Civil Aviation Authority/ Plymouth City Airport- no objections providing any lighting to be included in the development is of flat glass, full cut-off design with horizontal mountings so there is no light spill above the horizontal.

Sutton Harbour Company- no comments received.

Representations

Nil.

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 for this application are the compatibility of the uses proposed with each other and surrounding uses, the impact on future plans for Plymouth City Airport and the impact on the highway.

This application turns on policies CS01, CS04, CS22, CS27, CS28, CS31, CS33 and CS34 from the adopted Core Strategy, Plymouth City Councils 'Development Guidelines' SPD, Plymouth Airport Interim Planning Statement 16 and Derriford and Seaton Area Action Plan 2006-2021 (issues and preferred option consultation-February 2009). In addition to this local policy, national guidance includes; Circular I/2002 'Control of Development in Airport Safety Zones', the Government White Paper: 'The Future of Air Transport' (Department for Transport, December 2003), Regional Planning Guidance Note 10 and the Devon County Structure Plan.

The use proposed for the site is to store and then prepare (refurbishment / repair / alter) portable buildings for hire in Devon & Cornwall.

Three buildings are proposed on site, the remaining area is for external storage. The workshop building would be used for the preparation of portable accommodation units and would be a single storey industrial building, with a shallow pitched roof, profiled metal cladding and roller shutter doors.

The office building would act as a sales hub and would be a 2 storey pre-fabricated unit; it would have a flat roof and an external metal staircase.

The Furniture building would be a single storey industrial building, with a shallow pitched roof and profiled metal cladding which would be used as a storage building for materials and consumables.

The buildings are all basic industrial buildings designed to be fit for purpose, given that the site is within an industrial estate and the buildings are temporary, their basic industrial appearance is deemed acceptable and would not be at odds with surrounding buildings. It is therefore deemed that they accord with Policy CS02.

One of the constraints of this site is that the site is located within what has been designated as part of the Airport Safeguarding Zone. Despite an announcement that the airport may be closing, this is yet to be confirmed and therefore the impact to the airport must be assessed as a material consideration.

In addition to Regional Planning Guidance Note 10 and the Devon County Structure Plan, that identify the importance of Plymouth City Airport and the need to continue to improve how it functions, the Plymouth Airport Interim Planning Statement 16 discusses the need to safeguard land immediately to the east of Plymouth Airport (where the application site is) from development. This is to ensure that its future in relation to the operation of the airport plan can be given proper consideration in the development of a strategic master plan. This strategic master plan will be prepared in order to guide the future development of Plymouth Airport in accordance with advice contained within the Government White Paper 'The Future of Air Transport'. The Government White Paper recommends that as master plans are developed for airports, land outside existing airports that is needed for future expansion will need to be protected against future development in the intervening period. Therefore so that Plymouth does not restrict its ability to maintain a serviced airport facility into the future and in accordance with Government advice, it is important to keep options open.

The Derriford and Seaton Area Action Plan 2006-2021 lists improving Plymouth Airport as one of its objectives, it also details the conclusions of a study into the potential future of the airport which was undertaken by York Aviation (commissioned by the Council and Sutton Harbour Holdings). One of the conclusions was that the main (east- west) runway would need to be extended to accommodate the next generation of aircraft.

This document points towards the importance of safeguarding land for future development. The applicants have applied for a 10 year consent. Although the Council would support the principle of a temporary consent, they would expect the use to end at the same time as the temporary consents granted last year, and would not be agreeable to granting an extension of over a year, as would be the case with this application. The 10 year period set in earlier consents was considered to be the maximum period we could allow. These latest proposals would be considered to hinder the plans for the airport as they will not allow this land to be used for future expansion of the runway if required.

Most of the site also lies within the Airport Public Safety Zone. Public Safety Zones are areas of land at the ends of the runways, within which development is restricted, in order to minimise the number of people on the ground at risk of death or injury in the event of an aircraft crash on take-off or landing. The workshop and office buildings proposed would fall within this zone. It is proposed that 10 staff work in the office and that there be 20 yard staff that work between the workshops and storage areas. Much of the storage area also falls within the public safety zone and therefore there is concern regarding the safety of these staff.

Circular 1/2002 'Control of Development in Airport Public Safety Zones' states that there should be a general presumption against new or replacement development within Public Safety Zones. There are some exceptions to this which includes open storage in which a very small number of people are likely to be present within a sizeable site. The uses that are proposed in this application however would have a significant number of staff and would therefore conflict with the guidance in the above documents. For this reason the application can not be supported.

The existing uses on site are very varied. The site has traditionally been in storage/ industrial use, having been a former warehouse facility, and forms part of Eaton Business Park where a range of commercial/ industrial uses exist. Permission was granted last year for a vehicle hire depot, concrete works, a motor cycle instruction centre, crane hire business and erection of a renal unit. Therefore while the uses proposed can not be supported due to the number of employees proposed, the principle of such uses is deemed acceptable given the wide range of existing uses on site and this proposal would not have a detrimental impact to any of the existing uses. The uses previously permitted on site were carefully considered and the only uses permitted within the public safety zone are the ones which involve few staff- the car wash just two employees and 3 staff for the concrete works. The other uses with more employees i.e. the renal unit were outside the public safety zone.

Lighting is proposed as part of this application, the type of lighting described would accord with the horizontal flat glass lighting that the Airport require in order not to cause distraction to aircraft using the airport. This therefore accords with Policy CS22.

Renewable Energy

Wind turbines are proposed in order to meet the 15% renewable energy requirement under CS20. The wind turbines proposed would be attached to the lighting columns. It is not possible however to assess the impact of these turbines as insufficient detail has been provided of the model and specifications of the turbines to be used.

The Public Protection Service have not yet considered the impact of the spray painting that would take place in the workshop, and therefore once the Public Protection Service have been able to fully consider the impacts of this and the turbines an update shall be given by way of addendum. The paint spraying will however require a licence and therefore it is likely that any hazardous impacts can be controlled under this regulation.

Highway Considerations

The Transport Service comment that the application will introduce a further business into the site, which utilises the remainder of the site. A Transport Statement has been produced in support of the application which outlines the proposed use and provides details of the likely number of trips to this element at the site. The applicant suggests that the business will generate approximately 80 trips during the course of a working day, which will be split between 2 access points. This level of traffic does not cause concern to the capacity on the local highway network. The applicant is proposing to provide 32 parking spaces, including 2 disabled bays. This provision accords with the current standards. The applicant should provide secure and covered cycle storage for use by staff members, the Transport Service suggest at least 4 units. In the previous application to develop the site from the historical large factory unit into smaller businesses, such as this, the consent was conditioned to provide a Travel Plan. This has subsequently been submitted to and approved by the City Councils Travel Plan Officer. It is therefore suggested that a suitable condition be attached to this consent to ensure that this unit signs up to this site-wide travel plan or provide their own. With the suggested conditions attached it is deemed that the proposal accords with Policy CS28.

Equalities & Diversities issues

No further issues to discuss.

Section 106 Obligations

B1 and B2 uses are currently exempt from paying a tariff contribution and therefore there is no requirement for a S106 agreement in this instance.

Conclusions

While we would not encourage any development that would contradict with the aims of the future expansion of the airport, it is not considered that the temporary uses proposed would affect these plans. We can not however support development that would significantly increase staffing levels for uses that fall within the Airport Public Safety Zone. It would be contradictory to the guidance in Circular 01/2010 and be high risk in terms of public safety. For this reason it is recommended that this application be refused.

Recommendation

In respect of the application dated **13/04/2011** and the submitted drawings RW009/01, RW009/02, RW009/03, RW009/04 Rev D, RW009 / 05 Rev A, RW009/06, RW009/12, 3065/SLP, 3065/01 and accompanying Design and Access Statement, Transport Statement, Energy Statement dated 25th March 2011 prepared by BFEC Design Solutions Ltd. And Geotechnical Investigation and Contaminated Land Report prepared by Ruddlesden Geotechnical Ltd, it is recommended to:

Refuse

Reasons for Refusal

PUBLIC SAFETY ZONE

(1) The Local Planning Authority considers that by reason of the number of staff that would be employed to work within the Public Safety Zone, the proposal would be a considerable risk to public safety and therefore contrary to Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Circular 01/2010 'Control of Development in Airport Public Safety Zones'.

INADEQUATE WIND TURBINE INFORMATION

(2) The Local Planning Authority considers that there is insufficient information on which to assess the impact of the proposed turbines on surrounding uses, the proposal is therefore contrary to Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

TEMPORARY CONSENT

(3) The Local Planning Authority considers that to allow the proposal for a period of 10 years would be prejudicial to the future of the airport and its possible expansion. The proposal is therefore contrary to Plymouth Airport Interim Planning Statement 16, the Derriford and Seaton Area Action Plan 2006-2021, the Government White Paper: 'The Future of Air Transport' (Department for Transport, December 2003), and Regional Planning Guidance Note 10 and the Devon County Structure Plan.

INFORMATIVE: TEMPORARY PERMISSION

(1) The applicant should note that in the event of a resubmission the Local Planning Authority would expect the proposed use to end at the same time as those uses permitted under application 09/01404/FUL. The Local Planning Authority would therefore be looking to condition that the uses be discontinued and the land restored to its former condition on or before 1st March 2020

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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, were taken into account in determining this application:

- PPS23 - Planning & Pollution Control
- CS28 - Local Transport Consideration
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS18 - Plymouth's Green Space
- CS22 - Pollution
- CS01 - Sustainable Linked Communities
- CS04 - Future Employment Provision
- AV9 - Derriford/Seaton
- CS31 - Healthcare Provision
- CS27 - Supporting Strategic Infrastructure Proposals

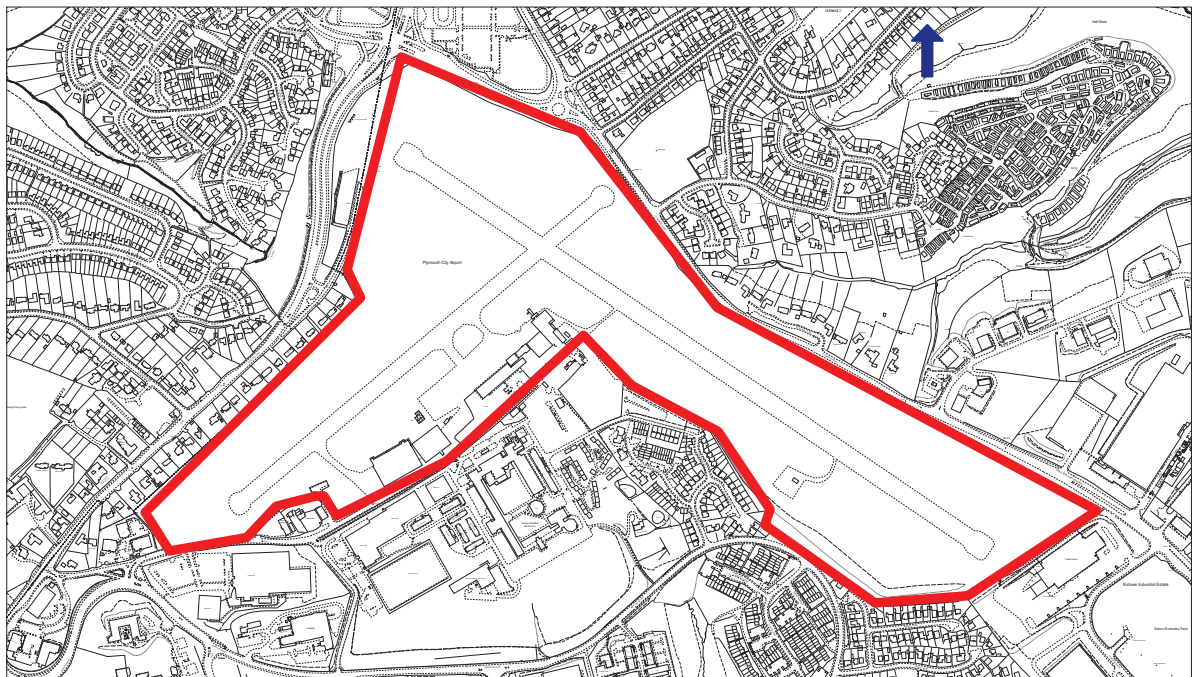
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PLANNING APPLICATION REPORT



ITEM: 10

Application Number:	11/00655/REM
Applicant:	Cavanna Homes (Cornwall) Ltd
Description of Application:	Erection of 100 dwellings with associated garages, parking, footpaths, roads and open space; Application for reserved matters pursuant to outline planning permission 08/01968
Type of Application:	Reserved Matters
Site Address:	PLYMOUTH AIRPORT, PLYMBRIDGE LANE PLYMOUTH
Ward:	Moor View
Valid Date of Application:	06/05/2011
8/13 Week Date:	05/08/2011
Decision Category:	Major Application
Case Officer :	Robert McMillan
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



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Site Description

The site is the south western part of the airport and de-commissioned runway 06/24. It has an area of about 2.01 hectares and a frontage with Plymbridge Lane of 234 metres. The site is surrounded by the large houses fronting Tavistock Road to the north west, the remaining de-commissioned runway land to the north east, the Devonshire Health and Racquet Club to the south and the hospital staff accommodation to the west. To the east of the southern part of the eastern notional boundary is a hard surfaced enclosure and beyond this is Island Farm.

It is a generally flat site comprising the hard surfaced runway and grassland. There is a slight fall from north east to south west. The backs of the properties fronting Tavistock Road consist mainly of hedges of varying heights. The site's boundary is set in from these properties and the intervening strip of land 30 metres wide will be landscaped by Plymouth City Airport as a "linear park" mainly because there are service easements preventing development. There is a hedgebank along the southern boundary with Plymbridge Lane behind which is a chain link and barbed wire fence 3 metres high.

Proposal Description

The site is the first phase of the residential development of the former runway land 06/24 which was de-commissioned in 2009. It is an application for the approval of all the reserved matters of access, layout, scale, appearance and landscaping pursuant to the outline permission for airside works and new link road, residential development, a care home and business units on part of the airport land and land at Glenfield Road now known as Cobham Field reference 08/01968/OUT. It is being developed by Cavanna Homes which are building out the 72 new houses at Cobham Field reference 09/01652/REM. This is the first of three phases of development for 100 dwellings in the south west part of the former runway. A further 200 dwellings will be built in the later phases. There is a mix of house types comprising seven one bedroom flats over garages, six one bedroom flats, 20 two bedroom flats, 34 three bedroom houses and 15 four bedroom houses. The scheme is mainly two storeys in height with three 3 storey blocks of flats and 21 houses at 2.5 and three storeys.

The access is provided by the primary route off Plymbridge Lane at the eastern end of the site, known as The Avenue. This runs north to a central square as the key junction between this phase and the next phase. The route then turns west into the central part of the site. At the western end of Plymbridge Lane there is a secondary access which is one way only. It serves the houses facing the linear park and loops round to link with The Avenue at a secondary square. Parallel to Plymbridge Lane is a combined cycleway and footway. The dwellings front the streets and linear park. In the eastern part of the site is a Mews Court accessed of a shared access street north of the central square with a pedestrian link to the Avenue.

Relevant Planning History

Application site and adjoining land

08/01968 - Hybrid Outline application comprising of two parts:

(PART 1) Approval of Reserved Matters 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 S106 Agreement.

Application site

11/00019 - Erection of 105 dwellings with associated garages, parking, footpaths, roads and open space; application for reserved matters pursuant to outline planning permission 08/01968 – WITHDRAWN.

Cobham Field – former Pony Paddock Glenfield Road

09/01652 – RESERVED MATTERS - Approval of reserved matters of layout, scale, appearance, access and landscaping for the erection of 72 dwellings, highways, drainage, landscaping and open space – APPROVED and under construction.

Consultation Responses

Local Highway Authority

No objections subject to a condition relating to the cycleway/footway and a sound residential travel plan to account for the increase in parking spaces.

Public Protection Services

On land quality, no objection provided condition 9 of the outline permission 08/01968 is discharged.

On noise, there is no objection provided that conditions 15, 17, 18 and 60 of 08/01968 are discharged.

Plymouth City Airport

No objections.

Representations

The Council received two emails of representation raising the following points:

1. What provisions are being made on the road network to accommodate the additional traffic;
2. The road at the back of his mother's property should be replaced with a central road with side roads;
3. Security could be compromised; could a 2m high fence be provided?
4. Will access be retained for lorries to drain the septic tank? and
5. The revised scheme does not take on board these concerns.

Analysis

The main issues with this application are that the details of reserved matters comply with the outline masterplan; effect on visual amenity; impact on residential amenity and suitability of the streets, accesses and parking arrangements. The main Core Strategy policies are CS01 – Development of Sustainable Linked Communities, CS02 – Design, CS15 – Overall Housing Provision, CS18 Plymouth's Green Space, CS28 Local Transport Considerations, CS32 – Designing Out Crime and CS34 – Planning Application Considerations. The guidance in PPS1 Delivering Sustainable Development, PPS3 Housing and PPG13 Transport and the adopted Design and Development Guidelines SPDs applies. Policies DS01 – Improving Urban Form and DS02 – Improving Communications of the draft Derriford and Seaton Area Action Plan Pre-Submission Version are relevant.

Background

Members will recall that the outline permission for airside works, a link road, housing development, a care home and business units was granted in 2009 subject to a section 106 agreement that included a phasing programme for the provision of the airside works and the link road. Recently Plymouth City Airport (PCA) announced its intention to close the airport in December 2011. The Council is exploring all options to see if there is scope for the airport to remain open. In these difficult circumstances the airside works have not progressed as quickly as envisaged whereas the housing has started on the former runway approach land now known as Cobham Field. Officers understand that PCA intend to complete the link road from Tavistock Road to Plymbridge Lane. This is necessary to provide adequate access for all of the housing on the former runway land of 303 dwellings. In the interim the local highway authority has agreed that this first phase of 100 units can be accessed off Plymbridge Lane but future development will require completion of the link road.

Officers have been involved in pre-application negotiations since 2010 with further discussions with the withdrawn application, 11/00019 and the current application. These are still continuing and members will be updated on any changes that relate to detailed design matters.

Compliance with the outline masterplan

The layout broadly follows the outline masterplan with two roads running north – south linked by the Avenue with a one way loop road at the western end and a cycleway/footway alongside Plymbridge Lane. There are differences in detail in that there are three blocks of development instead of four and the introduction of a small mews court. There is adequate permeability with links to Plymbridge Lane and Marjons which has facilities open to the public, to the south west to the Jack Rabbit pub and eventually the proposed Derriford District Centre and the linear park to the north-west. In order to provide enough parking there are four small parking courtyards. The net density is about 48.5 dwellings per hectare (dph) which is slightly over 45 dph, the guideline in condition 62 but if the linear park is included the gross density is about 42 dph. 31 flats are provided, including 7 flats over garages, which is in line with condition 63 requiring a mix of dwellings. There is a range of house and flat sizes to comply with Core Strategy policies CS01 and CS15 and PPS3 Housing.

Design and visual amenity

The main urban design feature of the site is the central avenue joining the main square at the eastern end that will provide the link to phase two and a small square at the western end. Three storey and 2.5 storey buildings will frame and enclose the squares with a three storey building providing an end stop. The street will be lined with an avenue of trees to add structure and height to the space to provide a vertical emphasis to the wide distance between the facades of the buildings and denoting the street's primary function in the road hierarchy.

The main square will be used by traffic but will form the central public realm feature with a raised lawned area with stone seating built into retaining walls that drop to paved area with a monolith. There is likely to be a plaque making reference to the aviation history on the site. The vehicular and pedestrian routes will be finished in paviers with intervening soft landscaping and tree planting around the edges and on the raised lawn.

There will be additional tree planting on the part of the Avenue that runs south to Plymbridge Lane and the north western part of the site by two private accesses that serve eight detached houses that front the linear park. This is outside the application site and is retained by Plymouth City Airport that will landscape this area.

Officers are still negotiating with the applicant on the street elevations. The building types are similar to those at Cobham Field but with the addition of three 3 storey blocks of flats. These are in the main acceptable. There is an issue with the facades fronting Plymbridge Lane caused by the street layout. The frontage only has access to a combined cycle way and footway with vehicular access at the rear. Consequently there are the backs of several garages fronting the street at ground floor that reduces active frontage. Officers understand the applicant's predicament but are seeking changes to try to achieve more active frontage if this is feasible and will update members.

The palette of materials again is similar to Cobham Field comprising primarily white render with timber cladding and natural stone at corner and key buildings in the street scene under fibre cement slate roofs. The boundaries consist of a variety of stone and rendered walls, metal railings and fencing. The use of these materials will help to add local distinctiveness to the scheme. There will be a large amount of render and officers believe that more timber cladding and slate hanging should be introduced to add interest and reduce the monotony of some of the street elevations. The scheme will produce a layout, design and appearance of an acceptable quality adapting the style developed at Cobham Field. It will create an urban form of housing development of an appropriate scale in accordance with Core Strategy policies CS01, CS02 and CS34 and draft Derriford and Seaton AAP policies DS01 and DS02.

Residential amenity

The houses fronting Tavistock are set well away from the nearest properties on the application site namely plots 71 – 87 with distances ranging from 32 – 42 metres between the facades of the buildings. The Derriford Hospital staff housing block closest to the site is not affected as it has a blank eastern elevation. This is a satisfactory relationship with no loss of privacy or over-dominance.

The relationships within the site between the proposed dwellings are broadly in accordance with the development guidelines. Some of the gardens are small but the density and number of dwellings is based on the outline permission that was granted in 2009 before the development guidelines were adopted in 2010. There is an exception with the proposed plot 101. This was added to the Mews to improve the urban design and surveillance of the space. However it gives rise to overlooking between it and plots 65 and 66 only 11 metres away at the front and the flats in the block 51 – 59 with a gap of 17 metres. There would be unacceptable loss of privacy between habitable rooms and kitchens contrary to policy CS34 and part 2 of the Development Guidelines SPD. Officers will seek to have it removed to avoid a refusal.

Transport and highways

The local highway authority supports the broad principles of the highway layout, accesses and vision splays. It has raised several points of detail which the applicant is addressing in amended drawings. Footways have been provided on the road that runs north of the main square and would later link into phase two. Traffic calming has been improved in the main avenue with two raised bands of paving to slow vehicles. The combined cycleway and footway on the north side of Plymbridge Lane will extend further to the east in the following phases. Details will be required to show how it ends temporarily and how pedestrians can cross safely to the footway on the south side of Plymbridge Lane which will be covered by condition.

There is an increase in parking provision above the levels considered at the outline stage. This would be acceptable provided the applicant prepares a robust travel plan for this phase of the development that includes measures that will increase the use of the sustainable means of travel including walking, cycling and public transport. The applicant has to do this as part of the section 106 agreement related to the outline permission prior to the occupation of any of the dwellings.

Subject to the detailed matters being agreed the layout and accesses are acceptable in transport terms in accordance with Core Strategy policies CS28 and CS34.

Other matters

The existing hedgerow between the carriageway and proposed cycleway/footway will be reinforced and replanted in accordance with the previously agreed nature conservation mitigation works in accordance with conditions 53 and 54 of the outline permission and the environmental statement.

The application provides 20 Lifetime Homes in accordance with Core Strategy policy CS15. It will offset 16.9% of carbon emissions by on-site renewable energy production by the use of solar thermal panels to comply with Core Strategy policy CS20.

Residents' concerns

The measures to cope with the additional traffic were dealt with at the outline planning stage. The main access route is from Plymbridge Lane and the central avenue. The road on the western and north western edge of the site is one-way and is similar to the layout shown on the outline masterplan. Eight of the 17 houses fronting the linear park are accessed off two private cul-de-sacs. There will be some traffic at the rear of 292 - 310 Tavistock Road but not sufficient to cause undue harm to justify refusal particularly given the previous use as part of the airport. Plymouth City Airport is responsible for landscaping and providing the boundary treatment along the boundary of the linear park which is not part of the application site. Access arrangements along the linear park are a private civil matter.

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

This is not applicable for this application as the section 106 agreement was completed with the outline permission.

Equalities & Diversities issues

The dwellings will be available for all equality groups and ages with 20 provided to Lifetime Homes standards suitable for people with disabilities, mobility difficulties and the elderly. There is no affordable housing to help younger people and those on lower incomes. This was a unique dispensation at the outline stage owing to the precarious financial position of the airport. This Committee decided that the objective to support the airport for wider strategic and economic reasons to comply with Core Strategy policy CS27 justified the lack of affordable housing.

Conclusions

The proposal is the first phase of the housing development on the former runway land for 100 dwellings. The layout broadly follows the outline masterplan and provides a mix of house types and sizes including 20 Lifetime Homes and on-site renewable energy production to comply with the outline permission and Core Strategy policies CS01, CS15 and CS20. The applicant has used a traditional style of housing similar to that used at its other site at Cobham Field. The street elevations are acceptable in most instances and officers are seeking to provide more active frontage to the development fronting Plymbridge Lane. The scheme protects the residential amenity of existing and proposed properties subject to the deletion of plot 101. The access and highway arrangements are acceptable subject to a condition protecting safe pedestrian access across Plymbridge Lane and a subsequent sound residential travel plan to compensate for the increase in parking spaces. Officers are still negotiating with the applicant to ensure all the details are acceptable. They are confident that this will be achieved and recommend positively.

Recommendation

In respect of the application dated **06/05/2011** and the submitted drawings statement of compliance, lifetime homes statement and energy statement, it is recommended to: **Minded to Grant/Defer/Del auth**

Conditions

APPROVED PLANS

(1) The development hereby permitted shall be carried out in accordance with the following approved plans: ACH5597/100, ACH5597/101A, ACH5597/103, ACH5597/110-1, ACH5597/110-2, ACH5597/200, ACH5597/202, ACH5597/206, ACH5597/206-1, ACH5597/211, ACH5597/300, ACH5597/301, ACH5597/118-1, ACH5597/118-2, ACH5597/118-4, ACH5597/119-1, ACH5597/119-2, ACH5597/119-3, ACH5597/121-1, ACH5597/121-2, ACH5597/121-3, ACH5597/121-4, ACH5597/123, ACH5597/124-1, ACH5597/125-1, ACH5597/125-2, ACH5597/125-3, ACH5597/126, ACH5597/127, ACH5597/128, ACH5597/129 -1, ACH5597/129-2, ACH5597/130-1, ACH5597/130-2, ACH5597/131, ACH5597/132-1, ACH5597/132-2, ACH5597/133-1, ACH5597/134-1, ACH5597/134-2, ACH5597/140-1, ACH5597/140-2.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS AT EASTERN END OF THE CYCLEWAY/FOOTWAY

(2) Details of the temporary stop to the combined cycleway and footway at its eastern end and pedestrian crossing to the footway on the south side of Plymbridge Lane shall be submitted to and approved by the local planning authority before work begins on the development hereby approved.

Reason:

To ensure there are safe and convenient facilities for pedestrians and cyclists to comply with policy CS28 of the adopted 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 layout broadly follows the outline masterplan and provides a mix of house types and sizes including 20 Lifetime Homes and on-site renewable energy production to comply with the outline permission and Core Strategy policies CS01, CS15 and CS20. The applicant has used a traditional style of housing similar to that used at its other site at Cobham Field. The street elevations are acceptable in most instances and officers are seeking to provide more active frontage to the development fronting Plymbridge Lane. The scheme protects the residential amenity of existing and proposed properties subject to the deletion of plot 101. The access and highway arrangements are acceptable subject to a condition protecting safe pedestrian access across Plymbridge Lane and a subsequent sound residential travel plan to compensate the increase in parking spaces.

Having regard to the development plan and other material planning considerations the proposal for the above reasons 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 (until this is statutorily removed from the legislation) and (b) 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
- CS34 - Planning Application Consideration
- CS18 - Plymouth's Green Space
- CS20 - Resource Use
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS15 - Housing Provision
- SO11 - Delivering a sustainable environment
- SO3 - Delivering Sustainable Linked Communities
- SO4 - Delivering the Quality City Targets
- SO10 - Delivering Adequate Housing Supply Targets
- SO14 - Delivering Sustainable Transport Targets
- SO15 - Delivering Community Well-being Targets
- SPD1 - Development Guidelines
- SPD3 - Design Supplementary Planning Document

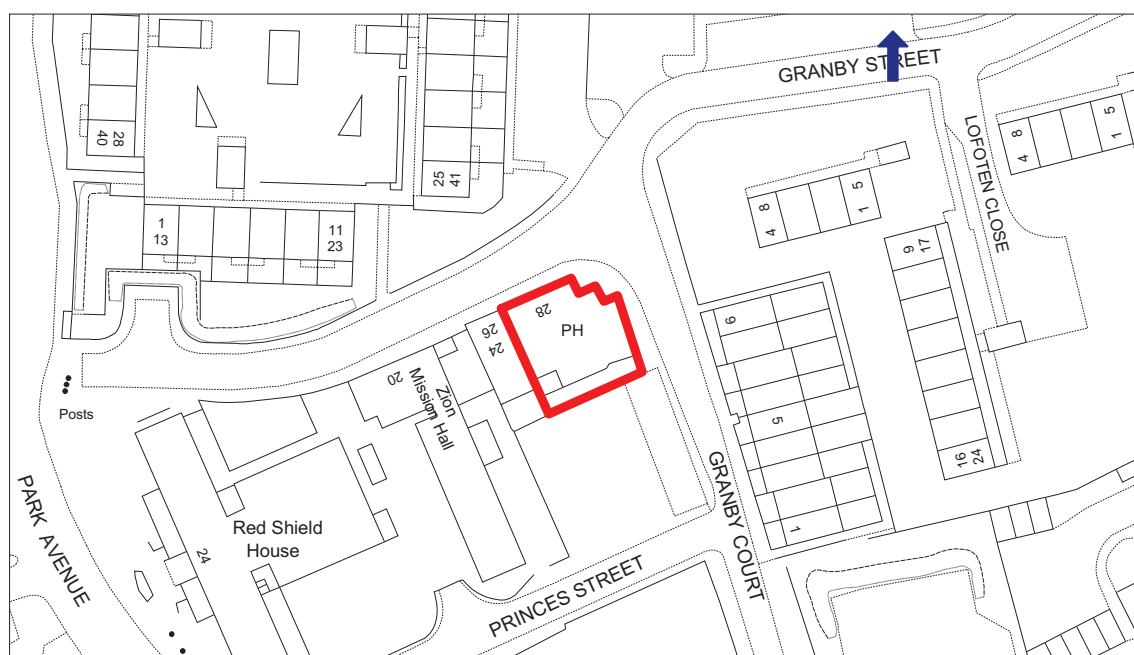
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PLANNING APPLICATION REPORT



ITEM: 11

Application Number:	11/00590/FUL
Applicant:	Crisplane
Description of Application:	Demolition of former public house and erection of 3/4 storey building containing 10 flats (Resubmission of previous scheme ref 07/01751/FUL granted on appeal)
Type of Application:	Full Application
Site Address:	THE MARQUIS OF GRANBY PUBLIC HOUSE 28 GRANBY STREET PLYMOUTH
Ward:	Devonport
Valid Date of Application:	09/05/2011
8/13 Week Date:	08/08/2011
Decision Category:	Major Application
Case Officer :	Jeremy Guise
Recommendation:	Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 01 August 2011
Click for Application Documents:	www.plymouth.gov.uk



Site Description

The application site relates to a roughly square shaped piece of land, approximately 0.027ha in size, located on the corner of Granby Street and Granby Court. Currently it is occupied by the former 'Marquis of Granby' Public House, a flat roofed, brick building dating from the post war period, that is now in residential use.

Two storey residential property abuts the site immediately to the west, which has a small, secluded, rear courtyard/ garden.

The surrounding area is mixed in character comprising mostly of high density residential to the north and east; a former cinema (now used as a bingo hall) to the south and 'Red Shield House', Salvation Army hostel and annexe, to the west. A small public car park adjoins the site immediately to the south. Slightly further away, to the south west, is the South Yard Enclave redevelopment site now known as 'Vision'.

In the wider area the site is located within 5 minutes walk of the Marlborough Street District centre and Devonport Park and close to public transport links which run along Park Avenue, to the west, and Fore Street, to the south.

Proposal Description

A renewal of planning permission is sought to redevelop the public house to provide 10 flats (8x1 bed & 2x2bed) in a part three / part four storey, 'L' shaped block which wraps around the corner with a square 'turret' feature in the centre. The main entrance is shown in the north leading to a small lobby that provides access to: three flats on the ground, 1st and 2nd floor, and one flat on the 3rd floor. The flats have a similar internal arrangement which provides each with a combined kitchen/living room; bedroom and bathroom. The two 2 bed flats are on the southern wing on the first and second floors.

The application shows the 'red line' to include five parking spaces in the adjacent public car park (with appropriate notices served on the City Council as owner). This car park has capacity to accommodate 12 vehicles, and was formally part of the public house site. The applicants claim a right, resulting from a property transfer in 1993, to use the car park to the south.

Externally the elevations are shown as rendered with a horizontally banded plinth and cement fibre roof. Juliet balconies, eyebrow windows located partially in the roof

A Design Statement has been submitted with the application by the applicant's agent. It comments mainly upon the nature of the site, the parking arrangements in the surrounding area and the character of the proposed new building.

Relevant Planning History

Conditional planning permission granted under reference 03/00501 for change of use of the ground floor to a self contained flat 29th May 2003

Planning permission was submitted (ref. 07/00860) for the demolition of the public house and erection of 11 single bedroom flats. This application was recommended for refusal on grounds of: over-development; inappropriate dwelling mix and type; impact on neighbouring property; absence of parking and lack of information on sustainability. The application was WITHDRAWN.

An amended proposal was submitted under ref 07/01751/FUL for Demolition of public house and erection of a 3/4 storey building containing 10 flats. This was refused by Planning Committee on the following grounds:-

1. Inappropriate dwelling type and mix
 2. Overdevelopment
 3. Design & External appearance
 4. Insufficient commitment to sustainable resource use and renewable energy
- but subsequently appealed (ref AAP/N1160/A/08/207470) and granted conditional permission by the Planning Inspector on 27 August 2008.

Consultation Responses

Police Architectural liaison Officer

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

Highway Authority

Note that this application is a renewal of an earlier application, 07/01751/FUL, which was allowed on appeal. The development of 10 flats already has consent so there are no objections to the renewal of the permission. In reaching a decision to allow the appeal the Inspector conditioned that the parking spaces, in the adjoining car park, should be made available for use before first occupation of the flats. This condition, and that of cycle storage, should be re-iterated within this latest proposal.

Public Protection Service

Seek the re-imposition of a condition requiring a Code of Construction Practice and comment as follows:-

Although land quality should have been a material consideration in this application due to the prevalent MOD land use within the area, including on the site itself. It is noted that the Planning Inspector chose not to take on board PPS's recommendations for the previous application. As there has been no change in legislation during this time, we are unable to require land quality assessments for the site. However, it is strongly recommend that the applicant is made aware that: the site is currently earmarked as a site for further consideration under Part IIA of the Environmental Protection Act 1990. The applicant is advised to carry out such assessment to determine the level of risk and remediation that may be required.

Representations

No letters of representation

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 key issues in this case are:-

- Principle redevelopment of the community building (policies CS15 and CS33 of the Core Strategy)

- The quality of residential environment proposed (policy CS32 and CS34 of the Core strategy)

- External appearance of the proposed new building and street scene (policy CS34 of the Core Strategy)

- Impact upon the amenities of neighbouring property (policy CS34 of the Core Strategy)

- Highway implications; parking and impact upon the surrounding road network (policy CS28 of the Core Strategy)

The principle of residential redevelopment

A public house can, in some locations, be considered as a community facility worthy of policy protection. However, in this case the principle of loss of the public house has already been established through previous permission ref.

03/00501 (see history) and the property is located within 5 minutes walk of other public houses in Marlborough Street to the west. The existing building is not of special architectural or historic merit and there is no objection, in principle, to the redevelopment of the site for residential purposes.

In broad terms, Objective 2, Improving Housing, of the Devonport Area Action Plan (AAP), seeks to redress the balance between houses and flats and between owned and rented in the area. The proposal contributes towards achieving a change in tenure mix, but would contribute towards a small net increase in the number of flats in the area. If repeated frequently across other sites within the area, this would cumulatively frustrate and undermine Objective 2. However, the number of additional flats resulting from this proposed development would be small (8) in relation to the overall housing stock in Devonport and they would be private sector, built to a modern standard. This would satisfy some, but not all, of the purposes behind objective 2. Given the constraints of this small corner site, and the unlikelihood of it being redeveloped to provide two, or at most three houses, it is, on balance, considered to be acceptable.

The density of the proposed development is quite high, approximately 370 units per hectare on this 0.027ha. site, but bears comparison with approvals granted at pottery Quay and Millbay. It is located close to shops, facilities and a proposed public transport hub.

Layout and quality of residential environment

The proposed internal arrangements are the main strength of the scheme. All the flats are shown with dual aspect and to be of adequate size and regular shape. The stacking rule is respected (kitchens above kitchens etc) and 2/3rds of the bedrooms are located on the quieter rear elevation.

At the density proposed, there is very limited scope for amenity space around the building. The balconies are 'Juliette' style that allows full height opening French doors, but provides no useable space.

There a requirement for the secure storage of five bicycles. This provision is shown provided in the rear courtyard. Conditions to require implementation before occupation and future retention are considered appropriate.

External appearance of the proposed new buildings and street scene

The proposed development is of a reasonable scale and massing for what is a fairly fragmented townscape. It has been designed in accordance with perimeter block patterns to compliment the existing street scene - set back behind railings from the edge of the pavement to provide a small area of 'defensible' space in front of bedrooms but otherwise follows the shape of the plot. The corner is emphasised by a slightly higher 'tower' feature and the north western wing steps down to two storeys where it abuts the existing two storey building, to the west. This responds to classic urban design guidance and is acceptable.

The massing of the proposed new building is shown stepping down to three storey element where it abuts numbers 24-26 Granby Street, to the west, which respects the scale of abutting neighbouring property.

Whilst the overall design is not considered to be outstanding, and is possibly more responsive to the internal arrangement requirements, it is nevertheless considered to be adequate and sufficient to meet the basic policy requirements of policy CS02.

The impact upon the amenities of neighbouring properties

Particular care always has to be taken when developing very high density schemes that they are compatible with neighbouring properties and do not give rise to an unacceptable impact upon their amenities.

Most windows are located on the proposed northern and eastern elevations facing towards the street. These, and the bedroom windows on the southern elevation, all face towards public areas and do not overlook the private areas of neighbouring property.

The western elevation, which faces towards the rear yards of neighbouring property is positioned within 6m of the boundary; but in this submission the windows serving habitable rooms have been positioned on the southern elevation, facing the car park and there will be no direct overlooking.

The height of the southern 'wing' of the building has been reduced by a storey since the previous permission. On balance the proposal, in its current form, is not considered to be over-dominant or too overbearing in relation to the amenities of neighbouring residential property

Access and highways

Five parking spaces are provided on land controlled by the applicants to the south of the site. This represents 50% parking standard that is considered sufficient by the highway authority in this inner city site, close to the district shopping centre and public transport.

Section 106 Obligations

A planning obligation is required to mitigate the impacts of the proposal. Impacts will arise in the following areas:

Local Infrastructure

Primary schools. The development provides for family accommodation which will generate a demand for school places. The Council's Children's Services have provided evidence that there is likely to be a deficiency of school places in the locality from 2012 given projected population growth. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £4,084.16

Local green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact on existing local green space, most specifically through the need for green space improvements. The estimated cost of mitigating this impact is £2,952.74

Children's play space The estimated cost of mitigating this impact is £2,515.80

Strategic Infrastructure

Strategic green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the quality of environmental sites protected by legislation, particularly through increased recreational demands. The Council's has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £7,840.68

European Marine Site. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the environmental quality of European Marine Site particularly through increased recreational demands. The Council's has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £185.26

Strategic transport. By reason of the increased population facilitated by the development and the increased demand for journeys, it will contribute to the cumulative impact of development on the city's strategic transport infrastructure.

This will bring the likelihood of increased congestion and pollution unless there is adequate mitigation. The estimated cost of mitigating this impact is £30,146

The following Heads of Terms are proposed, each of which have been tested against Regulation 122 of the Community Infrastructure Levy Regulations 2011, to enable appropriate mitigation of the impacts identified above:

- a. Local schools tariff: £4,084.16, to be allocated to the provision of additional school places within the south west locality.*
- b. Local green space tariff: £2,952.74, to be allocated to the improvement of local green space.*
- c. Children's play: £2,515.80, to be allocated to the improvement of local play space.*
- d. Strategic green space tariff: £7,840.68 to be allocated to the provision of strategic green spaces that help to take pressure off the designated environmental sites, as identified in the Plymouth Green Infrastructure Delivery Plan.*
- e. European Marine Site tariff: £185.26, to be allocated to appropriate management measures for the Tamar Estuaries as identified in the Tamar Estuaries Management Plan.*
- f. Strategic transport tariff: £30,146, to be allocated to the delivery of priority strategic transport interventions as identified in the LTP3 Transport Implementation Plan.*
- g. Planning Obligations Management Fee: £2.69 per sqm gross internal floor area to be used to meet the Council's costs in administering and monitoring implementation of the Section 106 Agreement. (awaiting confirmation from applicant of gross internal floor area).*

Therefore, to mitigate the impacts of the proposal, a total tariff contribution of £48,287.20 is required. In addition to this, the Planning Obligations Management Fee is required at £2.69 per sq.m. gross internal floor area, in order to meet the Council's costs in administering and monitoring the implementation of this Section 106 Agreement.

Equalities & Diversities issues

The Planning Inspector declined to impose a suggested 'Lifetime Homes' condition.

Conclusions

There have been small changes to the character of the area and the development plan in the last three years since planning permission was granted. Whilst none are sufficient to justify re-visiting the Planning Inspector's decision to grant conditional permission the introduction of the Planning Obligations and affordable housing SPD justifies a Section 106 legal agreement to offset the impact of the development. Subject to this being signed, it is considered that planning permission should be renewed.

Recommendation

In respect of the application dated **09/05/2011** and the submitted drawings CD888.LOC; CD 888 PL01 REV A & LOCATION REV A, Red lined application site to include parking in adjacent car park; CD888.PL.02; CD888.PL.03; CDL0701., it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 01 August 2011**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

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

Reason:

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

APPROVED PLAN NUMBERS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans CD888.LOC; CD 888 PL01A & LOCATION REV A, Red lined application site to include parking in adjacent car park; CD888.PL.02; CD888.PL.03; CDL0701.

Reason:

To ensure that the development accords strictly with the submitted plans hereby approved in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy.

PARKING PROVISION

(3) The parking spaces shown on drawing No CD888PL.01A shall be made available for use before the residential accommodation hereby permitted is first occupied and thereafter the parking spaces shall not be used for any other purpose 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 STORAGE

(4) None of the residential units hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing No CD888PL.01A for at least five bicycles to be parked. The secure cycle storage area shown in the drawing shall be retained for the storage of bicycles and shall not be used for any other purpose.

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.

LANDSCAPING WORKS

(5) 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. Details of hard landscape works shall include means of enclosure/boundary treatments and hard surfacing materials. Details of soft landscape works shall include species of trees and shrubs, their sizes and positions.

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.

REFUSE STORAGE

(6) Prior to the commencement of development details of the refuse storage bins, as shown on drawing No CD888PL.01A, shall be submitted to and approved in writing by the Local Planning Authority. The refuse storage bins shall be provided in accordance with the approved details prior to the first occupation of the development and retained and made available to the occupiers of the development hereafter.

Reason;

In order to ensure that adequate, safe and convenient refuse storage provision is provided and made available for use by future occupiers in accordance with Development Guidelines Supplementary Planning Document.

CODE OF PRACTICE

(7) Prior to the commencement of development, a Code of Practice shall be submitted to and approved in writing by the Local Planning Authority, which shall indicate measures to mitigate against adverse effects of noise, dust and traffic generation during the construction of the development. The Code of Practice shall include the hours of operation of construction activities; the excavations, drilling, piling, concrete production and dredging operation; sound attenuation measures to be taken to reduce the generation of dust; and the routes of construction traffic to and from the site, including any off-site routes for disposal of excavated material. At all stages of construction, development shall be carried out in accordance with the approved Code of Practice.

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.

INFORMATIVE: CONTAMINATION

(1) The site is currently earmarked as a site for further consideration under Part IIA of the Environmental Protection Act 1990. The applicant is advised to carry out such assessment to determine the level of risk and remediation that may be required.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: principle of redevelopment of the community building, the quality of residential environment proposed, external appearance of the proposed new building and street scene, impact upon the amenities of neighbouring property, highway implications, parking and impact upon the surrounding road 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 (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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- PPS3 - Housing
- PPS1 - Delivering Sustainable Development
- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS18 - Plymouth's Green Space
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS15 - Housing Provision
- SPDI - Development Guidelines

PLANNING COMMITTEE

Decisions issued for the following period: 23 May 2011 to 19 June 2011

Note - This list includes:

- Committee Decisions
- Delegated Decisions
- Withdrawn Applications
- Returned Applications

Item No 1

Application Number: 10/01384/FUL **Applicant:** Urban Splash South West (Ltd)

Application Type: Full Application

Description of Development: Change of use to mixed use for a range of uses comprising: B1 business, A1 shops, A2 financial and professional services, A3 restaurants and cafes, A4 drinking establishments, A5 hot food takeaways, D1 non residential institutions, D2 gymnasium use and D2 spa use, internal alterations and removal of external escape staircases

Site Address NEW COOPERAGE, ROYAL WILLIAM YARD PLYMOUTH

Case Officer: Robert McMillan

Decision Date: 02/06/2011

Decision: Grant Subject to S106 Obligation - Full

Item No 2

Application Number: 10/01802/FUL **Applicant:** Mr Stephen Darke

Application Type: Full Application

Description of Development: Conversion and change of use of store rooms to hot food takeaway (Use Class A5) and provision of three parking spaces on existing grass at front of building

Site Address 8 ST MAURICE ROAD PLYMOUTH

Case Officer: Jon Fox

Decision Date: 10/06/2011

Decision: Refuse

Item No **3**

Application Number: 10/01808/ADV **Applicant:** Persimmon Homes (South West)
Application Type: Advertisement
Description of Development: Retention of 6 no building mounted signs
Site Address VALLETORT ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 15/06/2011
Decision: Refuse

Item No **4**

Application Number: 10/01860/FUL **Applicant:** Urbis Developments Ltd
Application Type: Full Application
Description of Development: Conversion of existing house into two dwellings (including removal of existing two-storey side/rear extension and replacement with two-storey side extension and single-storey rear extension, and erection of 11 new dwellings with associated parking and landscaping (renewal of 07/01397/FUL)
Site Address 273 TAVISTOCK ROAD PLYMOUTH
Case Officer: Robert McMillan
Decision Date: 25/05/2011
Decision: Grant Subject to S106 Obligation - Full

Item No **5**

Application Number: 10/02071/FUL **Applicant:** Mr Craig Francis
Application Type: Full Application
Description of Development: Erection of 5 houses and 5 flats with associated car parking court and bike store
Site Address CARLTON TERRACE WESTON MILL PLYMOUTH
Case Officer: Carly Francis
Decision Date: 03/06/2011
Decision: Grant Subject to S106 Obligation - Full

Item No **6**

Application Number: 11/00014/FUL **Applicant:** Messrs G Stroud and B Stitson
Application Type: Full Application
Description of Development: Change of use from solicitors offices to student accommodation, with associated cycle storage
Site Address 119 NORTH HILL PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 31/05/2011
Decision: Grant Subject to S106 Obligation - Full

Item No **7**

Application Number: 11/00167/FUL **Applicant:** M & R Building Services
Application Type: Full Application
Description of Development: Develop part of rear garden by erection of detached two-storey dwelling and detached garage
Site Address 86 MILEHOUSE ROAD PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 25/05/2011
Decision: Refuse

Item No **8**

Application Number: 11/00175/FUL **Applicant:** Plymouth City Council
Application Type: Full Application
Description of Development: Installation of sectional overhead door in front (south east) elevation
Site Address TAMAR HOUSE,2 THORNBURY ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 07/06/2011
Decision: Grant Conditionally

Item No 12

Application Number: 11/00211/FUL **Applicant:** Armada Coffee Trading Ltd
Application Type: Full Application
Description of Development: Change of use and erection of raised decking area with screening around on public open space (opposite the frontages of 135-137, 139 and part of 140-146 Armada Way) to provide coffee shop outdoor seating area
Site Address 135 to 137 ARMADA WAY PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 25/05/2011
Decision: Grant Conditionally

Item No 13

Application Number: 11/00229/FUL **Applicant:** Mr J Smith
Application Type: Full Application
Description of Development: Removal of condition no.1 of planning permission 07/01097/FUL, relating to student only use, so that occupation no longer restricted to students
Site Address 83 STUART ROAD STOKE PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 25/05/2011
Decision: Refuse

Item No 14

Application Number: 11/00233/FUL **Applicant:** JAD Building Supplies
Application Type: Full Application
Description of Development: Change of use to builders merchants from electrical merchants
Site Address 38A GEORGE PLACE PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 26/05/2011
Decision: Refuse

Item No 15

Application Number: 11/00238/FUL **Applicant:** Barratt Homes (Exeter Division)
Application Type: Full Application
Description of Development: Re-develop site by erection of 14 dwellings with associated access, parking, landscaping and drainage (demolition of existing buildings)
Site Address 3 to 5 MARKET ROAD PLYMOUTH
Case Officer: Robert Heard
Decision Date: 27/05/2011
Decision: Grant Subject to S106 Obligation - Full

Item No 16

Application Number: 11/00270/FUL **Applicant:** Mr & Mrs Bradley
Application Type: Full Application
Description of Development: Conservatory extension to rear of property
Site Address 142 HOLMWOOD AVENUE PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 01/06/2011
Decision: Grant Conditionally

Item No 17

Application Number: 11/00306/FUL **Applicant:** Mrs Carole Hammett
Application Type: Full Application
Description of Development: Section 73 application to vary condition 2 of planning permission 10/00667/FUL to allow opening between 09.00 and 18.00
Site Address 26 PIER STREET PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 31/05/2011
Decision: Grant Conditionally

Item No 18

Application Number: 11/00308/FUL **Applicant:** Asda Stores Ltd
Application Type: Full Application
Description of Development: Site alterations to provide additional parking and the installation of 3no. lighting columns
Site Address ASDA STORES LTD, LEYPARK DRIVE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 27/05/2011
Decision: Grant Conditionally

Item No 19

Application Number: 11/00324/PR **Applicant:** Mr Rober Hele
Application Type: LDC Proposed Develop
Description of Development: Extension to garage
Site Address 35 FURNEAUX ROAD PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 25/05/2011
Decision: Issue Certificate - Lawful Use

Item No 20

Application Number: 11/00332/FUL **Applicant:** Mr Steve Launder
Application Type: Full Application
Description of Development: Develop side garden by erection of two-storey dwelling with integral private motor garage (revision to previously approved scheme: 10/00125)
Site Address 74 BEACONFIELD ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 14/06/2011
Decision: Grant Conditionally

Item No 21

Application Number: 11/00344/FUL **Applicant:** Wolseley Trust
Application Type: Full Application
Description of Development: 2 temporary sheds, 1 temporary disabled toilet, car parking, cycle storage and repairs to fencing to serve the allotments
Site Address KNOWLE AVENUE PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 23/05/2011
Decision: Grant Conditionally

Item No 22

Application Number: 11/00366/FUL **Applicant:** Mrs L Doidge
Application Type: Full Application
Description of Development: Front porch and detached private motor garage
Site Address HELLENSLEIGH, COBB LANE PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 23/05/2011
Decision: Grant Conditionally

Item No 23

Application Number: 11/00371/FUL **Applicant:** Plymouth City Council
Application Type: Full Application
Description of Development: Retention of part of building as office (use class B1a)
Site Address TAMAR HOUSE,2 THORNBURY ROAD ESTOVER
PLYMOUTH
Case Officer: Carly Francis
Decision Date: 08/06/2011
Decision: Application Withdrawn

Item No 24

Application Number: 11/00377/FUL **Applicant:** Mr Michael Askew
Application Type: Full Application
Description of Development: Decking to rear of property (retrospective)
Site Address 6 LATIMER WALK PLYMOUTH
Case Officer: Mark Utting
Decision Date: 03/06/2011
Decision: Grant Conditionally

Item No 25

Application Number: 11/00437/EXU **Applicant:** Mr Richard Lakey
Application Type: LDC Existing Use
Description of Development: Application for a certificate of lawful development to establish the lawful use a bakery within class B2 of town and country planning (use classes) order 1987 (as amended)
Site Address UNIT B, 12 GALILEO CLOSE PLYMOUTH
Case Officer: Jon Fox
Decision Date: 03/06/2011
Decision: Issue Certificate - Lawful Use

Item No 26

Application Number: 11/00440/FUL **Applicant:** Caroline Francis
Application Type: Full Application
Description of Development: Change of use of part of first floor and alterations to roofspace to form two self-contained flats and rear dormer
Site Address PIXIELAND NURSERY 162 MANNAMEAD ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 07/06/2011
Decision: Grant Conditionally

Item No 27

Application Number: 11/00451/FUL **Applicant:** Plymbridge Nursery School
Application Type: Full Application
Description of Development: Single storey extension
Site Address PLYMBRIDGE NURSERY SCHOOL, MILLER WAY
PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 26/05/2011
Decision: Grant Conditionally

Item No 28

Application Number: 11/00465/FUL **Applicant:** Mr Stephen Ashcroft
Application Type: Full Application
Description of Development: Alterations to roof and extension of existing garage
Site Address 116 COMPTON AVENUE PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 01/06/2011
Decision: Grant Conditionally

Item No 29

Application Number: 11/00468/FUL **Applicant:** Mrs J Marsh
Application Type: Full Application
Description of Development: Change of use of 192m2 shop to 7 units of student accommodation together with alterations to roof space and external appearance
Site Address 23 COBOURG STREET PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 31/05/2011
Decision: Grant Conditionally

Item No 30

Application Number: 11/00470/PR **Applicant:** Mr & Mrs M P Rae
Application Type: LDC Proposed Develop
Description of Development: Rear dormer and rooflights to front
Site Address 34 BURLEIGH PARK ROAD PEVERELL PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 08/06/2011
Decision: Issue Certificate - Lawful Use

Item No 31

Application Number: 11/00487/FUL **Applicant:** The Una Group
Application Type: Full Application
Description of Development: Retention of renal unit and associated plant (revision to part of scheme approved under planning notice 09/01404/FUL)
Site Address EATON BUSINESS PARK, PLYMBRIDGE ROAD
ESTOVER PLYMOUTH
Case Officer: Carly Francis
Decision Date: 15/06/2011
Decision: Grant Conditionally

Item No 32

Application Number: 11/00492/FUL **Applicant:** Mr B Fox
Application Type: Full Application
Description of Development: Two-storey rear extension at 1st and 2nd floor levels
Site Address FLATS 1 AND 2, 47 EBRINGTON STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 23/05/2011
Decision: Grant Conditionally

Item No 33

Application Number: 11/00495/FUL **Applicant:**
Application Type: Full Application
Description of Development: Development of a single private motor garage to existing garage block
Site Address MADDEN ROAD, CUMBERLAND PARK GARDENS
PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 01/06/2011
Decision: Grant Conditionally

Item No 34

Application Number: 11/00503/FUL **Applicant:** The National Trust
Application Type: Full Application
Description of Development: Installation of lighting posts to car parking area
Site Address SALTRAM HOUSE, SALTRAM, MERAFIELD ROAD
PLYMOUTH
Case Officer: Mike Stone
Decision Date: 24/05/2011
Decision: Grant Conditionally

Item No 35

Application Number: 11/00514/FUL **Applicant:** South West Water Limited
Application Type: Full Application
Description of Development: Installation of control cabinet and concrete access path
Site Address OUTLAND ROAD PEVERELL PLYMOUTH
Case Officer: Adam Williams
Decision Date: 25/05/2011
Decision: Grant Conditionally

Item No 36

Application Number: 11/00517/FUL **Applicant:** Ms R Sweeney
Application Type: Full Application
Description of Development: Two storey side/rear extension
Site Address 66 DOLPHIN SQUARE PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 25/05/2011
Decision: Grant Conditionally

Item No 37

Application Number: 11/00521/FUL **Applicant:** South West Water Limited
Application Type: Full Application
Description of Development: Control cabinet and concrete access path
Site Address MILLBRIDGE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 26/05/2011
Decision: Grant Conditionally

Item No 38

Application Number: 11/00526/HAZ **Applicant:** TDG Head Office
Application Type: Hazardous Substances
Description of Development: Storage of 199 tonnes of lemon oil (Hazardous Substance Consent application)
Site Address TDG SHARED USER, 23 ESTOVER ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 26/05/2011
Decision: Grant Conditionally

Item No 39

Application Number: 11/00531/FUL **Applicant:** M Radkowska
Application Type: Full Application
Description of Development: Installation of replacement white uPVC windows, at 2nd floor level
Site Address FLAT 3, 18 NORTH ROAD EAST PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 10/06/2011
Decision: Refuse

Item No 40

Application Number: 11/00537/FUL **Applicant:** Mr & Mrs Benney
Application Type: Full Application
Description of Development: Provision of replacement roof, with rooms in roofspace, including front gable end windows, side rooflights, small dormers and three storey rear extension (amendment to previously approved scheme 07/00840) and erection of private motor garage (existing to be removed)
Site Address 81 UNDERLANE PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 27/05/2011
Decision: Grant Conditionally

Item No 41

Application Number: 11/00539/FUL **Applicant:** South West Water Limited
Application Type: Full Application
Description of Development: Installation of control cabinet and concrete access path
Site Address QUEENS GATE STOKE
Case Officer: Adam Williams
Decision Date: 26/05/2011
Decision: Grant Conditionally

Item No 42

Application Number: 11/00541/FUL **Applicant:** Mrs Mildred Dunn
Application Type: Full Application
Description of Development: External stair lift to front
Site Address 18 SPRINGHILL GREEN PLYMOUTH
Case Officer: Kirsty Barrett
Decision Date: 26/05/2011
Decision: Grant Conditionally

Item No 43

Application Number: 11/00542/LBC **Applicant:** Miss Adele Butler
Application Type: Listed Building
Description of Development: Retention of uPVC double glazed windows
Site Address FLAT 2 18 NORTH ROAD EAST PLYMOUTH
Case Officer: Mike Stone
Decision Date: 26/05/2011
Decision: Refuse

Item No 44

Application Number: 11/00545/ADV **Applicant:** Co-Operative Group Ltd
Application Type: Advertisement
Description of Development: Two externally illuminated fascia signs and 1 projecting sign
Site Address JUBILEE BUILDINGS, PEVERELL PARK ROAD
PLYMOUTH
Case Officer: Adam Williams
Decision Date: 26/05/2011
Decision: Grant Conditionally

Item No 45

Application Number: 11/00553/FUL **Applicant:** Mr D Brinkley
Application Type: Full Application
Description of Development: Replacement detached garage, attached to garage of 4 Oakapple Close
Site Address 5 OAKAPPLE CLOSE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 14/06/2011
Decision: Grant Conditionally

Item No 46

Application Number: 11/00556/PR **Applicant:** Mr P Hendriksen
Application Type: LDC Proposed Develop
Description of Development: Formation of rear dormer and rooflights to front elevation
Site Address 40 COPSE ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 14/06/2011
Decision: Issue Certificate - Lawful Use

Item No 47

Application Number: 11/00557/TPO **Applicant:** Mr J Burrows
Application Type: Tree Preservation
Description of Development: Beech - reduce by 2/3 meters to old pruning points
Site Address 67 GLENHOLT ROAD GLENHOLT PLYMOUTH
Case Officer: Jane Turner
Decision Date: 31/05/2011
Decision: Grant Conditionally

Item No 48

Application Number: 11/00560/FUL **Applicant:** Notemachine
Application Type: Full Application
Description of Development: Retention of ATM (Cash machine) within shopfront
Site Address 61 UNION STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 09/06/2011
Decision: Grant Conditionally

Item No 49

Application Number: 11/00561/ADV **Applicant:** Notemachine
Application Type: Advertisement
Description of Development: Retention of ATM (Cash machine) with shopfront
Site Address 61 UNION STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 09/06/2011
Decision: Grant Conditionally

Item No 50

Application Number: 11/00562/FUL **Applicant:** Mr & Mrs R Scott
Application Type: Full Application
Description of Development: Demolition of existing single storey extension and construction of two storey extension to rear
Site Address 55 SOUTHWAY LANE WIDEWELL PLYMOUTH
Case Officer: Mark Utting
Decision Date: 06/06/2011
Decision: Refuse

Item No 51

Application Number: 11/00565/FUL **Applicant:** Mr Mark Still
Application Type: Full Application
Description of Development: Demolition of existing porch, construction of side and front extension and rear conservatory
Site Address 41 WENTWOOD PLACE PLYMOUTH
Case Officer: Mark Utting
Decision Date: 01/06/2011
Decision: Grant Conditionally

Item No 52

Application Number: 11/00566/FUL **Applicant:** Mr Phil Downs
Application Type: Full Application
Description of Development: Demolition of existing single private motor garage and erection of new double private motor garage
Site Address 12 DERRY AVENUE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 25/05/2011
Decision: Grant Conditionally

Item No 53

Application Number: 11/00574/FUL **Applicant:** EDF Energy
Application Type: Full Application
Description of Development: 3 new electrical substations to facilitate a site power upgrade
Site Address PLYMOUTH EDF ENERGY 334 OUTLAND ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 02/06/2011
Decision: Application Withdrawn

Item No 54

Application Number: 11/00581/LBC **Applicant:** Mr A Vinken
Application Type: Listed Building
Description of Development: Removal of arch between two basement rooms
Site Address 7 ALFRED STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 16/06/2011
Decision: Grant Conditionally

Item No 55

Application Number: 11/00583/FUL **Applicant:** Mr S Hicks
Application Type: Full Application
Description of Development: New conservatory and enlargement of existing utility room
Site Address 3 CUFFE ROAD PLYMOUTH
Case Officer: Mark Utting
Decision Date: 09/06/2011
Decision: Grant Conditionally

Item No 56

Application Number: 11/00584/FUL **Applicant:** Mr Peter Johns
Application Type: Full Application
Description of Development: Single storey and first floor extensions
Site Address 167 CHURCH WAY PLYMOUTH
Case Officer: Adam Williams
Decision Date: 06/06/2011
Decision: Refuse

Item No 57

Application Number: 11/00586/FUL **Applicant:** Mr and Mrs W Mason
Application Type: Full Application
Description of Development: Erection of two-storey side extension with basement and steps down to basement yard; single-storey rear extension, loft conversion , detached double garage with new access and driveway and fencing to the side boundary
Site Address 4 ERNESETTLE CRESCENT PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 06/06/2011
Decision: Grant Conditionally

Item No 58

Application Number: 11/00592/FUL **Applicant:** St Paul's RC Primary School
Application Type: Full Application
Description of Development: Installation of solar photovoltaic panels into school roof
Site Address ST PAULS RC PRIMARY SCHOOL, BARNE LANE
PLYMOUTH
Case Officer: Mark Utting
Decision Date: 01/06/2011
Decision: Grant Conditionally

Item No 59

Application Number: 11/00593/PR **Applicant:** Mr Bill Dodds
Application Type: LDC Proposed Develop
Description of Development: Single-storey side extension
Site Address 10 HEMERDON HEIGHTS PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 26/05/2011
Decision: Refuse to Issue Cert - (Ex)

Item No 60

Application Number: 11/00594/FUL **Applicant:** Mr and Mrs Antrobus
Application Type: Full Application
Description of Development: Ground floor extensions to form utility and garden room
Site Address 22 CRANMERE ROAD PLYMOUTH
Case Officer: Mark Utting
Decision Date: 01/06/2011
Decision: Grant Conditionally

Item No 61

Application Number: 11/00601/TPO **Applicant:** Mr Geoffrey Ulrich
Application Type: Tree Preservation
Description of Development: Sycamore - thin crown 15%, sundry minor pruning works
Site Address 8 VANGUARD CLOSE PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 02/06/2011
Decision: Grant Conditionally

Item No 62

Application Number: 11/00602/FUL **Applicant:** Mr P Troy
Application Type: Full Application
Description of Development: Change of use from offices to house in multiple occupancy (7 bedrooms)
Site Address 4 ADDISON ROAD PLYMOUTH
Case Officer: Stuart Anderson
Decision Date: 02/06/2011
Decision: Grant Conditionally

Item No 63

Application Number: 11/00605/FUL **Applicant:** Mr C E Sutton
Application Type: Full Application
Description of Development: Erection of conservatory on east elevation
Site Address 32 WOODWAY PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 15/06/2011
Decision: Grant Conditionally

Item No 64

Application Number: 11/00606/LBC **Applicant:** Mr and Mrs Dunstan
Application Type: Listed Building
Description of Development: Part two-storey part single-storey rear extension, single storey front extension and alterations (existing structures at front and side to be removed). Revisions to previously approved scheme 10/01324/LBC
Site Address 102 CHURCH ROAD PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 31/05/2011
Decision: Grant Conditionally

Item No 65

Application Number: 11/00615/FUL **Applicant:** Leigham Primary School
Application Type: Full Application
Description of Development: Installation of solar photovoltaic panels on school roof
Site Address LEIGHAM PRIMARY SCHOOL, COCKINGTON CLOSE PLYMOUTH
Case Officer: Mark Utting
Decision Date: 07/06/2011
Decision: Grant Conditionally

Item No 66

Application Number: 11/00618/LBC **Applicant:** Miss Radkowska
Application Type: Listed Building
Description of Development: Installation of replacement white uPVC windows, at 2nd floor level
Site Address FLAT 3, 18 NORTH ROAD EAST PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 10/06/2011
Decision: Refuse

Item No 67

Application Number: 11/00620/FUL **Applicant:** Select Developments Ltd
Application Type: Full Application
Description of Development: Demolition of Devonport Labour Club and erection of 5 affordable houses
Site Address 139 VICTORY STREET PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 25/05/2011
Decision: Application Withdrawn

Item No 68

Application Number: 11/00621/FUL **Applicant:** Mr P Hanigan
Application Type: Full Application
Description of Development: Front porch
Site Address 48 LARKHAM LANE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 14/06/2011
Decision: Grant Conditionally

Item No 69

Application Number: 11/00622/FUL **Applicant:** Mr and Mrs J Knape
Application Type: Full Application
Description of Development: Single storey rear extension
Site Address 43 SEYMOUR PARK PLYMOUTH
Case Officer: Mark Utting
Decision Date: 09/06/2011
Decision: Grant Conditionally

Item No 70

Application Number: 11/00623/FUL **Applicant:** Miss Victoria East
Application Type: Full Application
Description of Development: Conversion of existing flat roof (at the rear, at 2nd floor level) to a roof terrace, and installation of glazed balustrade
Site Address 24B PIER STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 06/06/2011
Decision: Grant Conditionally

Item No 71

Application Number: 11/00629/ADV **Applicant:** The Co-operative Group Ltd
Application Type: Advertisement
Description of Development: Remove existing advertisements and replace with two externally illuminated fascia signs, one internally illuminated projecting sign and one ATM sign
Site Address 176 EXETER STREET PLYMOUTH
Case Officer: Mike Stone
Decision Date: 02/06/2011
Decision: Grant Conditionally

Item No 72

Application Number: 11/00630/TPO **Applicant:** Parks Services
Application Type: Tree Preservation
Description of Development: Woodland management work
Site Address R/O 1-15, FRENHAM AVENUE PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 02/06/2011
Decision: Grant Conditionally

Item No 73

Application Number: 11/00634/FUL **Applicant:** Secretary of State for Defence

Application Type: Full Application

Description of Development: The erection of two buildings to provide headquarters, engineering and training facilities. Construction of a marina including pontoons and berthing areas at the eastern end of Weston Mill Lake and a slipway and jetty at the western end. Associated works including a hardstanding area for boat storage, improvements to an access road, replacement vehicle parking, dredging and foreshore improvements, lighting and regrading/realignment of fencing

Site Address LAND AT WESTON MILL LAKE PLYMOUTH

Case Officer: Carly Francis

Decision Date: 07/06/2011

Decision: Grant Conditionally

Item No 74

Application Number: 11/00635/FUL **Applicant:** Mr & Mrs Alasdair McCall

Application Type: Full Application

Description of Development: Single-storey rear extension and associated decking

Site Address 26 MANOR ROAD PLYMOUTH

Case Officer: Simon Osborne

Decision Date: 10/06/2011

Decision: Grant Conditionally

Item No 75

Application Number: 11/00636/FUL **Applicant:** Mr A Bridgeman

Application Type: Full Application

Description of Development: Erection of detached double garage to rear

Site Address 214 CITADEL ROAD PLYMOUTH

Case Officer: Olivia Wilson

Decision Date: 13/06/2011

Decision: Grant Conditionally

Item No 76

Application Number: 11/00644/PR **Applicant:** Mr/Mrs A Carruthers
Application Type: LDC Proposed Develop
Description of Development: Single storey rear extension
Site Address 55 CARNOCK ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 13/06/2011
Decision: Issue Certificate - Lawful Use

Item No 77

Application Number: 11/00645/FUL **Applicant:** Mr Mark Pascoe
Application Type: Full Application
Description of Development: Two storey side extension
Site Address 2 GREAT BERRY ROAD PLYMOUTH
Case Officer: Mark Utting
Decision Date: 13/06/2011
Decision: Refuse

Item No 78

Application Number: 11/00646/FUL **Applicant:** QMH UK Ltd
Application Type: Full Application
Description of Development: New external cladding to gym and leisure pool including replacement doors and curtain wall glazing configuration
Site Address HOLIDAY INN, ARMADA WAY PLYMOUTH
Case Officer: Adam Williams
Decision Date: 13/06/2011
Decision: Grant Conditionally

Item No 79

Application Number: 11/00649/TPO **Applicant:** Mrs Claire Baker
Application Type: Tree Preservation
Description of Development: Ash- reduce upper limb by 3m
Hawthorn - crown lift
Site Address 21 BARLOW GARDENS PLYMOUTH
Case Officer: Jane Turner
Decision Date: 14/06/2011
Decision: Grant Conditionally

Item No 80

Application Number: 11/00650/PR **Applicant:** Mr & Mrs D Richards
Application Type: LDC Proposed Develop
Description of Development: Hip to gable loft conversion with rear dormer
Site Address 26 CHANNEL PARK AVENUE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 14/06/2011
Decision: Issue Certificate - Lawful Use

Item No 81

Application Number: 11/00652/LBC **Applicant:** Mr Mark Carter
Application Type: Listed Building
Description of Development: Retrospective application for replacement windows on rear elevation
Site Address 104 DURNFORD STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 14/06/2011
Decision: Refuse

Item No 82

Application Number: 11/00657/FUL **Applicant:** Mr & Mrs John Davis
Application Type: Full Application
Description of Development: Erection of detached garage in garden
Site Address KEMPS HOUSE, TAMERTON FOLIOT ROAD PLYMOUTH
Case Officer: Mark Utting
Decision Date: 14/06/2011
Decision: Grant Conditionally

Item No 83

Application Number: 11/00660/FUL **Applicant:** Miss Julie May
Application Type: Full Application
Description of Development: Detached double garage
Site Address HILLSIDE, MILFORD LANE PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 14/06/2011
Decision: Grant Conditionally

Item No 84

Application Number: 11/00662/FUL **Applicant:** Mr & Mrs Neal Edwards
Application Type: Full Application
Description of Development: Two-storey side extension with garage below including raised access to rear gardens at first-floor level
Site Address 24 PRINCESS AVENUE PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 15/06/2011
Decision: Refuse

Item No 85

Application Number: 11/00665/FUL **Applicant:** Mrs Rebecca Campion
Application Type: Full Application
Description of Development: Single storey rear extension
Site Address 17 WIDEY VIEW PLYMOUTH
Case Officer: Mark Utting
Decision Date: 15/06/2011
Decision: Grant Conditionally

Item No 86

Application Number: 11/00666/TC **Applicant:** Mr John Bartlett

Application Type: Trees in Cons Area

Description of Development: Beech tree - fell

Site Address CASTLE BARBICAN, FORE STREET PLYMPTON
PLYMOUTH

Case Officer: Chris Knapman

Decision Date: 25/05/2011

Decision: Grant Conditionally

Item No 87

Application Number: 11/00667/FUL **Applicant:** Mr & Mrs P Gerry

Application Type: Full Application

Description of Development: Removal of conservatory and detached garden room, construction of single storey side extension and veranda, installation of a balcony to first floor level, and alterations to rear garden

Site Address SEYMOUR HOUSE, SEYMOUR ROAD MANNAMEAD
PLYMOUTH

Case Officer: Simon Osborne

Decision Date: 14/06/2011

Decision: Grant Conditionally

Item No 88

Application Number: 11/00668/CA **Applicant:** Mr & Mrs P Gerry

Application Type: Conservation Area

Description of Development: Removal of conservatory and detached garden room, construction of single storey side extension and veranda, installation of a balcony to first floor level, and alterations to rear garden

Site Address SEYMOUR HOUSE, SEYMOUR ROAD MANNAMEAD
PLYMOUTH

Case Officer: Simon Osborne

Decision Date: 14/06/2011

Decision: Grant Conditionally

Item No 89

Application Number: 11/00686/FUL **Applicant:** Mr Keith Potter
Application Type: Full Application
Description of Development: Single-storey rear extension, demolition of existing conservatory
Site Address 29 GREEN PARK ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 16/06/2011
Decision: Grant Conditionally

Item No 90

Application Number: 11/00690/FUL **Applicant:** Gowerdew Ltd
Application Type: Full Application
Description of Development: Continue use of garage and store as vehicle repair workshop with associated parking and loading area
Site Address 185 HEALY PLACE PLYMOUTH
Case Officer: Chris Watson
Decision Date: 15/06/2011
Decision: Refuse

Item No 91

Application Number: 11/00693/ESR **Applicant:** Plymouth City Council
Application Type: Environmental Ass
Description of Development: SCREENING OPINION
Site Address SCREENING OPINION
Case Officer: Janine Warne
Decision Date: 09/06/2011
Decision: Application Withdrawn

Item No 92

Application Number: 11/00715/FUL **Applicant:** Mr Reginald Booth
Application Type: Full Application
Description of Development: AERIAL
Site Address 102 BERNICE TERRACE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 03/06/2011
Decision: Application Withdrawn

Item No 93

Application Number: 11/00719/FUL **Applicant:** Mrs Polson
Application Type: Full Application
Description of Development: Rear conservatory
Site Address 9 DEAN PARK ROAD PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 16/06/2011
Decision: Grant Conditionally

Item No 94

Application Number: 11/00720/FUL **Applicant:** Mrs Patricia Trickey
Application Type: Full Application
Description of Development: Rear Conservatory
Site Address 32 GOOSEWELL PARK ROAD PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 16/06/2011
Decision: Grant Conditionally

Item No 95

Application Number: 11/00721/TPO **Applicant:** Mr Howard Barwick
Application Type: Tree Preservation
Description of Development: Oak Remove deadwood, Hawthorn - Reduce to 1.5 metres
Site Address 5 KINGSWAY GARDENS PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 02/06/2011
Decision: Grant Conditionally

Item No 96

Application Number: 11/00752/FUL **Applicant:** Mr & Mrs Steve Harvey
Application Type: Full Application
Description of Development: First-floor rear extension
Site Address 18 DUNSTONE ROAD PLYMSTOCK PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 16/06/2011
Decision: Grant Conditionally

Item No 97

Application Number: 11/00755/FUL **Applicant:** Mr Peter Anderson
Application Type: Full Application
Description of Development: Replace upper bedroom window with Juliette balcony and new screen to prevent overlooking
Site Address 9 BEAUMONT AVENUE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 01/06/2011
Decision: Application Withdrawn

Item No 98

Application Number: 11/00809/TC **Applicant:**
Application Type: Trees in Cons Area
Description of Development: 1 monterey cypress - fell
Site Address 123 WINGFIELD ROAD PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 17/06/2011
Decision: Grant Conditionally

Item No 99

Application Number: 11/00810/TC **Applicant:** Mrs Sorayas Phillips
Application Type: Trees in Cons Area
Description of Development: 13 leylandi conifers - fell
Site Address 23 WYNDHAM SQUARE PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 17/06/2011
Decision: Grant Conditionally

Item No 100

Application Number: 11/00827/ESR **Applicant:**
Application Type: Environmental Ass
Description of Development: Scoping
Site Address CURRENT ESR10 CONSULTATION
Case Officer: Janine Warne
Decision Date: 08/06/2011
Decision: Enviroment Assessment R10

Item No 101

Application Number: 11/00848/FUL **Applicant:** Lee Curtis
Application Type: Full Application
Description of Development: EXTENSION
Site Address LAND OFF, COLESDOWN HILL
Case Officer:
Decision Date: 07/06/2011
Decision: Application Withdrawn

Item No 102

Application Number: 11/00854/ESR **Applicant:**
Application Type: Environmental Ass
Description of Development: SCREENING OPINION
Site Address SCREENING OPINION
Case Officer: Carly Francis
Decision Date: 15/06/2011
Decision: ESRI - Completed

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