

Public Document Pack



Bob Coomber
Interim Chief Executive

Plymouth City Council
Civic Centre
Plymouth PL1 2AA

www.plymouth.gov.uk/democracy

Date: 12 September 2012

Please ask for: Ross Jago / Ross Johnston

T: 01752 304469 / 7990 E: ross.jago@plymouth.gov.uk / ross.johnston@plymouth.gov.uk

PLANNING COMMITTEE

Date: Thursday 20 September 2012

Time: 5pm

Venue: Council House, Armada Way, Plymouth

Members:

Councillor Stevens, Chair

Councillor Tuohy, Vice Chair

Councillors Mrs Bowyer, Darcy, Sam Davey, Mrs Foster, Nicholson, John Smith, Stark, Jon Taylor, Vincent and Wheeler.

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

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

Bob Coomber

Interim 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 - 10)

The Committee will be asked to confirm the minutes of the meeting held on 23 August 2012.

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. COMPLIANCE OF PLANNING CONDITIONS IMPOSED UPON PLANNING REF 11/00750 (FOR THE CONSTRUCTION OF ENERGY FROM WASTE PLANT IN HER MAJESTY'S NAVAL BASE, DEVONPORT)

(Pages 11 - 54)

At the request of the Planning Committee on 23 August 2012 (minute 29 – Energy from Waste Plant – Independent Legal Advice refers), the Director for Place will submit a written report on the 'Compliance of Planning Conditions Imposed Upon Planning Ref 11/00750 (For the Construction of Energy From Waste Plant in Her Majesty's Naval Base, Devonport).

7. PLANNING APPLICATIONS FOR CONSIDERATION (Pages 55 - 56)

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.

7.1. 33 LYNWOOD AVENUE, PLYMOUTH, 12/01364/FUL (Pages 57 - 60)

Applicant: Mr Chris Cook
Ward: Plympton St Mary
Recommendation: Grant Conditionally.

7.2. 22 GANNA PARK ROAD, PLYMOUTH, 12/01227/FUL (Pages 61 - 66)

Applicant: Mrs Sandy Dobbie
Ward: Peverell
Recommendation: Grant Conditionally.

7.3. 187 SOUTHWAY DRIVE, PLYMOUTH, 12/00503 (Pages 67 - 72)

Applicant: Mr R Tuckwell
Ward: Southway
Recommendation: Refuse.

7.4. OFFICERS WALLED GARDEN, ROYAL WILLIAM YARD, PLYMOUTH, 12/00868/FUL (Pages 73 - 90)

Applicant: Mr Adam Willets
Ward: St. Peter and The Waterfront
Recommendation: Grant Conditionally.

7.5. OFFICERS WALLED GARDEN, ROYAL WILLIAM YARD, PLYMOUTH 12/00869/LBC (Pages 91 - 98)

Applicant: Mr Adam Willets
Ward: St. Peter and The Waterfront
Recommendation: Grant Conditionally.

7.6. BREWHOUSE, ROYAL WILLIAM YARD, PLYMOUTH, 12/01294/FUL (Pages 99 - 106)

Applicant: Urban Splash
Ward: St. Peter and The Waterfront
Recommendation: Grant Conditionally.

8. PLANNING APPLICATION DECISIONS ISSUED (Pages 107 - 138)

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 14 August 2012 to 10 September 2012, including –

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

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

9. 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.

Planning Committee

Thursday 23 August 2012

PRESENT:

Councillor Stevens, in the Chair.

Councillor Tuohy, Vice Chair.

Councillors Mrs Aspinall (substituting Councillor Vincent), Bowie (substituting Councillor S. Davey), Mrs Bowyer, Churchill (substituting Councillor Darcy), Mrs Foster, Mrs Nicholson (substituting Councillor Nicholson), John Smith, Stark, Jon Taylor and Wheeler.

Apologies for absence: Councillors Darcy, S. Davey, Nicholson and Vincent.

Also in attendance: Paul Westrope – Lead Planning Officer, Julie Rundle – Planning Lawyer, Tim Howes – Assistant Director for Democracy and Governance, Mr Gareth Pinwell – Foot Anstey, Mr Chris Hoare – Foot Anstey, Bob Coomber – Interim Chief Executive and Ross Jago – Democratic Support Officer.

The meeting started at 2 pm and finished at 4.25 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.

25. DECLARATIONS OF INTEREST

Name	Minute No. and Subject	Reason	Interest
Councillor Churchill	31 (item 109) Land Adjacent To 64 Wolseley Road Plymouth 12/01079/FUL	Financial interest in the site.	Pecuniary Interest
Councillor Mrs Aspinall	31 (item 85) Rosebery Road, Plymouth. 12/01007/FUL	Applicant is a family friend.	Prejudicial

26. MINUTES

Agreed the minutes of the meeting held on the 26 July 2012, subject to the removal of a declaration of interest relating to Councillor Mrs Foster.

27. CHAIR'S URGENT BUSINESS

There were no items of Chair's urgent business.

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

Four questions had been received from members of the public in relation to matters which in the opinion of the Chair, was relevant to the business of the meeting, in accordance with paragraph 10 of the Constitution –

Question No	Question By	Subject
1 (12/13)	Mr A Ramage	Energy From Waste Plant – North Yard, Devonport.
<p>Should the operators, if the plant is allowed to go ahead, be required to give an alarm to the community when abnormal operations occur take so people, especially those in vulnerable categories, can wear suitable safety masks or take other appropriate measures?</p>		
<p>Response</p> <p>No, this is not required under the planning permission granted by the previous Planning Committee in December.</p> <p>The Draft Environmental Permit that was reported to the Planning Committee in December 2011 requires the Environment Agency to be notified without delay following the detection of:</p> <ul style="list-style-type: none"> a) any malfunction, breakdown or failure of equipment or techniques, accident, or emissions of a substance not controlled by an emission limit which has caused, is causing or may cause significant pollution; b) the breach of a limit specified in a permit; or c) any significant adverse environmental effects. <p>Subsequently the Environment Permit was issued on 6th March 2012. The Environmental Permitting Regulations require that an operator maintains an Accident Management Plan and implements it in the event that an accident occurs. An Accident Management Plan was prepared as part of the Environmental Permit application and was agreed by the Environment Agency in its granting of the Environmental Permit. This plan will be subject to routine testing for ongoing effectiveness. The Accident Management Plan does <u>not</u> specify the need for sirens or the issuing of the public with gas masks etc.</p> <p>Resident safety concerns about dockyard/industrial-type activities in proximity to houses are understandable. Local Waste Planning Authorities are required to work on the assumption that the relevant pollution control regime will be properly applied and enforced by the Environment Agency.</p> <p>Safety measures that are required in the event of any accidents associated with the operation of the plant are essentially a matter for the Environment Agency to enforce through the Environmental Permit.</p>		

Question No	Question By	Subject
2 (12/13)	Mrs M Ramage	Energy From Waste Plant – North Yard, Devonport.
<p>Additional Air Quality Management Areas have been proposed. Is an additional site advisable if the scheme goes ahead at the higher Chaddlewood area of Plympton as it is in line with prevailing winds from the incinerator and close to Langage Power station?</p>		
<p>Response</p> <p>Air quality standards are set by government as air quality objectives. The council monitors air quality against these standards throughout the city at 80 locations. Only where an air quality standard is confirmed as being exceeded, is an Air Quality Management Area (AQMA) declared.</p> <p>Plymouth's existing AQMAs and proposed AQMAS are all in areas where the levels of Nitrogen Dioxide (NO₂), measured as an annual mean, have exceeded the standard. These are all located on main traffic arterial routes into Plymouth and all the exceedances are traffic related.</p> <p>The view of the Environment Agency was that emissions from the incinerator will not impact on Chaddlewood.</p> <p>The Environment Agency will regulate the operation of the incinerator once it is operational. They have issued a permit for that operation. This permit requires the plant to have stack monitors that will continually monitor all the emissions. In addition Plymouth City Council already has a monitor for NO₂ at one location in the Chaddlewood area. This monitor will be capable of detecting any changes in NO₂ level in that area.</p> <p>South Hams District Council also monitor at three locations in Chaddlewood for NO₂ and monitor for Sulphur Dioxide at Sparkwell. These sites were set up to assess emissions from Langage Power Station however they are capable of detecting changes in that area created by any source. PCC can access the data from the South Hams Council monitoring sites.</p> <p>All monitoring results in the Chanddlewood area are currently showing air quality standards comfortably and consistently below the National Air Quality Standards and consequently the Council will not be declaring an AQMA in that area.</p>		

Question No	Question By	Subject
3 (12/13)	Sarah Elvin	Energy From Waste Plant – North Yard, Devonport.
<p>The whole process is corrupt, non-transparent, non-democratic and we are not allowed to be part of it. None of our questions are being answered. Why has this been allowed and why are our hands still being tied? 37 words v 3000 pages plus.</p>		

<p>Response</p> <p>Any evidence of corruption in the planning process should be reported immediately to the Council's Monitoring Officer and/or the Police.</p> <p>Planning decisions must always be evidence based and determined in accordance with the development plans. The process is democratic and Councillors may decide to vote against Planning Officer recommendations, if there are relevant planning grounds.</p> <p>I (the Chair) have personally pledged to bring openness, transparency and trust back into Plymouth's Planning committee and I expect to be held to account for this.</p>
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Question No	Question By	Subject
4 (12/13)	Mr Spargo	Energy From Waste Plant – North Yard, Devonport.

Why was planning permission granted for an incinerator when, for the same money, a plasma gasification plant could be built at Coypool or Lee Moor which would process four times the amount of waste and generate a profit for Plymouth City Council of approximately £10 per tonne?

<p>Response</p> <p>A planning application has not been received by Plymouth City Council's planning department for such a development proposal but if it were then it would be considered and appraised against relevant national and local planning policies to decide whether an application could be recommended for approval.</p> <p>In terms of a long term solution for Plymouth City Council's residual waste, again no such proposal was received as part of Plymouth City Council's procurement with the South West Devon Waste Partnership.</p> <p>This Planning Committee can only decide on applications submitted to it.</p> <p>I (the Chair) can't say why the incinerator was given planning permission as I voted against. The question as to why it was approved should be directed to those who voted for it.</p>
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29. **ENERGY FROM WASTE PLANT - INDEPENDENT LEGAL ADVICE**

The Assistant Director for Democracy and Governance introduced Mr Gareth Pinwell and Mr Chris Hoare who had been engaged to provide the council with independent legal advice, Mr Pinwell reported that –

- (a) Foot Anstey had been asked as to whether planning permission for the energy from waste facility granted on the 3 February 2012 could be revoked;
- (b) advice had been provided in accordance with section 97 of Town and Country Planning Act 1990;
- (c) the site was not one which was in the Waste Development Plan. However PPS10 guidance stated that other sites should be considered favourably when consistent with national policy and authorities waste plans. The site was in accordance with policies w7 and w8 of the Waste Development Plan. When assessed and subject to the consideration and treatment of amenity issues the site was acceptable;
- (d) the need to provide a facility to divert waste from landfill was undisputed and was a relevant consideration to apply;
- (e) the choice of facility was in accordance with the waste plan. Its ability to be efficient and deliver heat was an important and appropriate consideration. The energy benefits, good overall efficiency and section 106 provisions were appropriate advantages subject to consideration of amenity and health issues;
- (f) flood risks, transportation and access issues have been addressed appropriately through plans and improvements to infrastructure to mitigate impact;
- (g) the merits of the applicants design, landscape design, effect on landscape character, visual amenity, impact on the historic environment and impact on natural environment had been subject to a logical and reasoned assessment and the judgements of the committee were reasonable;
- (h) appropriate considerations were applied regarding the impact of noise during the construction phase and the operational phase of the plant;
- (i) the committee considered advice from competent authorities regarding the plant's impact on air quality. The plant had been issued a permit from the environment agency and the council's public protection service had provided further advice. The committee had appropriate consideration of the issues;
- (j) safety concerns had been addressed by appropriate management plans. The issue was also considered by the environment agency as part of the issue of a permit;
- (k) neither the Health Protection Agency or the Plymouth Primary Care Trust recommended the rejection of the proposal and the committee had taken a reasonable approach to issues of health and wellbeing based on the evidence and documents available to them;

- (l) the committee had given due consideration to Human Rights;
- (m) the polytechnic report which had often been referred to was commissioned by the council in 1991 in connection with a gas fired power station in the prince rock area of the city. As the report was with regard to a facility which differed from the North Yard facility in terms of location, nature and technology it could not form a consideration that would justify a revocation;
- (n) the application had been subject to a previous unsuccessful judicial review. Having paid regard to the development plan, other material considerations and the financial consequences, the independent advisers could not identify any grounds on which warranted revocation of the consent.

Mr Hoare provided the committee with advice on the contractual arrangements. It was reported that –

- (o) a withdrawal from the Joint Working Agreement (JWA) and the Project Contract was theoretically possible, it would however be prohibitively expensive and the levels of compensation could potentially exceed £400 million;
- (p) withdrawing from contractual arrangements risked one or more parties seeking to challenge by way of judicial review;
- (q) any decision to withdraw needed to be proportionate, robust and based on the “Wednesbury principles”.
- (r) withdrawal from the JWA and/or the Project Contract would not necessarily stop the facility being built at North Yard.

In response to questions from the committee it was reported that –

- (s) MVV Environment had provided a supporting document on the reasons for choosing the site. Plymouth’s waste plan caters for that circumstance under policies W8 and W7;
- (t) in respect of air monitoring, environmental officers had advised the committee. In the section 106 agreement negotiated there was a schedule confined to air quality. MVV environment had submitted an air quality management plan. There were also provisions within the environmental permit;
- (u) the £400 million possible compensation payable from breaching or withdrawing from the contract was twice the annual net revenue budget of the council. If that payment was to be made it would mean that no services would be provided by the council at all for two years. The Council would be unlikely to secure borrowing to cover such a liability;
- (v) the withdrawal from contract and revocation of planning consent were

separate issues however, the natural consequence of revocation would be a breach of contract and would likely result in a judicial review;

- (w) procedural aspects of the consent being given was not a consideration for revocation by the committee but an issue for a judicial review. Any new challenge on that basis would be deemed out of time for a new judicial review.

Councillor Wheeler proposed that the committee receive a further report on which to consider revocation. The report would provide expert analysis on site allocation, the use of waste policy W7 and W8, the Naval Base safety case, Health and Safety Executive guidance and inadequate considerations of noise.

The proposal failed to secure a seconder and was declared lost.

Agreed -

- (1) to note the report;
- (2) that the committee receive regular reports from the Assistant Director for Planning on the compliance of planning conditions with recommendations for appropriate action where there is evidence of non-compliance.

30. **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. An addendum report was submitted in respect of minute number 30.2.

30.1 HAMPTON COTTAGES, REGENT STREET, PLYMOUTH. 12/00896/FUL

(Mr D Wraighte)

Decision:

Application **GRANTED** conditionally subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 05 September 2012.

30.2 282 OUTLAND ROAD, PLYMOUTH. 12/00515/FUL

This item was withdrawn.

31. **PLANNING APPLICATION DECISIONS ISSUED**

The Committee received a report of the Assistant Director of Development (Planning Services) on decisions issued for the period 17 July 2012 to 13 August 2012, including –

- Committee decisions
- Delegated decisions, subject to conditions, where so indicated

- Applications withdrawn
- Applications returned as invalid

(Councillor Mrs Aspinall declared a prejudicial interest and Councillor Churchill declared pecuniary interests on the above item)

32. **APPEAL DECISIONS**

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

33. **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 – 23 August 2012

SCHEDULE OF VOTING

Minute number and Application	Voting for	Voting against	Abstained	Absent due to interest declared	Absent
29 Energy from waste plant. (independent legal advice on revocation of planning consent)	Councillors Churchill, Nicholson, Stark, Mrs Bowyer, Mrs Foster, John Smith, Mrs Aspinall, Jon Taylor, Bowie, Tuohy and Stevens.	Councillor Wheeler.			
30.1 Hampton Cottages, Regent Street, Plymouth. 12/00896/FUL	Unanimous.				

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Compliance of planning conditions imposed upon Plan ref 11/00750 (for the construction of Energy from waste plant in Her Majesty's Naval Base, Devonport.)

Committee: Planning Committee
Date: 20th September 2012
Cabinet Member: Councillor Brian Vincent
CMT Member: Anthony Payne Director of Place
Author: Alan Hartridge Planning Services on behalf of the Assistant Director for Planning Paul Barnard.
Contact: Tel: 01752 304207
e-mail: alan.hartridge@plymouth.gov.uk
Ref: 11/00750
Key Decision: No
Part: 1

Purpose of the report:

Monitoring and Compliance report required by the 23rd August Planning Committee (first of a regular series)

Advice from the interim Chief Executive and independent legal advice from Foot Anstey LLP Solicitors on the implications of revoking the current planning permission was considered at the 23rd August Planning Committee when it was resolved:

- (1) to note the report;
- (2) that the committee receive regular reports from the Assistant Director for Planning on the compliance of planning conditions with recommendations for appropriate action where there is evidence of non-compliance.

The template in the attached appendix lists the conditions and S106 clauses and indicates progress being made at the time of putting this report together in monitoring the requirements in the community interest.

Corporate Plan 2012-2015:

Working with other organisations in the sub region to reduce costs in waste disposal services; dealing with waste in a way to reduce carbon emissions whilst also using planning powers as a key lever to facilitate the potential for further carbon savings ,social enterprise and Community Trust development and the delivery of business support in relation to the maritime sector

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The use of planning powers associated with the imposition and monitoring of conditions and obligations will secure acceptable development at a short, medium and long term cost to the applicants that is considered reasonable and in the community interest whilst saving public expenditure and the development itself secures a pooling of sub regional resources to address rising landfill costs. There are no abnormal financial implications for the local planning authority in monitoring conditions and clauses although the developer will have costs through providing information required by the SI06.

Other Implications: e.g. Child Poverty, Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:

The use of planning powers associated with the imposition and monitoring of conditions and obligations will secure acceptable development mindful that the principle Health and Safety and Risk Management issues and the framework for fostering good community relations has been addressed in the determination of the planning application.

Recommendations & Reasons for recommended action:

Recommendation: **The Committee are to note the position regarding compliance with conditions and obligations to date.**

Reason:

The requirements of the planning conditions and obligations are currently being complied with (see attached monitoring table appendix)

Alternative options considered and reasons for recommended action:

Where a breach is identified the response has to be appropriate mindful of any demonstrable harm

Background papers:

The planning conditions clauses drawings and schemes can all be found on the planning website for 11/00750

(<http://www.plymouth.gov.uk/planningonline.htm?ApplicationNumber=11%2F00750&AddressPrefix=&Postcode=&Sort2=DateReceived+DESC&innoLink=http://www.plymouth.gov.uk/planningapplications2/results.asp>)

Sign off:

Fin	PC	Leg	JR 15506	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: N/A											
Have you consulted the Cabinet Member(s) named on the report? No											

Planning Permission for North Yard Energy from Waste Plan (I1/00750) Monitoring Compliance with Conditions and Clauses

CONDITIONS	COMMENTS	STATUS
<p><u>I) List of Approved drawings:</u></p> <ul style="list-style-type: none"> ▪ PA01 A Site Location Plan May 2011 A3 1:10,000 scale ▪ PA02 B Planning Application Boundary May 2011 A1 1:3,000 scale ▪ PA03 - Existing Site Topography May 2011 A1 1:1,250 scale ▪ PA04 B Aerial Photograph May 2011 A3 ▪ PA05 0 Proposed Site Layout May 2011 A0 1:500 scale ▪ PA06A - Proposed North-West Elevation May 2011 A0 1:250 scale ▪ PA06B - Proposed South-East Elevation May 2011 A0 1:250 scale ▪ PA06C A Proposed North-East Elevation A0 1:250 Corrected and re-submitted 18 November 2011 ▪ PA06D A Proposed South-West Elevation A0 1:250 Corrected and re-submitted 18 November 2011 ▪ PA07A 0 Longitudinal Section of Entire Main Building May 2011 A0 1:250 scale ▪ PA07B 0 Longitudinal Section of Water Treatment Building May 2011 A1 1:250 scale ▪ PA07C 0 Cross Section of Waste Bunker and Bale Store Building May 2011 A1 1:250 scale ▪ PA07D 0 Longitudinal Section of Turbine Hall May 2011 A1 1:250 scale ▪ PA07E 0 Longitudinal Section of Tipping Hall May 2011 A1 1:150 scale ▪ PA08A 0 EfW CHP Building Floor Plans 1 May 2011 A0 1:248 scale 		

Planning Permission for North Yard Energy from Waste Plan (11/00750) Monitoring Compliance with Conditions and Clauses

<ul style="list-style-type: none"> ▪ PA08B 0 EfW CHP Building Floor Plans 2 May 2011 A0 1:250 scale ▪ PA08D - Proposed Roof Plan May 2011 A0 1:250 scale ▪ PA08E 0 EfW CHP Building Switch Gear and Control Rooms May 2011 ▪ PA09A - Proposed Administration Building Floor Plans and Roof Plan May 2011 A0 1:100 scale ▪ PA09B - Proposed Administration Building Elevations and Section May 2011 A0 1:100 scale ▪ PA10 - Proposed Air Cooled Condensers Plan, Sections and Elevations May 2011 A1 1:250 scale ▪ PA11 - Gatehouse Plan and Elevations May 2011 A1 1:50 scale ▪ PA12 - Stores and Workshop Plans and Elevations May 2011 A1 1:200 scale ▪ PA13 - Proposed Cycle Shed May 2011 A3 1:50 scale ▪ PA14 0 Transformer Enclosure May 2011 A2 1:250 scale ▪ PA15 0 Emergency Generator Elevation and Section May 2011 A2 1:250 scale ▪ PA16 - North Intake Substation Details May 2011 A3 1:50 scale ▪ PA17 R Landscape Masterplan Revised – Sep 2011 A1 1:1,250 scale ▪ PA18A I Landscape Sections 1-1 and 2-2 Revised – Nov 2011 A1 1:500 (section) 1:2,000 (key plan) ▪ PA18B B Landscape Section 3-3 May 2011 A1 1:500 (section) 1:2,000 (key plan) ▪ PA18C B Landscape Section 4-4 May 2011 A1 1:500 	
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Planning Permission for North Yard Energy from Waste Plan (11/00750) Monitoring Compliance with Conditions and Clauses

<ul style="list-style-type: none"> ▪ (section) 1:2,000 (key plan) ▪ PA18D A Landscape Section 5-5 ▪ PA18E A Section 6 Roof Terrace to 9 Talbot Gardens Nov 2011 A3 Not to scale ▪ PA19A B Site Access Right Turn Option Revised – Sep 2011 A1 1:500 scale ▪ PA19B A Site Access Long Section Revised – Sep 2011 A1 1:500 (horizontal) 1:100 (vertical) ▪ PA19D A Site Access Right Turn Option Exceedence Pathways and Overland Flow Routes Nov 2011 A1 1:750 scale ▪ PA19E A Drainage Grip Nov 2011 A3 1:20 scale ▪ PA20A - Bull Point Access Road May 2011 A1 1:500 (plan) 1:500 (horizontal) 1:100 (vertical) ▪ PA20B - Bull Point Road Access Tracking May 2011 A1 1:500 scale ▪ PA20C A Bull Point Road Access Exceedence Pathways and Overland Flow Routes Nov 2011 A1 1:500 scale ▪ PA21 E Drainage Layout Plan Sep 2011 A3 1:1,250 scale ▪ PA21-I - Drainage Layout Plan – Bull Point Access Road Detail Sep 2011 A3 1:1,000 scale ▪ PA22 - Clear Span Bridge Plan and Elevation May 2011 A1 1:200 (plan) 1:100 (elevation) 	
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Planning Permission for North Yard Energy from Waste Plan (I1/00750) Monitoring Compliance with Conditions and Clauses

<ul style="list-style-type: none"> ▪ PA23 - Connections to Infrastructure May 2011 AI 1:3,000 scale ▪ 009-02-D123356-406- Construction Works Phasing Plan Nov 2011 ▪ PA24B Rev. B - A38 Weston Mill Junction slip roads - dated 19 October 2011 	<p>On 18th July applicants applied for a drawing variation with the following two drawings to supersede Drawing PA22: Clear Span Bridge Plan and Elevation:</p> <ul style="list-style-type: none"> ▪ PLY-KCL-CLD-0030020-P0UY00000000-05-KCL2: Access Bridge Plan GA at Road Level ▪ PLY-KCL-CLD-0030021-P0UY00000000-06-KCL2: Access Bridge Sections and Elevations <p><u>List of Approved Schemes</u></p> <ul style="list-style-type: none"> ▪ Scheme for surface water management for the Base Enhancement Works required by condition 9 approved 7th March 2012 : drawings 0060130-01; 0060230-03; 0060330-02; 0060430-03; 0060910-01 ; PA19D-A; PA20C-A and the drainage calculations and measures to prevent pollution of the water environment within the Pollution Prevention Plan; and the proposed maintenance and management of the drainage system and procedures C1005/014 PEFW-WMP –rev7 and drawing 2011 -11-01 ▪ CEMP required by condition 18 approved on the 10th May 2012, document 01-EC-11 pc 040512 doc x with the addendum received 4th May with addition of an attachment 13 --Vegetation and Clearance Plans dated 1st May (with areas coloured 	<p>Approved 31st July 2012</p>
		<p>Approved</p>
		<p>Approved</p>

Planning Permission for North Yard Energy from Waste Plan (I1/00750) Monitoring Compliance with Conditions and Clauses

	<p>green) and drawing 47031683-300 rev C (with hedge and tree removals identified).</p> <ul style="list-style-type: none"> ▪ Pollution minimisation Protocol document 090312 approved 13th March to comply with condition 22 ▪ Details of Acoustic barriers drawings 0060050-01; 0060920-02; PA18F-revB (and Acoustic Technical Note) approved to comply with condition 24. ▪ Street details approved to comply with condition 33 shown on drawings 0060100-01; 0060105-02; 0060115-01; 0060120-01; 0060121-01; 0060125-01; 0060126-01; 0060127-01; 0060130-01; 0060200-03; 0060205-02;0060215-01; 0060220-02; 0060221-03; 0060222-02; 0060225-02; 0060226-02; 0060227-02; 0060228-02; 0060230-03; 0060300-03; 0060305-02; 0060315-01 0060320-02; 0060321-02; 0060325-02;0060326-02; 0060330-02; 0060400-03;0060405-02; 0060415-01; 0060420-02; 0060421-02; 0060425-02;0060426-02; 0060427-02; 0060428-02; 0060430-03; 0060440-02; 0060452-02; 0060480- 03;0060900-02; 0060901-02; 0060910-01; 0060920-02; and 47031683-300 Rev C ▪ Construction Traffic Management Plan (required by conditions 35 and 48 approved) ▪ Construction site access details drawing KCL (approved -required by condition 36). ▪ HGV Route Plan during construction drawing 060212 (required by condition 42 approved) ▪ Improvement details at junction of the A38 Parkway with Weston Mill Drive drawing 	<p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p>
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Planning Permission for North Yard Energy from Waste Plan (I1/00750) Monitoring Compliance with Conditions and Clauses

	<p>PA24RevB with Road Safety Study and Technical Note (required by conditions 44 and 46)</p> <ul style="list-style-type: none"> ▪ The Landscaping details shown on drawings D 123356-001-Z; 012-D; 013-B; 014; 015; 016; 200-A; 201-C; 202-D; 204-B; 205-B; 206-A; 301-F; 304; 305-B; 306; 307-A; 308-A; 309-A; 408-B; 500-A; 501-A; 502; 503; 504-A; 601; 602-A; 603; 604; 605-A; 606-A; 607-A; 608-A; 609; 610-A; 611; 612; 613; 614; 615A; 616; 617; 618; 619; and 620 (approved) to comply with the requirements for such by condition 50) and the Camels Head Junction Sculpture Area Plan and section drawing 305-B was accepted to comply with condition 50 on 7th March and as part of the Entrance Sculpture scheme required by condition 3 (emails confirming agreements dated 22nd May 2012). ▪ Amenity Complaints Protocol documents MED/WI/Complaints/01 and VA-4.2-01MED (approved to comply with the requirements for such by condition 56). ▪ Measures to control pests/vermin/odours during construction (approved 30th May to comply with CEMP condition 18) ▪ Weekend/extended hours working 8th,9th,10th June (approved 1st June to comply with CEMP condition 18) ▪ Treatment of unforeseen land contamination (approved 8th June to comply with CEMP condition 18) 	<p>Approved</p>
		<p>Approved</p>
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	<ul style="list-style-type: none"> ▪ Operational Odour, Litter and Dust Management Plan approved 10th August (condition 23) ▪ Local Employment Scheme approved 15th June 2012. ▪ Temporary site investigation works in the Stage 2 Main Construction area (approved 2nd July to comply with CEMP condition 18 and phasing plan condition 4) ▪ Reduction of piling programme and use of 7 rigs instead of 3 –variation of CEMP (approved 16th August 2012) ▪ Community Trust Scheme Plan approved 4th July 2012. ▪ Ecological mitigation Enhancement Management Plan approved 6th August ▪ Noise Management Plan approved 10th August. ▪ Air Quality Management Plan approved 10th August ▪ Surface Water and Swale Management Plans approved 13th August 	<p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p>
<p>COMMENCEMENT (2) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission</p>	<p style="text-align: center;">Yes --Development commenced 20th February 2012</p>	

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<p>ENTRANCE SCULPTURE</p> <p>(3) The entrance sculpture shall be provided in the location shown on the approved Landscape Masterplan PA17R prior to the Energy from Waste plant becoming operational. It shall be provided in accordance with a 2 Stage 'Expression of Interest' Design Competition mechanism as suggested by the applicants in their submission of 8th December or in accordance with such other schemes as may be agreed with the Local Planning Authority</p>	<p>The base area for the sculpture will be part of stage 2 works and the Design Competition Brief and timetable and Panel needs agreement before operation –all within applicant's £30,000 budget. The 1:100 scale detailed Camels Head Junction Sculpture Area plan and section drawing 305-revB was accepted to comply with condition 50 on 7th March and as part of the Entrance Sculpture scheme required by condition 3 (emails confirming agreements to updated text and drawings dated 29th May). Other approved detailed landscape plans approved 7th March relating to this area are platform detail drawing 014 (also on the approved scheme document); general planting plan 500 rev A ; and hedge planting drawing 504 rev A.</p>	<p>Awaited</p>
<p>PHASING OF DEVELOPMENT</p> <p>(4) The works comprised within the area delineated as Stage 2 on drawing number 009-02-D123356-406 (the main construction works) of the development hereby permitted shall not be commenced before the works within the area delineated as Stage 1 on drawing number 009-02-D123356-406 (the Base Enhancement Works) are completed to the satisfaction of the local planning authority and the developer shall notify the Local Planning Authority in writing of the following dates:</p> <ul style="list-style-type: none"> a) 2 weeks in advance of the date of commencement of the construction of Base Enhancement works; b) 2 weeks in advance of the date when the main construction works commences. 	<p>Yes in respect of (a) --Notice given 03/02/2012 that date of commencement of the construction of Base Enhancement works would be 20/02/2012;</p> <p>In respect of (b) Notice given 23/07/2012 that date of commencement of the construction of Main Development works would be 06/08/2012 subject to discharge of conditions/clauses and applicants indicated intention to commence stage 2 Main Construction Works on 14th August after receiving formal confirmation that Base Enhancement Works were satisfactory. Applicants reminded of need for condition 45 junction details to be discharged. Applicants indicated on 11th June that they would be submitting application for a revised Stage 1 area (and revision</p>	

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	<p>to the approved CEMP –condition 18) to enable some site investigation earthworks to be undertaken on the main site as part of the Base Enhancement Works. Chairman of Planning rang 14th June and requested to see the details when submitted. Initial submission received 19th June required clarification and non-material change submitted 25th June (Chairman advised) and approved 2nd July for a temporary 6 week period following commencement.</p> <p>On the 13th and 23rd July applicants indicated that subject to the satisfactory discharge of the relevant planning conditions and section 106 agreement obligations, it was their intention to commence the construction of the Main Development Works on 6th August 2012. Site inspected on 25th July and following confirmation that part of re-aligned fence adjacent to North Yard Access Road would be completed in Autumn formal approval issued 14th August to completion of Base Enhancement Works. Applicants indicated intention to commence stage 2 Main Construction Works on 14th August and reminded of need for condition 45 junction details to be formally discharged.</p>	<p>Approved</p>
<p>DECISION NOTICE REQUIREMENTS (5) From the date of commencement of the development a copy of this planning permission and all documents approved in accordance with it shall be kept at the Site, made known to the person responsible for operations on the Site, and kept available for inspection during working hours.</p>	<p>Notified 8th March that site telephone number will be: 07786 626 515. Check carried out 25th July –copy of planning documents on site. Notified 13th August of email contact details for Construction Director, Site manager and Community Liaison Manager</p>	<p>Approved</p>

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<p>HEIGHT AND EXTERNAL MATERIALS OF MAIN BUILDING</p> <p>(6) No part of the main building (other than rib columns and the chimney stack) shall exceed 45m in height and the principal external materials and colours of the buildings shall be as shown on Drawings PA06; PA09B; PA10; PA11; PA12: unless otherwise agreed in writing by the Local Planning Authority:</p> <p>Plinth: Concrete panels with limestone colour render; East and West facade wall cladding: Kingspan Longspan in grey, green, blue and red with grey louvres at the base and white louvres at the top; Roofing and north and south wall cladding: Kalzip standing seam aluminium roofing material; Air cooled condensers: Kalwall opaque cladding on an angular frame</p>	<p style="text-align: center; color: red;">No check required yet</p>
<p>WASTE CATEGORY AND PUBLIC SAFETY</p> <p>(7) No loads of hazardous waste material shall be accepted at the site for treatment and no high, medium or low or very low level radioactive waste shall be accepted for disposal in the EFW plant, except with regard to low level radioactive waste found typically within municipal waste.</p>	<p style="text-align: center; color: red;">No check required yet</p>
<p>RECYCLING WASTE INDUSTRIAL BOTTOM ASH (IBA)</p> <p>(8) At least 95% of the IBA produced at the plant shall be recycled and not sent to landfill and records of this shall be kept and procedures for making this available to the Ipa shall be in accordance with details agreed in writing by the Ipa prior to development within the area delineated as Stage 2 on drawing number 009-02-D123356-406 (the Main Construction</p>	<p style="text-align: center; color: red;">Following legal challenge, the requirements and intentions of this condition (and the Committee report relating to it) have been considered by the Administrative Court and the Court of Appeal and have been found to be sound. Informal drafts received 15th May and 15th June and 13th July - informal responses given 12th June and 5th July.) Chairman of</p>

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<p>Works). The details shall also include the procedures that will be followed to try to secure the use of treated bottom ash as an aggregate for local infrastructure and engineering projects and the mechanisms for ensuring a landfill diversion factor of at least 95%.</p>	<p>Planning rang 14th June and requested to see the details when submitted. Submitted 19th July and Chairman advised and EA comments sought. Suggestion given for statement to avoid stockpiling sent 1st August 2012 and Addendum received 2nd August 2012 and Chairman advised 3rd August 2012. Scheme approved 9th August.</p>	<p>Approved</p>
<p>SURFACE WATER MANAGEMENT STAGE 1</p> <p>(9) No development within the area delineated as stage 1 on drawing number 009-02-D123356-406 (the Base Enhancement Works) shall be commenced until details of a scheme for the provision of surface water management for the Base Enhancement Works has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-</p> <ul style="list-style-type: none"> ▪ details of the drainage during the relevant construction phase; ▪ details of the final sustainable drainage scheme; ▪ provision for exceedance pathways and overland flow routes; ▪ measures to prevent pollution of the water environment beyond the site ▪ a timetable of construction; ▪ a construction quality control procedure; ▪ a plan for the future maintenance and management of the system and overland flow routes. <p>Prior to operation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the</p>	<p>These details were agreed 7th March subject to:</p> <ol style="list-style-type: none"> 1 Site office contact details being provided prior to commencement of development. (Notified 8th March that site telephone number will be: 07786 626 515.A site visit check was carried out by Jeremy Sable 17th May and applicants reminded of this requirement) 2 A detailed plan of the proposed green swales (within vicinity of 4 car park bays SW of the proposed weighbridge and SE of the proposed new bridge deck) being submitted to, and approved in writing by the <u>pa</u>, prior to the <u>commencement of stage 2 works</u>. <p>Following informal comment –email 21st May to MVW re visitor parking area – revised details for this area submitted 18th July and approved 31st July.</p> <ol style="list-style-type: none"> 3 Existing trees along the creek side north of the 	<p>Approved</p>

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<p>details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.</p>	<p>proposed new access road being protected from damage during drainage and construction engineering works in that area. (site visit check carried out 17th May –OK)</p>	
<p>SURFACE WATER MANAGEMENT STAGE 2</p> <p>(10)No development within the area delineated as stage 2 on drawing number 009-02-D123356-406 (the main construction works) shall be commenced until details of a scheme for the provision of surface water management for the main construction works has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-</p> <ul style="list-style-type: none"> • details of the drainage during the relevant construction phase; • details of the final drainage sustainable scheme; • a timetable of construction; • a construction quality control procedure; • a plan for the future maintenance and management of the system and overland flow routes. • measures to prevent pollution of the water environment beyond the site <p>Prior to operation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.</p>	<p>Details received by hand 19th June and EA suggested that further information needed 13th July and these were received 30th July then withdrawn as EA still had concerns. Additional information submitted 3rd August and scheme approved 13th August 2012 subject to:</p> <p>1) Records being kept during the construction phase to demonstrate to the written satisfaction of the local planning authority that the system has been constructed in accordance with the submitted details.</p>	<p>Approved</p>

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<p>SURFACE WATER MANAGEMENT OF SWALE</p> <p>(11) No development within the area delineated as stage 2 on drawing number 009-02-D123356-406 (the main construction works) shall be commenced until details of the swale to be constructed along the western boundary of the site has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Prior to operation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.</p>	<p>Details received by hand 19th June and EA suggested that further information needed 13th July and these were received 30th July then withdrawn as EA still had concerns. Additional information submitted 3rd August and scheme approved 13th August 2012 subject to:</p> <p>1) Records being kept during the construction phase to demonstrate to the written satisfaction of the local planning authority that the system has been constructed in accordance with the submitted details.</p> <p style="text-align: right;">Approved</p>
<p>DESIGN OF ACCESS BRIDGE AND RELATED SECURITY SCREEN</p> <p>(12) No development within the area delineated as stage 2 on drawing number 009-02-D123356-406 (the main construction works) shall be commenced until details of the vehicular access bridge and related security screen has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Prior to operation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local</p>	<p>Draft details received by hand 19th June and 13th July of proposed change to the detail design of the access bridge structure due to construction constraints. Applicants' formal submission 17th July approved 31st July (see also condition 1 and 9 and 33).</p> <p style="text-align: right;">Approved</p>

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<p>Planning Authority.</p>	
<p>FLOOD EMERGENCY MANAGEMENT PLAN (13) No development approved by this permission shall be brought into use until a flood warning and evacuation procedure has been submitted to and agreed in writing by the Local Planning Authority.</p>	<p style="color: red;">No check required yet</p>
<p>IMPLEMENTATION OF APPROVED REMEDIATION SCHEME FOR GROUND GAS (14) Prior to the commencement of the main construction works the applicant shall install the approved ground gas protection measures to a level of CS3 of BS8485:2007 (referring to tables 2 and 3) 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 ground gas 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. This report must include independent verification of remediation measures in accordance with the agreed terms.</p>	<p style="color: red;">On the 11th July applicants suggested that the condition should not have been drafted as a pre-main works condition as its implementation is actually part of the main construction works. Applicants require that the gas protection installation should be within 2 months of commencement. Positive conditional response given 30th July (following discussion with Senior lawyer legal services).</p>
<p>SITE PREPARATION AND INVESTIGATION OF LANDSCAPED AREAS (15) Prior to the plant being brought into use, an investigation and risk assessment of all landscaped areas within the site in</p>	<p style="color: red;">No check required yet</p>

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<p>addition to any assessment provided with the planning application, must be completed at final formation level. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be submitted to the Local Planning Authority for approval. In the event that the report identifies contamination, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority and any measures shall be implemented in accordance with the recommendations of the approved report, to the satisfaction of the Local Planning Authority, prior to the plant being brought into use.</p>	
<p>REPORTING OF UNEXPECTED CONTAMINATION (16) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, and be approved in writing by the Local Planning Authority</p>	<p style="color: red;">Report on discovery of some asbestos containing material (ACM) and remediation scheme received 30th May 2012 and agreed 8th June in accordance with condition 18 – approved CEMP. Applicants advised 6th September that the Verification Report will be submitted to the LPA in the next week.</p>
<p>BLACKIES WOOD RISK ASSESSMENT (17) Use of the plant hereby permitted shall not commence until a scheme for regulating public access to Blackies Wood shall be submitted to and approved in writing by the Local</p>	<p style="color: red;">No check required yet</p>

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<p>Planning Authority. The wood must not at any time be opened for general public access without written approval by the Local Planning Authority following robust risk assessment by the applicant and any necessary remediation.</p>	
<p>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN</p> <p>(18). No development shall take place until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall set out the arrangements for managing all environmental effects of the development during the construction period, including but not limited to: traffic, temporary site security fencing, artificial site illumination, noise, vibration, control of vermin, dust including management of stockpiles, air pollution and odour, including those effects from any decontamination of the land, wheel wash facilities, the control of mud on roads and crushing and piling operations. The agreed CEMP shall be implemented in full throughout the duration of the construction works, unless a variation is agreed in writing by the Local Planning Authority, in advance.</p>	<p style="text-align: center;">Approved</p> <p>These details were agreed 13th March and with revisions on the 10th May 2012, subject to:</p> <p>1) Details shall be submitted to the local planning authority of the control measures specified in Attachment 4 of the CEMP for each of the following phases prior to the commencement of development in that phase :</p> <ul style="list-style-type: none"> ▪ Earthworks and Excavations (Main construction months 1 & 2) ▪ Rotary Bored Piling (Main construction months 2-8) ▪ Reinforced Concrete Construction (Main construction months 2-13) ▪ Steelworks and Cladding Erection (Main construction months 14-21) <p>The development within each phase shall take place strictly in accordance with the approved detailed control measures.</p> <p>2) Throughout the construction period construction traffic shall follow routes away from the identified local sensitive receptors unless in accordance with temporary arrangements agreed in writing by the local planning authority.</p> <p>3) Excepting temporary emergency works there shall be no use of equipment outside normal site working hours without</p>

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	<p>the prior written approval of the local planning authority. (An application for works mainly over the weekend of 8th/9th/10th June received 28th May –with clarifications obtained 30th May -- approved 1st June and copy of neighbour notification received 8th June. Notice was also received on 31st August that someone would be on site overnight watching instruments linked with a couple of test piles -temporary lighting but no working - within the following 3 weeks.)</p> <p>4) Measures for the control of pests/vermin and odours shall be submitted to the local planning authority within two months of this decision notice and the approved scheme shall be carried out prior to the commencement of any Main Construction works. (Reminder sent as details of these measures are now required –received by email 16th May, and applicant confirms 24th May in an additional formal statement that they will be setting up a local pest control contract –Approved 30th May 2012. MVV stated in update on 6th September that two tenders had been received and they were treating this as a priority to reflect the requirements of the approved scheme).</p> <p>Applicants indicated on 11th June that they would be submitting application for a revised Stage 1 area (and temporary revision to the approved phasing - condition 4) to enable some site investigation earthworks to be undertaken on the main site as part of the Base Enhancement Works. Chairman of Planning rang 14th June and requested to see the details when submitted. Initial submission received 19th June required clarification and non-material change submitted 25th</p>	<p>Approved</p>
	<p>Approved</p>	<p>Approved</p>
	<p>Approved</p>	<p>Approved</p>

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	<p>June (Chairman advised) and the proposal was approved 2nd July subject to compliance with the above conditions and for a temporary 6 week period following commencement.</p> <p>Notified by email on the 10th July that the applicants required a variation to the piling concept in the approved CEMP to reflect a revised methodology and programme for the piling works to be carried out in the Main Works Construction period .The applicants provided these details with revised noise implications on 17th July and informal comment response given 30th July. Formally received 1st August --Reduction of piling programme and use of 7 rigs instead of 3 --variation of CEMP (approved 16th August 2012) subject to:</p> <p>1) During the period when piling activities take place on the main construction site, 'rest periods' each of 30 minutes minimum duration shall take place between the hours of 10:00 and 11:00 (morning break) and 13:00 and 14:00 (lunch time break) . The location of piling rigs will be planned to avoid simultaneous operation in areas of the site near to the closest receptors but in the event that piling activities have to be concentrated in the 'intensive piling zone' shown in the location on the attached drawing Figure 1 an additional rest period of minimum 30 mins duration will take place between the hours of 15:30 and 16:30.</p> <p>No piling rigs will be in use for the duration of these</p>
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<p>NOISE LEVELS DURING CONSTRUCTION (19) The noise levels indicated within the submitted Acoustics Technical Note dated 28th July 2011 are the maximum permitted levels. If during the stage 1 and stage 2 construction phases of the development noise levels exceed the approved limits then the noisy activity shall cease until such time as noise reduction measures have been carried out. Noise monitoring shall then be carried out to verify that the noise levels do not exceed the approved limits.</p>	<p>rest periods. 2) No more than 7 piling rigs shall be operated on the site.</p>	
<p>COMMISSIONING MANAGEMENT PLAN (20) Prior to the commencement of the commissioning phase, a written Commissioning Management Plan and timetable of operation for the commissioning phase shall be submitted in writing to the Local Planning Authority for approval. This plan shall indicate each stage of the commissioning phase, any potential impact on residents, timetable of events, mitigation controls and consideration of weather conditions, and how the information will be made available to the public. The commissioning shall not commence without written approval of the Commissioning Management Plan by the Local Planning Authority. The approved Commissioning Management Plan shall be followed throughout. Any alteration to the plan shall not be made without the prior written approval of the Local Planning Authority.</p>	<p>Check when undertaking Site visits shortly</p> <p>No check required yet</p>	

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<p>OPERATIONAL NOISE AND START-UP NOISE PROTOCOL (21) During the operational phase of the development, prior to any planned noisy events (e.g. testing the operation of the emergency pressure valve, steam purging) the Local Planning Authority shall be given written notice of the events, which shall not be carried out other than between the following hours: 09:00 – 17:00 Monday to Fridays. No such planned noisy events shall take place on Saturdays, Sundays, Public or Bank Holidays. Prior to re-start of the facility after either breakdown or maintenance shut-down the re-start process should be planned so that all noisy events during the process, such as exhaust steam valve testing, will not occur outside the following hours: 0900-1700 Monday-Fridays and 1000-1600 Saturdays and Sundays. A protocol for the procedures to be followed to avoid noisy activities such as exhaust steam valve testing occurring at unsocial hours outside 0900-1700 Monday to Fridays shall be submitted to, and receive the written approval of the Local Planning Authority prior to the commissioning of the plant. Evidence of adherence to this protocol shall be maintained by the operator for inspection by the Local Planning Authority when requested.</p>	<p style="color: red; text-align: center;">No check required yet</p>
<p>POLLUTION MINIMISATION PROTOCOL - SITE TRAFFIC (22) Prior to the commencement of site preparation works, a protocol for the procedures to be followed for minimising any adverse impact that the warning signals emitted by reversing vehicles may have on residential amenity and for minimising</p>	<p style="color: red; text-align: center;">These protocol details were agreed 13th March</p> <p style="color: green; text-align: center;">Approved</p>

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<p>noise and air pollution from any HGV traffic queuing on the access road shall have been submitted to and have had the written approval of the Local Planning Authority. The arrangements that are approved shall be implemented and maintained throughout the life of the site.</p>	
<p>OPERATIONAL ODOUR, LITTER AND DUST MANAGEMENT PLAN</p> <p>(23)An Odour, Litter and Dust Management Plan shall be submitted in writing and approved by the Local Planning Authority prior to the works comprised within the area delineated as Stage 2 on drawing number 009-02-D123356-406 (the main construction works) and the approved Plan shall be adhered to at all times during the operation of the plant. This shall include but not be limited to:-</p> <ul style="list-style-type: none"> ▪ The restrictions over outdoor storage of waste and the waste sorting location ▪ The covering requirements of vehicles ▪ The control of doors to the tipping hall to ensure that they remain closed at all times when not in use, or not accepting deliveries of waste. ▪ The details of access road odour control measures. 	<p style="color: red;">Details requested by email 16th May and draft scheme received for informal comment on 14th June. Applicants met PPS Unit end of 27th June and submitted revised draft scheme on 12th July. PPS Unit considered draft scheme and applicant thereafter given informal responses on 30th July and 3rd August. Submission 3rd August, concerns expressed 9th August led to additional information received 10th August and plan approved 10th August 2012.</p>
<p>NOISE MITIGATION –ACOUSTIC BARRIERS AND LOUDSPEAKERS</p> <p>(24)Acoustic barriers shall be erected adjacent to the site access road in the locations to be agreed in writing by the Local Planning Authority as part of development within the area delineated as stage 1 on drawing number 009-02-D123356-406 (the Base Enhancement Works) and along the</p>	<p style="color: red;">Details approved 7th March 2012</p>

Approved

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<p>northern boundary of the proposed Maintenance Lay down Area (west of the Workshop building) as part of development within the area delineated as stage 2 on drawing number 009-02-D123356-406 (the Main Construction Works) in accordance with full detailed specifications having the prior written approval of the local planning authority. The barriers shall be maintained in place for the life of the plant. Any public address system or loudspeakers used within the site boundary shall not be audible beyond the site boundary.</p>	
<p>WORKSHOP OPERATION (25) The workshop shall not be operational between the hours of 23:01 to 06:59. Any opening (windows and doors) shall remain closed during use of the workshop.</p>	<p style="color: red;">Not built yet --No check required yet</p>
<p>NOISE MITIGATION DURING PERIODS OF SHUT DOWN (26) In accordance with section 14.6.64 of the ES, no ballin storage of wastes shall take place on the site other than periods of breakdown, planned shutdown or maintenance facility.</p>	<p style="color: red;">Not built yet --No check required yet</p>
<p>OPERATIONAL TONAL NOISE (27) There shall be no tonal element to the noise emitted from the plant during operation at night (23:01hrs to 06:59hrs), as measured by the methodology set out within BS 7445.</p>	<p style="color: red;">Not built yet --No check required yet</p>
<p>OPERATIONAL NOISE LEVELS (28) The rating level of the noise emitted from the site shall not exceed the existing background noise level values reported at the receptors identified in the ES by more than 5</p>	<p style="color: red;">Not built yet --No check required yet</p>

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<p>dBA at the relevant time of day (07:00 to 23:00) or night time (23:01 to 06:59). The noise levels shall be determined and the assessment shall be made according to BS 4142:1997. The application or otherwise of an acoustic character correction in order to determine the rating level shall be in line with the advice of BS 4142, with any discrete note assessed as per the advice on tonality of the note to section 4.1.2 of BS 7445:1994.</p>		
<p>HANDLING OF WASTE AND RECYCLABLE MATERIALS (29) No waste or recyclable materials shall be unloaded, or loaded other than within the building. Details of the layout and location of such loading/unloading areas within the building shall be submitted to and approved in writing by the LPA and thereafter those areas shall not be used for any other purpose unless a suitable alternative area is provided</p>	<p>Not built yet --No check required yet</p>	
<p>IMPORT/EXPORT HOURS (30) For the purpose of this condition the import/export hours are those hours where the facility is open to receive deliveries from refuse collection vehicles from any sources, local authority, commercial and industrial sources. This includes delivery of products (such as materials for normal operation and waste products) to the site and removal of bottom ash and APC residue from the site. Any exception to these hours shall only be with the prior written approval of the Local Planning Authority, and following a review which shall be carried out with the Local Planning Authority after a period of 2 years from the plant being first brought into use. The procedures for this review shall have had the written agreement of the Local Planning Authority prior</p>	<p>Not built yet --No check required yet</p>	

Planning Permission for North Yard Energy from Waste Plan (I I/00750) Monitoring Compliance with Conditions and Clauses

<p>to the commencement of development. The opening hours are</p> <ul style="list-style-type: none"> ▪ Monday to Friday 08.00 – 19.00 ▪ Saturday 08.00 – 18.00 ▪ Sunday 10.00 – 16.00 ▪ Bank Holidays (except Christmas Day and Boxing 10.00 – 16.00 ▪ Christmas Day Closed ▪ Boxing Day 10.00 – 16.00 <p>No HGV vehicles shall enter or leave the Site outside times.</p>	
<p>NOISE MONITORING ARRANGEMENTS</p> <p>(31) A schedule of proposed noise verification monitoring shall be submitted to, and agreed in writing by the Local Planning Authority prior to the plant being brought into use. The schedule shall include, but shall not be limited to, a requirement to monitor within three months of the completion of the commissioning phase of the Energy from Waste Facility and at regular intervals thereafter. Noise measurements during monitoring shall be undertaken at the site for a continuous 24 hour period by a competent person during suitable weather conditions. The results shall be submitted to the Local Planning Authority for consideration in accordance with arrangements set out in the approved schedule.</p>	<p style="color: red;">Not built yet --No check required yet</p>

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<p>VEHICLE SHEETING REQUIREMENTS</p> <p>(32) No waste materials shall be imported to the Site and no waste or recyclable materials shall be exported from the Site other than in vehicles which are enclosed, sheeted, netted, or equipped with sealed containers. No Air Pollution Control Residue shall be exported from the Site other than in sealed containers. During the site preparation and construction phase of the development, all open-bodied HGVs carrying loose aggregate, cement, soil or other potentially loose or dust generating material into or out of the Site shall be sheeted.</p>	
<p>STREET DETAILS (STAGE 1)</p> <p>(33) No development within the area delineated as Stage 1 on drawing number 009-02-D123356-406 (the Base Enhancement Works) shall take place until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming that part of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall take place in accordance with those approved plans.</p>	<p style="text-align: center;">Approved</p> <p>Details agreed 7th March and 14th May subject to:</p> <ol style="list-style-type: none"> 1. The proposed trees and hedges to be planted in the locations shown on drawing 47031683-300 Rev C shall be planted within the first planting season following the felling of any of the eight avenue trees identified for felling to facilitate the road widening scheme in this area and the trees identified for protection shall be fenced prior to the commencement of development in accordance with the details shown on the drawing. (Check protection measures when undertaking Site visits shortly) 2. A revised detailed plan of the proposed car park bays SW of the proposed weighbridge and SE of the proposed new bridge deck being submitted to, and approved in writing by the Lpa, prior to the commencement of stage 2 works. <p>(Notice given on 13th July that the parking area in the vicinity of the weighbridge would be reconfigured and revised layout submitted 17th July. It was approved 31st July 2012.</p> <p style="text-align: center;">Approved</p>

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<p>STREET DETAILS (STAGE 2)</p> <p>(34) No development within the area delineated as Stage 2 on drawing number 009-02-D123356-406 (the Main Construction Works) shall take place until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming that part of the development have been submitted to and approved in writing by the Local Planning Authority. The Energy from Waste plant shall not be brought into use until all roads and footways forming part of the Stage 2 works have been completed in accordance with the approved details.</p>	<p>Details received by hand 19th June and applicants advised of Transport Unit concerns on 28th June. Reminder sent 17th July and response received 30th July and clarification was sought about revised plans 30th July. Details approved 3rd August 2012 subject to:</p> <p>1) All footways within the site beyond the bridge (and in particular the combined footway/cycleway) shall be a minimum of 2m in width.</p> <p>2) Detailed measures shall be taken to make it clear to drivers that there is a change in vehicular priority at the junction between the HGV vehicles leaving the tipping hall and cars leaving the car park. Such measures shall include at least a red stop sign together with white lining and STOP lettering on the road surface and such shall be laid out to the satisfaction of the local planning authority prior to the plant being brought into use.</p>	<p>Approved</p>
<p>CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)</p> <p>(35) The construction of the development hereby proposed shall not commence until there has been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Highways Agency) a Construction Traffic Management Plan (CTMP). The said CTMP shall be submitted within 1 month of the commencement of the Base Enhancement Works (Stage 1) and shall include details of construction vehicle movements including number, type and</p>	<p>Details approved 7th March 2012 – (see S106 S3 for Construction Workers Travel Plan details)</p>	<p>Approved</p>

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<p>size of vehicle; construction operation hours; routes being used by construction traffic; contractors car parking arrangements and details of the consideration of the use of alternative modes of transport for the delivery of bulky items. The construction of the development hereby permitted shall be carried out strictly in accordance with the approved CTMP.</p>	
<p>ACCESS – CONTRACTORS (36) Prior to the commencement of works within the area delineated as Stage 1 (Base Enhancement Works), an adequate road access for use by contractors with an appropriate standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to any adjoining highway in a position and manner to be agreed in writing with the Local Planning Authority.</p>	<p style="text-align: center;">Approved</p> <p style="text-align: center;">Details approved 7th March 2012</p>
<p>PEDESTRIAN/CYCLE ACCESS (37) The Energy from Waste plant shall not be brought into use until a means of access for both pedestrians and cyclists has been constructed in accordance with the approved plans.</p>	<p style="text-align: center;">Not built yet --No check required yet</p>
<p>CAR PARKING PROVISION (38) The Energy from Waste plant shall not be brought into use until space for a maximum of 51 cars to be parked has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority Reason. The car parking spaces shall thereafter be retained for that purpose and shall not be used for any other purpose.</p>	<p style="text-align: center;">Not built yet --No check required yet</p>
<p>CYCLE PROVISION (39) The Energy from Waste plant shall not be brought into use until space has been laid out within the site in accordance</p>	<p style="text-align: center;">Not built yet --No check required yet</p>

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<p>with details previously submitted to and approved in writing by the Local Planning Authority in order to allow a total of 10 bicycles to be parked.</p>	
<p>CYCLE STORAGE (40) The secure area for the storage of 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.</p>	<p style="color: red;">Not built yet --No check required yet</p>
<p>LOADING AND UNLOADING PROVISION (41) The Energy from Waste plant shall not be brought into use until adequate provision has been made to enable delivery/collection 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.</p>	<p style="color: red;">Not built yet --No check required yet</p>
<p>HGV ROUTE PLAN (42) No development shall commence until a scheme showing the details of the HGV routes that will be used by HGVs during the construction period and MSW and C&I waste vehicles delivering to the plant (including from within the Dockyard) has been submitted to the Local Planning Authority for approval. The plant shall thereafter operate in accordance with the approved scheme.</p>	<p style="color: red;">Details approved 7th March 2012. The temporary HGV Route signing for the construction phase accepted by email on 17th July.</p> <p style="color: green; text-align: right;">Approved</p>
<p>C&I WASTE DELIVERY VEHICLES (43) No waste delivery vehicles of less than 4 tonnes nett payload will be permitted to deliver Commercial & Industrial waste to the EfW plant.</p>	<p style="color: red;">Not built yet --No check required yet</p>
<p>GRAMPIAN CONDITION - A38 WESTON MILL JUNCTION (44) No works shall commence on-site until details of a scheme of improvements to the junction of the A38 Parkway with</p>	<p style="color: red;">Details approved 7th March 2012</p>

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<p>Weston Mill Drive have been submitted to both the Secretary of State for Transport and Local Highway Authority for approval. The said improvements to both the East and Westbound off-slips (as indicated on SW/URS Drg. No. PA24B Rev.B) are required to address known accident problems and shall be delivered within 6 months of the commencement of the Stage I Construction Works (Base Enhancement Works as shown on Drg. No. 009-02-D123356-406).</p>	<p>(On 13th July e-mail received stating that the Highways Agency had confirmed completion of the S6 Agreement for Weston Mill Junction and that the PCC Local Highway Authority had completed the associated Section 278 Agreement for the works to the Highway. Checked and agreed 10th August 2012).</p>	<p>Approved</p>
<p>GRAMPIAN CONDITION - WESTON MILL DRIVE/WOLSELEY ROAD JUNCTION (45) No works shall take place on the area identified as Stage 2 of the construction phase (Main Construction Works as indicated on Drg. No. 009-02-D123356-406) until alterations/improvements have been undertaken to the signalised junction of Wolseley Road with Weston Mill Drive in order to allow it to be operationally linked to the new signalised right turn on the Dockyard Access Road North in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such improvements to the junction shall include the provision of pedestrian crossing facilities across the south western arm of the junction and modifications to existing kerbed islands to create 2 no. 3m wide approach lanes.</p>	<p>Letter dated 14th August with list of previously submitted and approved drawings of 10th and 23rd February 2012 and explanation of an oversight relating to the previous submissions --approved 15th August subject to:</p> <p>1) The signals shall be in operation to the satisfaction of the local planning authority for the use of all site construction vehicle traffic within 6 weeks of this consent. In the event that the connection is not operational to the local planning authority's satisfaction by that date there shall be no further construction vehicle traffic to the site until such time as the local planning authority gives its written approval.</p>	<p>Approved</p>
<p>HIGHWAYS AGENCY DIRECTION I (46) No works shall commence on-site until details of a scheme of improvements to the junction of the A38 Parkway with Weston Mill Drive as generally shown on URS/Scott Wilson's Drawing no. PA24B Rev. B dated 19 October 2011 have been submitted to and approved in writing by Plymouth City</p>	<p>Details approved 7th March 2012 (On 13th July e-mail received stating that the Highways Agency had confirmed completion of the S6 Agreement for Weston Mill Junction and that the PCC Local Highway</p>	<p>Approved</p>

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<p>Council as local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The “Main Construction Works” on the site shall not commence until the approved improvement scheme has been constructed and completed to the satisfaction of Plymouth City Council as local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The “Main Construction Works” shall comprise all other works except those referred to as the “Base Enhancement Works”. The “Base Enhancement Works” shall comprise the construction of the main access road; the Bull Point Access Road; the perimeter security fence; and the establishment of the site compound on “Table Top Mountain”; fencing around the site compound; and the provision of a construction electricity supply cable from the DLCCP sub station.</p>	<p>Authority had completed the associated Section 278 Agreement for the works to the Highway. Checked and agreed 10th August 2012 and copy sent to HA and the applicants then agreed that the basework of a sign is to be finished properly—then confirmed 6th September that this had happened).</p>
<p>HIGHWAYS AGENCY DIRECTION 2 (47) The development hereby proposed shall not be permitted to generate more than 290 two-way heavy goods vehicles movements per 24 hr period on the Local or Strategic Road Networks without the prior consent of the Local Planning Authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport).</p>	<p>Not built yet --No check required yet</p>
<p>HIGHWAYS AGENCY DIRECTION 3 (48) No part of the development hereby approved shall commence until a Site Construction Method Statement or Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Highways Agency on behalf of the Secretary</p>	<p>Details approved 7th March 2012</p> <p style="text-align: right;">Approved</p>

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<p>of State for Transport). The method statement/management plan shall include details of the following:</p> <ul style="list-style-type: none"> ▪ on-site construction worker parking; ▪ anticipated number, frequency and size of construction vehicles entering/exiting the site; ▪ delivery times of construction material; ▪ construction operating hours <p>Such details shall be implemented or phasing agreed in writing, prior to the commencement of works on site and thereafter retained for the duration of the work.</p>		
<p>HIGHWAYS AGENCY DIRECTION 4 (49)No part of the development hereby approved shall be occupied or brought into it's intended use until a comprehensive Travel Plan has been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport), developed for all elements of the development hereby permitted. The Travel Plan will need to be prepared for all elements of the development hereby approved and shall be prepared in line with prevailing policy and best practice and shall include as a minimum:</p> <ul style="list-style-type: none"> ▪ The identification of targets for trip reduction and modal shift ▪ The methods to be employed to meet these targets ▪ The mechanisms for monitoring and review ▪ The mechanisms for reporting 	<p>No check required yet</p>	

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<ul style="list-style-type: none"> ▪ The penalties to be applied in the event that targets are not met ▪ The mechanisms for mitigation ▪ Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter ▪ Mechanisms to secure variations to the Travel Plan following monitoring and reviews <p>A review of the travel plan targets shall be undertaken within 3 months of occupation of the development and on an annual basis thereafter at the time of submission of the Annual Travel Plan Report.</p>	
<p>LANDSCAPING</p> <p>(50) Prior to the commencement of the development hereby permitted, a detailed landscaping and aftercare scheme for the Site (the scheme), based on the approved Landscape Masterplan Revised – Sep 2011 plan PA17 R (and landscape drawings PA 18A,B,C,D and E) and the Landscape Strategy in the approved Design and Access Statement shall be submitted for the written approval of the Local Planning Authority. These details shall include detailed planting plans noting species and plant size and proposed numbers for all areas ;proposed finished levels, means of enclosure, hard surface materials and minor artefacts such as the terrace sculptures and furniture.</p>	<p>Approved</p> <p>Details approved 7th March 2012 subject to :</p> <p>The programme of landscape works shall be carried out in accordance with the strategy agreed with the local planning authority and the notes on the drawings 009/02/D123356-500 Rev A and -001 rev Z which broadly refer to the timing of planting works except that the proposed shrubs, trees and hedges to be planted east of the railway embankment in the locations shown on drawings 009/02/D123356-001-Z and 500 - A shall be planted within the first planting season following the felling of any of the existing creek-side trees to facilitate the construction of the new access road (or at an alternative early stage as agreed in writing by the local planning authority) and the trees identified for protection shall be protected in</p>

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<p>C022LANDSCAPE WORKS IMPLEMENTATION</p> <p>(51) 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.</p>	<p>accordance with the details shown on the submitted drawings. (Check when undertaking Site visits shortly)</p> <p>Check when undertaking Site visits</p>
<p>APPEARANCE OF THE SITE</p> <p>(52) The buildings, structures, perimeter security fencing, gates and hard-surfaces shall be completed in accordance with the approved plans before the date when commissioning commences except for the roof terrace which shall be laid in accordance with the approved plans no later than the first planting season following the date when commissioning commences. Thereafter the buildings, structures, perimeter security fencing, gates, hard-surfaces and roof terrace shall be retained for purpose for the duration of the development hereby permitted.</p>	<p>No check required yet</p>
<p>LIGHTING</p> <p>(53) Permanent lighting on the Site shall be installed and maintained in accordance with the Lighting Scheme described in the Design and Access Statement and thereafter retained. Details of any floodlighting shall be submitted to and approved in writing by the Local Planning Authority before the use hereby permitted commences. Development shall be carried out in accordance with the approved details.</p>	<p>Not built yet --No check required yet</p>

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<p>TELECOMMUNICATIONS SYSTEMS</p> <p>(54) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no structures, satellite antennae, apparatus or any plant in connection with telecommunication systems shall be installed on the Site, without the prior written approval of the Local Planning Authority.</p>	<p>Not built yet --No check required yet</p>	
<p>CESSATION AND DECOMMISSIONING ENVIRONMENTAL MANAGEMENT PLAN (DEMP)</p> <p>(55) Not less than 2 years prior to the planned cessation of the operations hereby permitted, written notice of the planned cessation shall be given to the Local Planning Authority. Not less than 18 months prior to the planned cessation of the operations hereby permitted, a Decommissioning Environmental Management Plan (DEMP) shall be submitted for the written approval of the Local Planning Authority. The DEMP shall include the following details:</p> <ul style="list-style-type: none"> a) the demolition/dismantling and removal of the plant and buildings; b) site waste management including measures to recycle materials on the Site c) hours of working; d) car parking arrangements; e) traffic management; f) decommissioning worker accommodation and support facilities and their means of enclosure; g) measures to control lighting, noise, dust, odours and fumes in order to minimise the adverse effects on the amenity of 	<p>Not built yet</p>	

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<p>neighbours;</p> <p>h) temporary storage compounds and stockpile areas;</p> <p>i) measures to prevent mud and debris being deposited on the highway;</p> <p>j) measures to protect trees and hedgerows;</p> <p>k) temporary fencing;</p> <p>l) measures to minimise the pollution of surface and ground water</p> <p>m) measures to inform visitors and liaise with neighbours;</p> <p>n) a restoration scheme; and</p> <p>o) a programme for implementation.</p> <p>Decommissioning shall not commence until the DEMP has been approved in writing and the Site shall be decommissioned and restored in accordance with the approved DEMP.</p>	
<p>AMENITY COMPLAINTS PROTOCOL</p> <p>(56) No development shall take place at the site until a protocol for the recording and investigation of all noise and nuisance complaints associated with the development has been submitted to and have had written approval of the Local Planning Authority. The approved protocol shall be implemented and maintained throughout the life of the development in full accordance with the approved details.</p>	<p>Approved</p>
<p>MARINE LITTER MONITORING AND REMOVAL</p> <p>(57) A scheme of marine litter monitoring and removal shall be submitted to and approved by the Local Planning Authority 3 months following the commencement of the main constructional works. This scheme is to periodically record the levels of litter within zone identified between Points A, B</p>	<p>Awaited</p> <p>Details in respect of potential submission received 22nd August for informal comment responded 30th August.</p>

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<p>and C inclusive within Weston Mill Creek as identified on the attached condition plan one. Twice yearly a comprehensive clearance of all ecologically undesirable debris shall take place from the defined area. Records of marine litter quanta shall be maintained at the EfW CHP facility and made available to the Local Planning Authority on request. A marine litter annual report shall be provided for the Local Planning Authority summarising the outputs and this shall be provided on the dedicated community web site (see schedule 5 in the I06 Agreement). It is understood that the developer may not be solely responsible for all or any occurrence of marine litter within the blue area here indicated.</p>	
<p>SURFACE WATER RUNOFF</p> <p>(58)A scheme of monitoring the surface water runoff shall be submitted to and approved by the Local planning Authority prior to the commencement of the main constructional works. This scheme is to periodically record the levels of suspended solids, pH, biochemical oxygen demand and visual appearance of the surface water runoff from the development site for a period of one year from commencement of operation. Records shall be maintained at the EfW CHP facility and made available to the local Planning Authority and the Environment Agency on request. Any variations from the norm shall be notified to the Local Planning Authority and the Environment Agency and the EFW CHP facility. Data shall be provided on the community web site (see schedule 8 of the I06 Agreement).</p> <p>During the main constructional works development the developer is to carry out daily visual observations of the</p>	<p>(Draft monitoring scheme submitted for informal comment 22nd June and EA consulted and applicants advised informally of acceptability on 13th July). Formal submission made 17th July, views of EA awaited and approval issued 3rd August 2012.</p> <p style="text-align: right;">Approved</p>

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<p>boundary of the construction site in order to monitor the quality of the water runoff from the site. In the case of any pollution from the construction site being seen, steps must be taken immediately to prevent the water from entering the drainage system and the Environment Agency must be informed.</p>		
<p>STANDARD OF DEVELOPMENT (59) The Energy from Waste plant shall achieve a quality index score of no less than 100 under normal operating conditions to qualify as Good Quality CHP (under the current Department of Energy and Climate Change Quality Assurance Certification programme). Records shall be kept by the applicants from the commencement of operations to demonstrate that this quality is being achieved in accordance with statements of performance validated under the Quality Assurance Programme (or such other scheme that may subsequently supersede this programme as approved by the Local Planning Authority). The certification records shall be made available to the Local Planning Authority within 7 days of a written request from the Local Planning Authority.</p>	<p>Certification records approved by email 13th March but future certification records would be needed when the plant is built.</p>	<p style="text-align: center;">Approved</p>

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<p>Schedule 5 Clause 2.4- £65,000 Air Quality Monitoring Equipment</p> <p>Schedule 5 Clause 3.1 £5,000 complaint administration and attendance costs</p> <p>Schedule 6 Clause 2.1 - £10,000 North Yard Community Trust Administration Contribution Paid</p> <p>Schedule 6 Clause 3.1 - £150,000 First Community Fund Contribution PAID</p> <p>Schedule 8 Clause 1.1 - £24,210 Management Fee Paid</p>	<p style="text-align: center;">PAID</p> <p style="text-align: center;">PAID</p> <p style="text-align: center;">PAID</p> <p style="text-align: center;">Payment monitoring procedures still require improvement (email sent to MVV 24th May)</p>	
S106 SCHEMES		
<p>S2 Clause 2 District Heating Network - Awaited</p> <p>S2 Clause 4 Devonport Dockyard Naval Base Energy Monitoring Scheme Awaited</p> <p>S2 Clause 6 Local Employment Scheme-</p> <p>S3 Clause 4 Construction Workers Travel Plan</p>	<p>COMMENTS</p> <p>Doc.I10512- clean submitted 3rd May in accordance with 6.1 and revised 11 May – Applicants agreed 28th May to revise it further (with statements addressing some concerns) and it was revised by applicants following comments and re-submitted 7th June 2012. (LPA confirmed that reasonable endeavors were being taken by the applicant to finalise the scheme in accordance with clause 6.2. Discussed with local members 12th June). Approved 15th June 2012.</p> <p>The procedures and plan in document 080212 approved 7th March 2012. An informal update submitted 10th May –</p>	<p style="text-align: center;">STATUS</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">Approved</p>

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<p>S3 Clause 5 Variable Pricing Structure Awaited S4 Clause 1 Savage Road Works and Management Plan Awaited S4 Clause 4 Ecological Mitigation Enhancement Management Plan – S5 Clause 1 Noise Management Plan S5 Clause 2 Air Quality Management Plan S6 Clause 1 North Yard Community Trust Scheme S7 Clause 1 Education Programme Awaited</p>	<p>response given 22nd May –shuttle bus details still Awaited</p> <p>Draft received 14th May (CD) -- response given 23rd May and revised draft received 15th June and response given 19th June. Formal submission received 16th July and Addendum received 3rd August. Approved 6th August 2012..</p> <p>Draft received 14th May (CD) – response given 23rd May and meeting took place with PPS Unit 27th June Applicants submitted informal draft of scheme 17th July and response to it given 1st August. Received 2nd August and approved 10th August.</p> <p>submitted 4th May – Discussed with local members 12th June and the applicants were advised how they might revise their formal submission on 18th June.) Re-submission received 26th June approved 4th July.</p>	<p>Approved</p> <p>Approved</p> <p>Approved</p>
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**Planning Permission for North Yard Energy from Waste Plan (11/00750)
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<p>OTHER S106 REQUIREMENTS</p>	
<p>S6 Clause 2 North Yard Community Trust Venue S7 Clause 2 Appointment of Community Liaison Manager -</p>	<p>Appointed 5th March 2012</p> <p>Appointed</p>

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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:	12/01364/FUL
Applicant:	Mr Chris Cook
Description of Application:	Single-storey rear extension and associated works
Type of Application:	Full Application
Site Address:	33 LYNWOOD AVENUE PLYMOUTH
Ward:	Plympton St Mary
Valid Date of Application:	03/08/2012
8/13 Week Date:	28/09/2012
Decision Category:	Member/PCC Employee
Case Officer :	Adam Williams
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



Site Description

37 Lynwood Avenue is a semi-detached residential property in the Woodford area of Plympton.

Proposal Description

Single-storey rear extension to provide kitchen (existing kitchen to become enlargement of dining room)

Pre-Application Enquiry

None

Relevant Planning History

On no. 35:

09/01712/FUL – Single-storey rear extension – Approved for a similar sized extension

On no 37:

12/00501/FUL - Single storey rear extension – Approved for a similar sized extension

Consultation Responses

None

Representations

No letters of representation in respect of this application.

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.

Single storey extensions of this type are a common feature of this section of Lynwood Avenue (As seen through the planning history). The neighbouring property, no. 35 has a single-storey rear extension. The proposed extension will project the same as this neighbouring extension (which is roughly 4 metres) and therefore there will be no detrimental impact on no. 35 in terms of light or outlook, there is also a garage and driveway separating these properties.

In terms of impact to No 31 (the attached neighbour) the gardens have a northerly aspect orientation and as such the main property causes an area of shadowing for most of the day, the extension proposed at No 33 is not considered to exacerbate this.

The garden steps and slopes upwards away from the property, so the proposed extension will be partially dug into the garden and unlikely to be seen from the neighbour to the rear. As the extension is to the rear of the property, the extension will have no detrimental impact on the streetscene.

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 relevant to this application

Equalities & Diversities issues

None

Conclusions

The application is recommended for approval.

Recommendation

In respect of the application dated **03/08/2012** and the submitted drawings 02, 03, 04, 05, 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: 02, 03, 04, 05.

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 upon neighbouring amenity and impact on the appearance of the building, 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

SPD1 - Development Guidelines

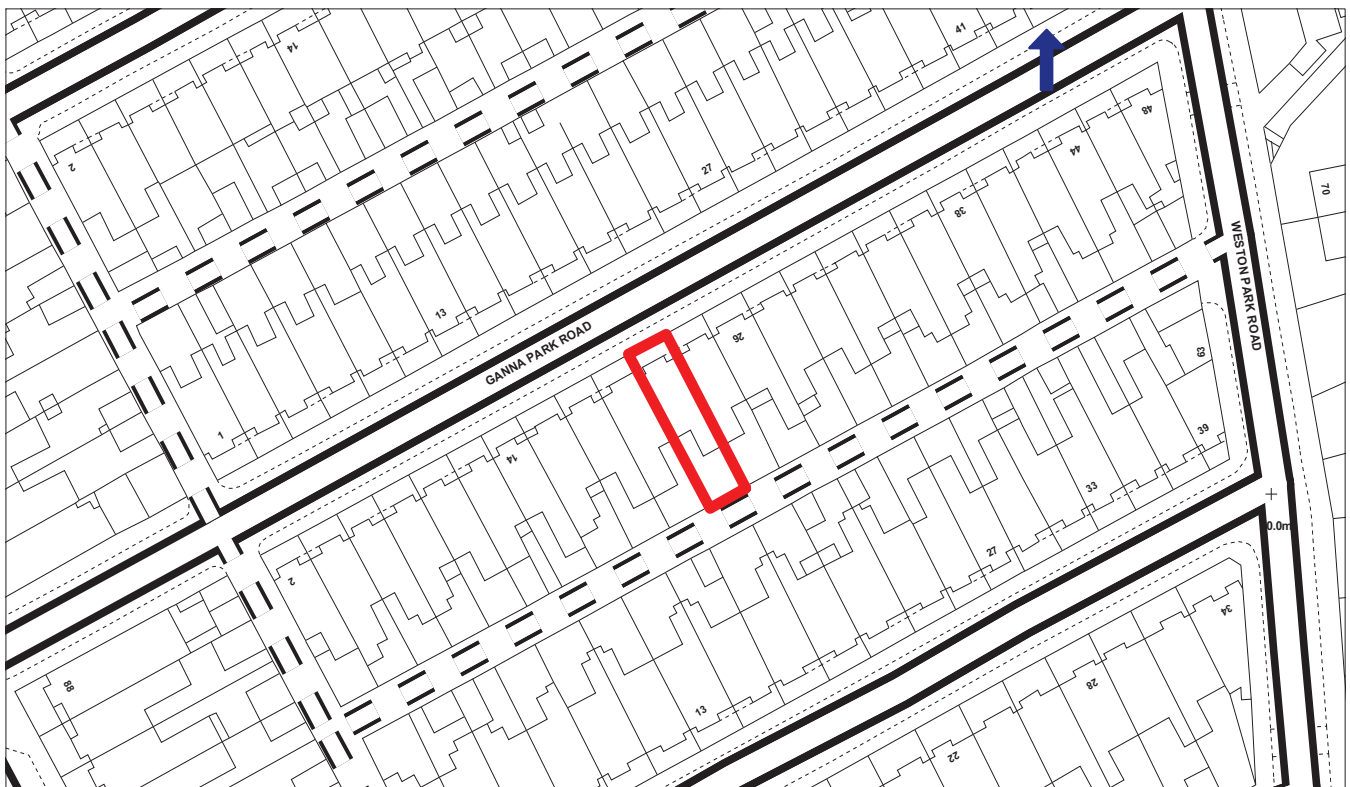
NPPF - National Planning Policy Framework March 2012

PLANNING APPLICATION REPORT



ITEM: 02

Application Number:	12/01227/FUL
Applicant:	Mrs Sandy Dobbie
Description of Application:	Retrospective application for retention and completion of rear conservatory
Type of Application:	Full Application
Site Address:	22 GANNA PARK ROAD PLYMOUTH
Ward:	Peverell
Valid Date of Application:	15/08/2012
8/13 Week Date:	10/10/2012
Decision Category:	Member/PCC Employee
Case Officer :	Liz Wells
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



Committee Referral

This application is being presented to Planning Committee because the applicant is a Council employee.

Site Description

22 Ganna Park Road is a mid-terraced residential property in Peverell.

Proposal Description

Retrospective application for retention and completion of rear conservatory

Pre-Application Enquiry

Informal advice relating to permitted development allowances.

This application has been submitted following a planning compliance investigation.

Relevant Planning History

None

Consultation Responses

No consultation responses requested or received.

Representations

NB This application is still in its consultation period until 11 September.

Letters of representation have been received from the neighbouring property, objecting to the proposal on the basis of:

- Overall size of the proposed structure is just inappropriate and unreasonable, overbearing and oppressive: Original 2m high garden wall being reasonable for a domestic setting, the proposal would be 3.8m high spanning 3.75m in length which is almost half the length of the courtyard. The size of the proposed structure may appear normal from my neighbour's side but given the fact that the ground floor level of my property is significantly lower, I feel that the wall is completely oppressive, too overbearing, and almost dangerous looking from my side.
- Loss of outlook and light and loss of amenity: Should the proposal be approved there would be a significant and permanent loss of outlook from my dining room and kitchen windows, which I feel is unacceptable. The wall creates a shadow right across my dining room window (breaking the 45 degree rule) (see photo) and my rear courtyard through orientation of the sun throughout the morning. It would lower the natural lighting levels both internally and externally to my dwelling. I enjoy my external courtyard space, but the overshadowing combined with the oppressive impact of the wall ruins this. I strongly feel that the combination of the loss of outlook and the overshadowing creates a dull psychological mood and claustrophobic affect internally in the rear ground floor rooms (i.e. kitchen, dining room, and hallway).
- Reduction and provisions of permitted development: I understand that if the proposed length of the wall was only 3 metres then

the proposed structure would be classified as 'permitted development' and therefore could be built without planning permission. However, if the proposed structure was only 3 metres in length (i.e. permitted development) then it would at least be an improvement on my side. Furthermore, my neighbour, Mr Dobbie, has maintained throughout his correspondence (including his solicitors) that the structure is built within the limits of permitted development - is there a construction error? I believe that if the proposed structure is reduced in size, within the limits of permitted development, it may not be considered feasible to continue with the development due to the significant reduction in size, hence that I feel planning approval should not be given.

- Proposed structure has already been built without the necessary planning permission, and without my consent as it is a party wall, I would like to add to this that I will not allow my neighbour access to carry out any rendering or any other works from my side, unless of course he serves me a party wall notice and the work is agreed by a party wall surveyor I have already consulted a party wall surveyor

Analysis

Design and scale:

The application site is part of a Victorian terrace which due to the sloping topography (sloping down to the west), the houses in this terrace are generally built in pairs at the same level with two storey rear tenements (spanning approximately half the width of the house) and then a drop down to next pair to the west. Many properties in the street have a single storey rear tenements built onto the end of the two storey rear tenement and consequently have relatively small rear gardens/yards.

The proposal is to infill the gap to the rear of the two storey tenement, up to the boundary wall. The scale of the proposal is single storey and in keeping with the scale of the property and other rear extensions in the street. However, as the adjoining neighbour at no. 20 is at a lower ground level, the proposal will result in the boundary wall increasing from approximately 2 metres to around 3.5 metres high.

The proposal will leave a sufficient amenity for the applicant property with a relatively small reduction in the outside space.

Impact on neighbouring property:

The impact of the increase in the wall on the boundary undoubtedly has a negative impact on the neighbouring property. The high wall on the boundary is overbearing and dominant when viewed from ground floor windows and the rear garden/yard area. The proposal cuts the 45 degree guideline set out in the Supplementary Guidelines SPD. However, due to the orientation of the property which faces SSE and the existing boundary wall, with two storey tenement beyond, the proposal will only reduce the light to the ground floor windows during the mornings and is not considered to result in an unreasonable loss of light to the nearest ground floor windows.

When considering the application, case law and recent appeal decisions have confirmed that the fall-back situation of what could be built under permitted development rights is a material consideration. In this instance, under Class A of the Town & Country Planning (General Permitted Develop) (Amendment) (No. 2) (England) Order 2008, a 3 metre deep extension could be built with maximum eaves height of 3 metres and maximum height of 4 metres. Notwithstanding the difference in ground levels, the proposed extension is well within these height allowances but is 0.7 metres longer (or deeper) than would be permitted development. An extension under permitted development would also cut the 45 degree guideline.

Careful consideration has been given to the impact of this 'additional' 0.7 metre depth of the proposal, and on balance it is considered that this has little additional impact on the outlook or light reaching the neighbouring properties ground floor windows. Furthermore, it is noted that whilst the increase in boundary wall seems unreasonable and un-neighbourly, the applicants have designed the height to go just above the existing door (with fixed light above). A development built under permitted development rights would be 0.7m shallower but around 0.4m higher at the eaves. A higher wall on the boundary would be even more overbearing and dominant when viewed from no. 20.

The proposal has no significant impact on the other adjoining neighbour no. 24, as the small projection of the proposal beyond the existing tenement as set away from the boundary and will be screen by the existing boundary wall.

For the Planning Committee's information, the applicants have indicated that they commenced construction on the understanding that they were within their permitted development rights. In the case where the rear wall is staggered due to a tenement, advice was given that the limits on extension apply to 'any' of the rear walls. An extract of the Technical Guidance on permitted development rights will be displayed to clearly show the Government's interpretation of this guidance.

Work on the extension has not been progressed since the applicants were advised by the compliance officer that planning permission was required.

Other considerations:

The applicant has put forward several examples of other rear extensions in the area granted planning permission however these examples are materially different to the application proposal in terms of form, topography and fall-back situation and therefore are not considered to have demonstrated a precedent for this proposal.

The neighbour has stated in the letter of objection that they will not allow access for the completion of rendering. The completion of the extension with a light coloured paint or render would help reflect the light and be more aesthetically pleasing when viewed from the neighbour's side. However, the granting of planning permission does not over-ride private property rights and this comment is not considered to change the conclusion.

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 applicable to this application.

Equalities & Diversities issues

None

Conclusions

The proposal will have a negative impact on the neighbouring property, being overbearing and dominant when viewed from the ground floor rear windows and the rear garden/yard of 20 Ganna Park Road and will result in a reduction in natural light reaching ground floor windows serving the kitchen and ground floor room (currently used as a bedroom). However, the fall-back situation of what could be built under permitted development rights (not requiring an application for planning permission) is a material planning consideration when assessing such a development. In this case, the decision is finely balanced but it is considered that the additional 0.7m depth of extension has little additional impact on the neighbouring property and therefore the proposal is recommended for approval with no conditions.

Recommendation

In respect of the application dated **15/08/2012** and the submitted drawings site location plan, drawing 1/14 to 14/14, 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:site location plan, drawing 1/14 to 14/14.

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.

INFORMATIVE - PARTY WALL ACT

(1)The applicants are advised that this grant of planning permission does not override private property rights or their obligations under the Party Wall etc. Act 1996.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the impact on the neighbouring properties amenities and the impact on the streetscene at the rear when taking into account the fall-back situation of an extension built within permitted development allowances, 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

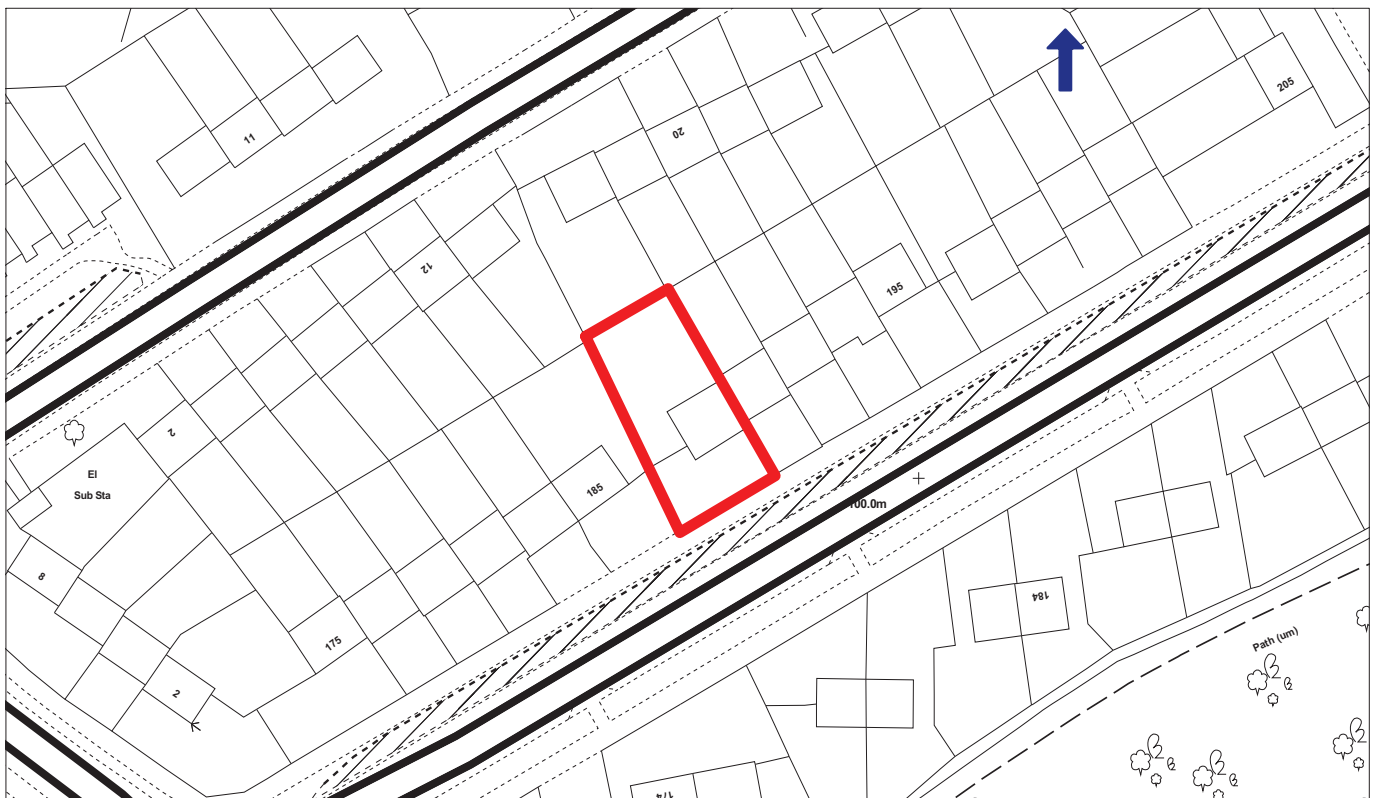
NPPF - National Planning Policy Framework March 2012

PLANNING APPLICATION REPORT



ITEM: 03

Application Number:	12/00503/FUL
Applicant:	Mr R Tuckwell
Description of Application:	Vehicle hardstanding in front garden (with associated vehicle access)
Type of Application:	Full Application
Site Address:	187 SOUTHWAY DRIVE PLYMOUTH
Ward:	Southway
Valid Date of Application:	26/04/2012
8/13 Week Date:	21/06/2012
Decision Category:	Member Referral
Case Officer :	Kate Saunders
Recommendation:	Refuse
Click for Application Documents:	www.plymouth.gov.uk



This application is being considered by planning committee as a result of a “call-in” by Cllr Browne who is supporting the proposal. Cllr Browne considers that recent development along Southway Drive sets a precedent for this proposal and allows a positive recommendation to be reached.

Site Description

187 Southway Drive is a two-storey end of terrace property located in the Southway area of Plymouth. The property is separated from the highway by a large grass verge and pavement. The verge due to the land gradient of the area is set at a higher land level than the road, with the garden then being set at a higher level than the verge.

Proposal Description

Vehicle Hardstanding in front garden (with associated vehicle access)

Pre-Application Enquiry

None

Relevant Planning History

06/02037 - Formation of vehicle hardstanding with retaining walls and steps – Refused – Dismissed at appeal

Other Properties

208 Southway Drive

08/00602/FUL - Formation of hardstanding and associated steps ~ Refused

09/00080/FUL - Formation of vehicle hardstanding, with associated works ~ Refused

214 Southway Drive

75/02711 - Erection of hardstanding ~ Granted conditionally

216 Southway Drive

75/02712 - Erection of hardstanding ~ Granted conditionally

218 Southway Drive

02/01253/FUL - Construction of raised platform to provide car hardstanding area ~ Refused (*Decision upheld at appeal*)

224 Southway Drive

03/01367/FUL - Vehicle hardstanding in front garden ~ Refused

07/02025/FUL - Vehicle Hardstand in front garden ~ Refused

238 Southway Drive

09/01573/FUL - Raised vehicle hardstanding and associated vehicular access - Refused

271 Southway Drive

09/00067/FUL - Formation of vehicle hardstanding in front garden ~ Refuse

(Note – although not part of the planning history relating to this case, it should be noted that highway crossovers were constructed to parking spaces off the road at no 251 Southway Drive prior to December 2008, and at no 274 Southway Drive in January 2010.)

Consultation Responses

Highways Authority – Recommends refusal

Representations

One letter of representation received from No. 185 Southway Drive in support of the application

Analysis

This application turns on Policy CS34 and CS28 of the Local Development Framework Core Strategy (2006-2021) 2007 and the Development Guidelines Supplementary Planning Document. Appropriate consideration has also been given to the National Planning Policy Framework 2012. The main planning considerations are the effect on the amenities of neighbouring properties, the impact on the visual appearance and character of the area and highway safety, as detailed below.

This application is identical in nature to the proposal put forward for consideration in 2006. This application was refused due to the impact on the streetscene and highway safety. The decision was then tested at appeal and the inspector agreed with both the Local Planning Authorities grounds of refusal and the appeal was dismissed. This application has been submitted as the applicant feels that conditions within the street have changed and the proposal warrants further investigation.

The garden of this property is set back from the highway by a large grass bank with a pavement located between this and the garden. Due to the land gradient of the area, the proposed access to the hardstanding would be on a steep angle up to the pavement level, with the access then crossing the pavement. The garden would be excavated and small retaining walls constructed to allow for level access from the pavement to the hardstanding.

The Development Guidelines SPD notes that provision for off-road parking is popular, especially where on street parking is limited, but must be carried out in a sensitive way so as not to detract from the character of the area or reduce highway or pedestrian safety.

The proposal will be a significant intrusion in to the streetscene, severing an attractive grass bank which significantly contributes to the character and appearance

of the area. The inspector supported this reason for refusal previously and as the form of the development has not been altered it is considered that this refusal reason still stands. A number of photographs have been supplied to accompany the application which show cars parked on the grass verges in the area and the harm that arises e.g. erosion of grass, damage to tree roots. Whilst it is noted that this is not a welcome occurrence no photos are provided showing cars parked on the grass bank in front of the subject property and therefore the bank appears to be undamaged and of a high amenity value.

The highways officer also stands by the previous view that the proposal will prejudice highway safety, an opinion which was again supported by the inspector.

The application is unchanged and the proposed provision of off-street car parking is virtually the same as the earlier proposal the Highways Authority can therefore only make similar observations and recommendations as for that of the previous application. Where circumstances allow the Highways Authority would generally support the creation of off-street car parking, however in this particular case it is considered that the creation of off-street car parking would in its use be to the detriment of highway safety and the street scene, and introduce a potential danger that does not currently exist there. This is because of the significant difference in ground level (in excess of 1 metre) between Southway Drive carriageway and the garden of the application property. Consequently any footway/verge crossing provided to link the hard-standing with the carriageway will be excessively steep (in the order of 1 in 3 in this particular case); also due to the steep gradient there would be a danger that cars that are low might ground-out when using the vehicle crossing, giving rise to further difficulties. In addition, the proposed vehicle crossing would exit on a skewed angle to the carriageway that would impair visibility for a driver leaving the hard-standing, and also give rise to associated turning and reversing movements on Southway Drive which is a Local Distributor Road. The use of the proposed off-street car parking and vehicle crossing would be potentially hazardous to vehicles entering and leaving the hard-standing and to others using the highway, including pedestrians and cyclists travelling along Southway Drive.

In the absence of any new material considerations (where all of the matters have previously been properly tested and considered by the Planning Authority and the government Planning Inspector) the Highways Authority can only conclude that the proposal is contrary to all current guidance and policy and is therefore unjustified, the Highways Authority would therefore recommend that planning permission is refused.

It has been drawn to our attention that other new hardstandings have been installed since the previous refusal namely at No.s 251 and 274. Neither of these developments gained planning permission and do not therefore set a precedent for the proposal. No hardstanding has been approved along Southway Drive since 2003.

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

No equality and diversity issues to be considered

Conclusions

The proposal will be detrimental to the visual quality of the area and will significantly prejudice highway safety and is therefore recommended for refusal

Recommendation

In respect of the application dated **26/04/2012** and the submitted drawings Location plan, Proposed plan, Supporting photos, it is recommended to: **Refuse**

Reasons for Refusal

SUB-STANDARD ACCESS

(1)The Local Planning Authority considers that the proposed access arrangement is unsuitable for its intended use and is therefore likely to give rise to issues of personal and highway safety. Vehicular movements arising from the 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;

This is contrary to Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007

DETRIMENTAL TO VISUAL AMENITY

(2)The Local Planning Authority considers that the proposal, by virtue of its form and design, would be detrimental to the visual appearance of the area. The proposed vehicle access would sever a prominent grass bank verge which positively contributes to the character and visual amenity of the area. The proposal is therefore contrary to Policy CS34 of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007

Relevant Policies

The following (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, were taken into account in determining this application:

CS28 - Local Transport Consideration

CS34 - Planning Application Consideration

NPPF - National Planning Policy Framework March 2012

PLANNING APPLICATION REPORT



ITEM: 04

Application Number: 12/00868/FUL

Applicant: Mr Adam Willets

Description of Application: The development of a new 150 parking space surface car park on the site of the Officers' walled garden, together with associated access and landscape screening works

Type of Application: Full Application

Site Address: OFFICERS WALLED GARDEN, ROYAL WILLIAM YARD
PLYMOUTH

Ward: St Peter & The Waterfront

Valid Date of Application: 21/05/2012

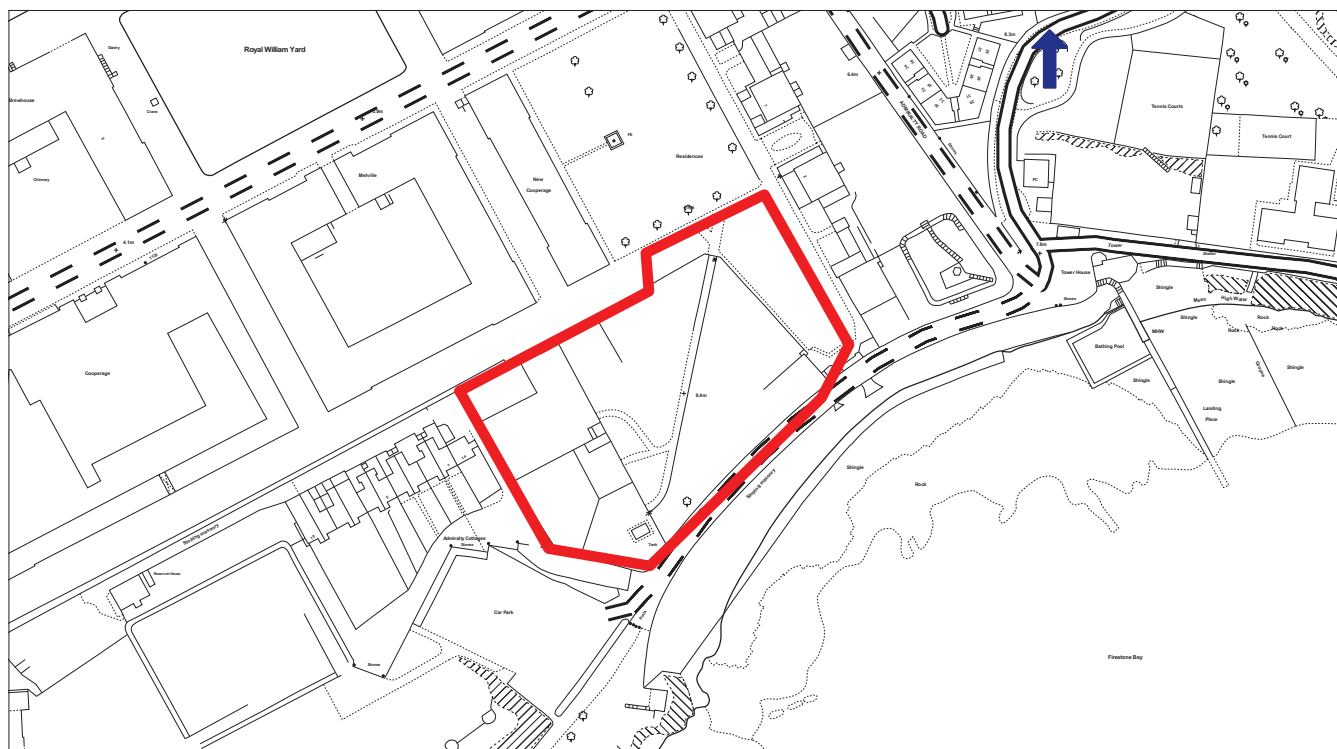
8/13 Week Date: **16/07/2012**

Decision Category: Major - 5 or more Letters of Representation received

Case Officer : Jeremy Guise

Recommendation: Grant Conditionally

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



This application has been called to Planning Committee by Cllr. Chris Penberthy, Ward councillor, St Peter & the Waterfront because the planning history of the site is complex and as a result has a bearing on the case.

Site Description

The site area is a roughly square shaped piece of land (approximately 0.9ha) comprising about 1/7th of the overall area of the Royal William Yard.

It is located in the south of the Royal William Yard and surrounded on the western and southern side by a high, historic wall that separates it from the rest of Devil's Point.

The western part of the site contains two walled cottage gardens with small stone outbuildings. The large central area is landscaped and the eastern part has recently been developed to provide 23 overflow parking spaces. The land raises from east to west across the site and is mounded on the central landscaped area to partially obscure views of walled gardens.

Proposal Description

Planning permission is sought to develop a new 150 space surface car park on the site of the walled officer's garden at the Royal William Yard. Plans show the alteration of one existing opening into the walled gardens to allow vehicle access improvement to another, which is currently blocked up to provide, pedestrian access; the removal of parts of the internal dividing walls and the existing internal garden buildings; the levelling of the ground surface and the installation of a new surfaces, hoggin for the parking and buff cultured antislip surface for the access road the alteration of the existing grasscrete overflow parking area to provide appropriate access road layout for the car park, the installation of a lighting system as detailed. The proposal also shows removal of some existing trees and vegetation and replacement tree planting together with banking up of earth upon the grass mound to obscure the parking area from view.

The application has been accompanied by: a design and access statement, a transport survey, an archaeology report, a tree survey, a heritage statement, a reptile survey, a protected species survey of buildings and an extended Phase I habitat survey.

A parallel application ref. 12/00869/LBC has been submitted seeking listed building consent for the creation of a new 150 space surface car park on the site of the walled officer's garden together with associated access and landscape screening works. This is reported elsewhere on the agenda.

Thirteen spaces including 6 existing ones to the north of the parade ground and 7 proposed new ones, to the south are shown as being suitable for wheelchair users.

Pre-Application Enquiry

A formal Development Enquiry Service (DES) request was made ref MI/337/PRE. Advised that the loss of the gardens not particularly welcome, but accepted by English Heritage and the Council that this is the least visually intrusive way of

providing additional parking. 'End-on' parking spaces along the eastern side of the parade ground to be removed.

Relevant Planning History

- Ref. 03/00270/FUL - Public realm works including street furniture, lighting and resurfacing works GRANTED subject to conditions 19-Nov-2003
- 03/00271 Public realm works including street furniture, lighting and resurfacing works GRANTED subject to conditions 13-Nov-2003
- 03/01469 600 place car park (with environmental and traffic assessments covering all anticipated Yard development) at the Mound WITHDRAWN 20-Apr-2003
- 04/00868 Underground car park, alterations to internal road system and installation of traffic signals at Main Gate (new vehicular exit road deleted) GRANTED subject to conditions and Section 106 Legal agreement 19-Jun-2006
- 04/00869 Underground car park, alterations to internal road system and installation of traffic signals at main gate GRANTED subject to conditions 08-Jun-2006
- 11/00155 Application for consent to display advertisement for four public information points CONSENT GIVEN subject to conditions 12-Aug-2011
- 11/00158 PROPOSED SIGNAGE LB not required
- 11/00198 Installation of parking management system and car registration cameras and pay stations GRANTED subject to conditions 24-May-2011
- 11/01683 Banner signs on 23 lamp posts adjacent to Clarence and Brewhouse buildings, and adjacent to yard dock basin CONSENT GIVEN subject to conditions 31-May-2012
- 11/01689 Retrospective listed building consent for the fixing of aluminium composite sales and marketing hoardings to and around listed buildings CONSENT GIVEN subject to conditions 1st June 2012
- 11/01684 Advertisement consent for temporary composite aluminium sales and marketing signage GIVEN subject to conditions 12th June 2012

Consultation Responses

Highway Authority

There is much history in relation to car parking provision serving the Royal William Yard site with interim car parking strategies and ad-hoc car parking arrangements having been agreed in order to allow the redevelopment of various buildings to come forward. This has involved the submission of several iterations of an Interim Parking Strategy.

It has now become clear that the creation of the underground multi storey car park (MSCP) which was identified as forming a key element of the 'final' car parking solution for the RWY site, is a financially unviable option and alternative options to address the car parking demands at the RWY now need to be considered and agreed. These options need to look not only at the

car parking demands associated with the buildings that have already been developed within the yard but also those buildings which are yet to come forward in respect of renovation/conversion (those being Melville and Factory Cooperage).

This application which involves the creation of a surface car parking area within the nursery/walled garden area seeks to provide a major element of the above-mentioned 'final' car parking solution and is therefore being considered as such (it is not just addressing the car parking requirements for the New Cooperage building as outlined in the Nursery Transport Statement submitted with the application).

In view of the fact that this application forms an integral part of the overall car parking strategy for the RWY, it is disappointing to note that the applicant has not provided an updated site-wide Transport Strategy (TS) as requested during pre-application discussions. The need for an updated TS relates to the slight shift in emphasis of how the yard is moving forward, with much of the traffic generation associated with the various A3 uses that have been permitted (which generate the majority of their associated trips outside the traditional 'peak' hours on the local highway network compared to residential/employment which generates most trips during the more traditional 'peak' hours).

In view of the importance of a revised TS (which will also include reference to an updated site-wide Parking Strategy detailing how the various car parking areas across the yard will be controlled/managed and include information on charging regimes), it is recommended that a Grampian Condition be attached to any grant of consent which calls for the submission to and approval of the revised TS by the Local Highway Authority prior to the commencement of the use of the nursery car park.

It should be noted that the updated TS should also include reference to the sustainable transport measures that will be brought forward in order to reduce the number of single occupancy car trips being made to and from the RWY. In view of the fact that the nursery car park provides far fewer spaces than the previous MSCP scheme (444 compared to 600+), it is essential that an affective package of sustainable travel measures are brought forward in order to ensure that the level of car parking that is now proposed is adequate to meet the demands. It is acknowledged that the applicant is currently in the process of undertaking travel surveys and it is therefore recommended that these results be used in order to inform the sustainable transport measures that are being put forward in order to deliver agreed modal shift targets (which shall also be referenced within the TS within a dedicated section on the required site wide Travel Plan).

With regard to the layout of the car park The Highway Authority makes the following comments:-

- It is noted from the construction details provided that Hoggin is proposed as the surface course for the majority of the car parking area although the D&A Statement refers to the use of anti-skid surfacing on the access road to the car park. Anti-skid surfacing is acceptable as the surface wearing course for the access road that will serve the car park (particularly in view of the steep gradient of this road). The use of Hoggin is acceptable for lightly trafficked areas (such as footways). However the internal access routes around the car park are unlikely to be lightly trafficked and therefore the Highway Authority suggests that bimak is used as the surface finish

with the car park itself in order to avoid long-term maintenance issues. It is also recommended that the kerbing and back edging strips be of a conservation type.

- It is recommended that the 2 spaces shown at the northern end of the block of 14 spaces be removed in order to improve vehicular circulation around the car park and avoid the need for any 'one-way' sections within the car park.
- The tracking plots provided show that vehicles are likely to come into conflict with one another due to the narrow width of the carriageway at the 90 degree bend at the commencement of the access road that serves the car park. It is therefore recommended that the width of the road be increased at this location so that it is a minimum of 6m in width. This should allow 2 cars to pass one another safely.
- As it is not possible to provide 2-way vehicular movements on the section of road that runs along the frontage of the Guardhouse and Resi 1 and 2, it is recommended from a highway safety viewpoint that a one-way traffic system is introduced within inbound movements along the frontage of guardhouse / Resi 1 and 2 and outbound movements between Melville and New Cooperage. Alternatively the 11 existing parallel parking bays adjacent to the green could be removed in order to allow 2-way traffic movements along this stretch of road (rather than one-way inbound). It should be noted that the provision of a one-way traffic system will necessitate additional signing, the locations for which will need to be agreed with PCC.
- It is noted that part of the access road serving the car park will have a gradient of 1:8. This is particularly steep and may give rise to issues during periods of inclement weather. However it is noted that anti-skid surfacing is proposed at this location which should help to overcome these concerns.
- The previous multi-storey car park also included an element of cycle and motorcycle parking. If this is no longer being provided within this proposed car parking area, has a suitable alternative area been identified on the site? If so could these details please be provided?

In view of the fact that many of the above-mentioned comments can be addressed through minor design alterations, the Highway Authority not wish to object to this application providing the following conditions are attached to any grant of consent. street details, access (contractors), car parking restriction, Grampian condition transport strategy and a requirement for a code of construction practice during construction.

English Heritage – Welcome the retention of more of the walls within the garden area.

The application is not supported by a longer term parking, or transport, strategy for the Yard, which is of great concern. Whilst we have agreed that the previous multi-storey car park options were undesirable or unachievable, it is essential that the issue is addressed in a considered manner with a long term strategy.

We do not object to the proposed surface materials, but would seek clarification on the proposed kerb materials. As off- the shelf concrete kerb is unlikely to be

acceptable. We are also very concerned that the details provide (kerb heights, etc) appear to be standard carriageway details, and do not have the careful design input that has informed much of the work at the Yard. Given that the proposed car-park and new road abut soft landscaped areas is there a need for raised kerbs etc? We would ask for further details to be supplied on existing kerb details and materials at the Yard, to inform further consideration of the appropriate kerb details. We would object to the details as currently proposed.

We do not support the 11 new (from the pre-application drawings) spaces to the right hand side of the ramp when reaching the upper level. They push the parking further into the grassed area and will require higher and more substantial banks to conceal them.

We support the possibility of increasing the gradient of the grassed area to screen the cars, but recommend that this should be continuous gradient rather than the more sudden bank which appears on drawing PL-201, although clearly the gradients would have to work with the existing path, etc. Dimwittedly it is difficult to judge the appropriate height for the bank on section, and are probably best judged on site, but we would not wish to see them any higher than proposed.

There is no indication of any signage with this application. Details need to be provided.

Police Architectural Liaison Officer (PALO) –

The Devon and Cornwall Constabulary are not opposed in principle to the granting of planning permission for this application but I do have some reservations;

I am concerned that there will be little or no natural surveillance over these proposed parking areas, therefore making them attractive to potential car thieves. I would also have concerns for lone persons accessing these areas during the hours of darkness given the distance these parking areas are from the main buildings albeit there is low level lighting proposed. I would ask that these concerns be taken into account when this application is considered.

Public Protection Service – recommend approval of the above development.

Representations

Surrounding neighbours have been notified of the application and two site notices posted. This has resulted in receipt of 9 letters of representation (LORs) including one from the Royal William Yard Residents' Association. The letters reflect very diverse opinions. Some are strongly in favour of approval being granted, even without conditions, most reflect concerns about the absence of a 'final' transport strategy, and a few are opposed, preferring that the walled gardens be preserved. This makes them difficult to summarise;-

Royal William Yard Residents' Association

In principal we support the application as it will be fairly unobtrusive and provide much needed additional parking. However there are some amendments we would like to see.

1. The application does not mention any links with the Transport Strategy for the Stonehouse peninsula and we would like to see how this application fits in with the Transport Strategy particularly the use of alternative means of transport such

as bicycles and buses. There appears to be no provision for bicycles in this scheme or any support for improved public transport.

2. The area of grass marked with blue crosses within rectangles to the North East of the site just to the south of the green lawn area and titled overflow parking needs reviewing. The present arrangement of plastic netting with grass has become very muddy and, as it is likely to be the first area that drivers will see, it is likely to be the first area of parking filled. It should be removed as it is a high visibility area from the main street and detracts from the scheduled ancient monument status. Alternatively if it is wished to keep this area for parking then it should be made up and paved and appropriately screened from view in the same manner as the proposed new car park.

3. The use of hoggin surfacing for the proposed parking in the Officers Gardens is inappropriate. It should be a hard surface such as paving blocks or bitumen as proposed for the Access road. It is felt the hoggin will not last long, will become unsightly, will not be in keeping with the scheduled ancient monument status of this industrial site and will provide high maintenance costs for the Estate.

4. No mention is made in the documentation of the addition of car parking to the south end of the lawn area. This has not been on previous plans and presents the same visibility issues as in 2 above. It should either be removed or at the very least be appropriately screened as proposed for the new parking spaces in the Officers Gardens.

5. On grounds of health and safety we feel that there needs to be a 1 way circulation system with cars entering from the main gate turning left to move south in front of residences 1&2 to the parking area and exiting along the southern edge of the green lawn past the New Cooperage and passing between the New Cooperage and the Melville block to exit onto the main Yard road. The alternative would be to remove the parking spaces in front of residences 1&2 to allow 2 way traffic as opposed to single file traffic. The junction between the service road to the residences and the main Yard road is blind and is already hazardous for pedestrians using the main Yard road.

6. There should be a condition applied that there should be no relaxation of the planned parking arrangements such as has happened recently when cars were allowed to park on double yellow lines. This forced disabled users in wheelchairs into the path of vehicles proceeding along the main street and forced them to try to tackle speed humps. In addition it created hazards for pedestrians and young children who were similarly forced into the pathway of vehicles on the move.

7. We are also concerned that the parking solution does not make provision for conversion of the Melville and Factory Cooperage buildings and should therefore be called an interim parking solution for the Yard. Further if there is to be development of these buildings which will affect the proposed parking arrangements then mention should be made of the alternative arrangements to be put in place to protect parking for the residents in the Yard, particularly those living in the Mills Bakery.

We feel that if these alterations are made to the plans this will create a successful interim parking solution for the Yard.

Support urgent need for new car parking

Strongly support the application as it stands, even if no conditions are imposed. The loss of the green space is nearly totally irrelevant. I cannot imagine those areas becoming allotments.

Note that the addition of 150 parking spaces represents about 50% additional to those already scattered around the Yard. Splendid and so very necessary for future duty to day use panda also special week-end events such as the recent Food Fair.

Raises more general concerns about transport and parking in Stonehouse.

I live right outside the Royal William Yard and am very keen to see its regeneration succeed. It is vital that there are more parking spaces. I have seen the space proposed for development of car parking and think it is ideal - it is making a minimal impact on the site as a whole and it is obvious that more car parking has to be achieved.

I support the applications wholeheartedly. Being a peninsular car parking in the area has to be at a premium and the majority should be for residents. A more frequent bus service to the city centre and its car parks would help.

A park and ride service from the community centre by the bridge would also be good if there is sufficient space there or possibly the car parking bellows the Brickfields running track, opposite the City College.

Lack of comprehensive transportation Plan

The Royal William Yard has had numerous planning consents which have directly or indirectly touched on parking, this is the latest. Local residents have concerns about how these inter-relate especially with regard to a definitive Transport Strategy, previous unfulfilled 106 agreements relating to transport and an apparent lack of a final integrated transport and parking strategy for the Yard. There is also concern about the impact of extra vehicle movements on local residents. Given these factors, the historic nature of the site and local concern that the right decision be made; local residents believe that these applications should be heard by the Planning Committee, given the circumstances I agree.

I would like to see a complete plan of the transportation arrangements designed for the area now that the Royal William Yard has been redeveloped. I believe that a "park and ride" may be more suitable rather than to allow more traffic down into the constricted Stonehouse peninsula.

The plans for additional parking are required before the developer can occupy the New Cooperage building. A sensible parking and transport strategy for RWY is clearly needed considering the ever expanding commercial interests.

As the residential parts of the estate have been developed residents parking for Clarence and Brewhouse have been provided in line with the planning permission for each building phase.

The Mills Bakery building has been completed for 3 years and the developer has, during that time resolutely refused to provide any designated residents parking for the residents of that building despite the fact the planning approval stated it should be established.

In this latest planning application the developer has tactically noted that 158 spaces are attributed to the Mills Bakery but does not show where they are to be located. I suggest that the planners should reject the application until this aspect is made very clear and carried out in line with the previous approval. Plymouth

I feel there is huge need for further parking spaces in RWY. There is already shortage and more new developments planned. I am concerned this parking development is insufficient, although an improvement, and if people cannot park within the Yard they will park elsewhere in the peninsula. This will have a knock on effect for the Cremyll ferry and Mt Edgcumbe, as parking for the ferry is also extremely difficult, particularly in summer. Mt Edgcumbe is a major tourist attraction for Plymouth. The whole Stonehouse peninsula has not been clearly thought through.

Loss of historic garden/ setting of listed buildings

Aesthetically, I would like to see the Walled Garden remain just as that, in keeping with the historic nature of the RWY. This forms a whole with the design and purpose of the victualing yard. The Walled Garden is also a vital green space in an urban setting. It has also been used as a training area for gardening by people with disabilities - an invaluable role

The gardens which date back many years are of great historical value which should not be lost forever by the development of a car park. The money should be spent instead on returning the gardens to their former glory and give access to the public to view them. I sincerely hope this application is rejected and the gardens are maintained as an important piece of Plymouth's history.

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:-

- The principle of developing additional car parking on this site
- The design and appearance of the proposed development and its impact upon the character and settings of the nearby listed buildings – including listed wall - and Stonehouse conservation area (Policies CS02, CS03 and CS32 of the Adopted Core Strategy)
- The impact upon the amenities of neighbouring property (Policy CS34 of the Adopted Core Strategy)
- The impact of the proposal on wildlife habitats and trees (Policy CS19 of the Adopted Core Strategy)

- The impact on traffic movements and parking within the Royal William yard and wider road network. (Policy CS34 of the Adopted Core Strategy)

The principle of developing additional car parking on this site

The specific policy relating to the conversion and regeneration of the Royal William Yard is set out in Proposal MS01 of the Millbay and Storehouse Area Action Plan (AAP). It states:-

Proposal MS01 – Royal William Yard -The sensitive restoration and reuse of the Royal William Yard will be completed as a vibrant part of the Stonehouse Peninsula. The final phases of the restoration should provide for uses, which ensure an authentically mixed-use development. The uses should combine the following:

Retail, which is small scale to meet local needs and leisure tourism related

Leisure; Offices, Craft workshops, Other BI use classes, Community uses, Public open space

The development should provide for the following;

- 1. High quality public realm improvements that respect the historic character of the Royal William Yard as outlined in the Stonehouse Peninsula Conservation Area Appraisal and Management Plan, his particularly. Ensures the proper setting of the listed buildings the public realm should also provide a clear distinction between private and public open space.*
- 2. Archaeological mitigation in the form of Listed Building Consent , which will provide for an appropriate level of building recording prior to and during conversion works (as undertaken at The Brewhouse and Clarence Store buildings) and archaeological recording during below ground works. Where important building features or archaeological deposits are encountered there will be a presumption in favour of their preservation in situ , with archaeologically recorded removal, of historic fabric or deposits only where this is unavoidable . Consideration should be given to some historic interpretation of the site in publicly accessible areas upon completion of the development.*

The supporting text acknowledges the limitations on parking, it states:-

5.12 Parking is very limited within the Royal William Yard and so it is important that alternative means of transport are available to the users through public transport, cycle and pedestrian access. There is also an opportunity at the Royal William Yard to support the Core Strategy policy for water transport (Policy CS289(5)) and development proposals should identify a water transport facility as identified in the Local Transport Plan 2 (2006).

The Yard, of course, contains many individually listed buildings and forms part of the Stonehouse Peninsula Conservation Area. Policy CS03 (Historic Environment) of the adopted Core Strategy is relevant. It states:-

The Council will safeguard and where possible, enhance historic environment interests and the character and setting of areas of acknowledged importance, including scheduled ancient monument , listed buildings (both statutory and locally listed) registered parks and gardens, conservation areas and archaeological remains .

The successful regeneration of the Royal William Yard has secured the long term future of this unique group of listed buildings and provided the city with a set of attractive assets in place of dilapidated relics. The regeneration is three quarters complete with Melville and Factory Cooperage the two remaining major challenges.

Few, if any, would want to stall the regeneration process at this stage, and jeopardise the development momentum. But the regeneration has to a large extent, been the victim of its' own success, generating visitors in numbers which outstrip existing parking provision at peak times. The nature of that success is significantly dependent upon restaurant and cafes that have been attracted. These attract a passing lunchtime and evening trade – which is difficult to plan for in terms of travel plans, car share arrangements etc. However, even taking this into account, Urban Splash really should have made better plans for dealing with the consequences of the success of the Yard, and agreed with the Council a comprehensive parking strategy for the whole Yard by this stage in the regeneration process. Their continued incremental approach, and the delay in the delivery of alternative means of transport to the Yard, is testing tolerances; and fuelling, quite possibly unnecessarily, concerns about the future intentions.

This application proposes yet another incremental arrangement, albeit one which seeks to provide parking on one of the few sites within the Royal William Yard walls where there is any scope for additional provision. In that sense the proposal represents *part of* an eventual strategy, rather than a more transitory arrangement, which will need to be reversed or changed in the future.

The Highway Authority's consultation response, reflects this unease, but pragmatically recommends a Grampian planning condition requiring submission, and approval of an updated Transport Strategy (TS) prior to commencement of use. Your planning officers concur, also reluctantly. Given that part of the eventual solution to the parking and transport issues in the Royal William Yard involves conversion of the officers' walled garden to parking, an objection in principle to the proposal isn't really justifiable.

Design and appearance of the proposed development

Policy CS02 (Design) of the adopted core strategy is relevant. It states:-

New development should be well designed to respect the character, identity and context of Plymouth's historic townscape and landscape and in particular Plymouth's unique waterfront, its moorland setting and settlement pattern.

New development should also;

7 Incorporate car parking that is integrated with the existing public realm and other pedestrian and cycle routes.

8. Ensure a balanced mix of uses that work together and encourage sustainable living.

The nursery gardens are tucked away in an inconspicuous corner of the Royal William Yard. The proposed parking has been designed to ensure that spaces are hidden from view and do not impact upon the setting of the listed buildings. Inevitably this means that the car park is not overlooked and passive surveillance is not achievable. This weakness is unavoidable, but given that access to the Royal William Yard is focused through a single access point, to the east, arrangements are

considered to be fairly secure and notwithstanding the PALO's concerns are considered to be acceptable. A condition requiring submission, approval and implementation of lighting details prior to first use is considered necessary

Impact upon the amenities of neighbouring property

With the exception of some of the bank area, the walled gardens are overgrown and not available for public use. The provision of parking in this area will therefore not involve the loss of any amenity that existing occupiers enjoy.

The proposed benefits to the yard as a whole from the provision of additional parking are considered to significantly outweigh any disadvantage through additional traffic noise and exhaust pollution.

Impact on wildlife habitats and trees

Policy CS19 (Wildlife) of the adopted Core Strategy is relevant. It states:-

The Council will promote effective stewardship of the city's wildlife through:

- 4, Ensuring that development retains, protects and enhances features of biological or geological interest, and provides for appropriate management of these features.*
- 5. Ensuring development seeks to produce a net gain in biodiversity by designed in wildlife and ensuring any unavoidable impacts are appropriately mitigated for.*

Inevitably the proposal will result in the loss of some trees and wildlife habitat. The area has, to a large extent, been re-colonised with trees and vegetation since it was used for horticulture. The applicants are proposing a planting scheme to compensate for the loss of trees and vegetation, (and provide a screen for the proposed parking). This will go some way to mitigate for the loss of existing trees and habitat, but essentially the proposal does involve some loss of greenscape in order to improve the parking situation

Impact on traffic movements and parking within the Royal William Yard and wider road network.

Policy CS34 (Planning Application Considerations) contains relevant paragraphs in relation to parking considerations. It states:-

Planning permission will be granted if all relevant considerations are properly addressed. These considerations will include whether the development.

- 1. Has adequately considered the on and off-site impacts of the proposal in terms of climate change, flood risk, wildlife, natural resource use and pollution.*
- 2. Makes efficient use of land, including where appropriate dual use facilities*
- 3. Positively contributes to the townscape, landscape and biodiversity of the local environment*

- 5 Incorporates public spaces., landscaping, public art and 'designing out crime' initiatives.*
- 8. Provides for safe and satisfactory access and making a contribution to meeting the parking requirement arising from necessary car use.*

The parking layout is a compromise, a best fit, between competing objectives. In order to ensure that the presence of large numbers of parked cars does not adversely impact upon the settings of the listed buildings, it needs to be inconspicuous screened by banks and existing walls. But in achieving this by retaining

existing stone walls and banks, opportunities for passive surveillance are weakened and the ramped access is steeper than ideal. However, the provision of the extra spaces should go a large way to maintaining the regeneration momentum in the yard whilst mitigating the impact of parking displacement into surrounding streets, which have their own pressures.

Section 106 Obligations

None. The proposal does not result in any additional floor space

Equalities & Diversities issues

The proposal is accessible and includes 7 parking spaces suitable for use by people with disabilities. A lighting scheme is proposed to ensure that the area is illuminated and improve users safety and the perception of safety.

Conclusions

With the opening of top end restaurants and food emporiums in the magnificent waterfront buildings, and the Yard being joint host for the provocative British Art show last Autumn, it has become a major tourist destination, attracting visitors in greater numbers than the earlier, office led, regeneration plans ever envisaged. Whilst this means that many more people have opportunity to walk around and appreciate the eighteenth century buildings, it also means that the issue of parking has come to the fore, for residents, business and the wider Stonehouse peninsular community. Ambitious plans, by the now defunct Regional Development Agency, to provide underground parking have proved far too costly, in these days of reduced public spending. The Yard has limited space, and options.

Despite the monumental scale of the Royal William Yard, unrestricted car parking could easily spoil the appearance and setting of the buildings, distracting from the very experience residents have bought into, and visitors have come to enjoy. But equally inadequate parking provision could undermine the viability of the new businesses, halt the regeneration process before it is complete and create a traffic nightmare for local residents. Royal William Yard developers, Urban Splash, are well aware of the problem created by their success in making the Yard into an artistic foodie hub. They have submitted proposals to provide 150 extra car parking spaces in the old officers' walled garden. This garden is currently a quiet, slightly dilapidated, and largely unvisited green area, in the southern part of the Yard. Even the sensitive mitigation proposed - screening, appropriate materials and movement sensitive lights- can't fully disguise the fact that it would, inevitably, be more developed, if it is to provide a safe, attractive, modern car park. The live planning issue that the local community, key stakeholders, heritage experts and, ultimately, Local Planning Authority have to grapple with, and decide, is whether this proposal strikes the right balance between preserving the unique historic character of the Yard and coping with the consequences of its' success. What we can all agree on, with certainty, though is that coping with the pressures arising by successful regeneration, is far better than struggling with the consequences of failure.

Recommendation

In respect of the application dated **21/05/2012** and the submitted drawings Transport Statement, it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE IN 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.

DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans

1007-NP PL-100-; C12014/C210(1) Rev. B; C12014/C210(2) Rev.B; C12014/C211(1) Rev.B; C12014/C201 Rev.A; C12014/C200 Rev C; C12014/C211(2) Rev. B; C12014/C215(1) Rev.B; C12014/C215 (2) Rev. B; C12014/C200 Rev B; 1007-NP PL-010; 1007- NP PL-011; 1007-NP PL-012; 1007-NP SK-112 1007-NP PL-120; 1007-NP PL014; 1007-NP NP-013; 1007-NP PL-110; 1007-NP PL-125; 1007-NP PL-200; 1007-NP PL-120; 1007-NP SK-122; 1007-NP PL-125; 1007-NP PL-201;1007-NP PL-203; 1007-NP PL-204

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.

EXTERNAL MATERIALS

(3) 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

(4) 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.

LANDSCAPE DESIGN PROPOSALS

(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. These details shall include .

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

(6) 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.

LIGHTING SCHEME

(7) Before the development hereby approved commences details of any external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be fully implemented before the development is first occupied and henceforth permanently maintained for the occupiers of the site.

Reason: In order to ensure that adequate external lighting is provided for future users of the car park, that it does not adversely impact upon the character of the listed buildings/conservation area and complies with Policies CS03 and CS22 of the Plymouth Local Development Framework

BIODIVERSITY

(8) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the recommendations of both the Extended Phase I Habitat Survey (dated January 2012) and the Protected Species Survey of Buildings (dated March 2012) for the site. This will include the installation of 5 bird and five bat boxes on trees to be retained within the site. 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.

STREET DETAILS

(9) No work shall commence on the proposed car park until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the car park have been submitted to and approved in writing by the Local Planning Authority and no part of the car park shall be used for the purposes of car parking until all the access roads and footways have been built in accordance with the approved details.

Reason: To provide a vehicular and pedestrian access to the car park that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ACCESS (CONTRACTORS)

(10) Before any other works are commenced, an adequate road access for contractors with a proper standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to the internal road layout which serves

the Royal William Yard in a position and a manner to be agreed with the Local Planning Authority.

Reason: To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the City of Plymouth Local Development Framework Core Strategy adopted April 2007.

CAR PARKING RESTRICTION

(11) No part of the site shall at any time be used for the parking of vehicles other than that part specifically shown for that purpose on the approved plan.

Reason: In the opinion of the Local Planning Authority the level of car parking provision should be limited in order to assist the promotion of more sustainable travel choices in accordance with Policies CS28 and CS34 of the City of Plymouth Local Development Framework Core Strategy adopted April 2007.

GRAMPIAN CONDITION - TRANSPORT STRATEGY

(12) The use of the nursery car park hereby proposed shall not commence until an updated Transport Strategy (TS) for the Royal William Yard which shall include details of an updated Parking Strategy (detailing the management and control of car parking areas) and a site-wide Travel Plan (including modal shift targets and sustainable travel measures that will deliver those targets), has

been submitted to and approved in writing by the Local Planning Authority. 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), assisting in the promotion of more sustainable travel choices and ensure that the use of car parking areas across the Royal William Yard are properly managed and controlled in accordance with Policies CS28 and CS34 of the City of Plymouth Local Development Framework Core Strategy adopted April 2007.

CODE OF PRACTICE DURING CONSTRUCTION

(13) Before any development is commenced, a Code of Practice shall be submitted to and approved 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 proposed development. The

Code of Practice shall indicate: -

- a. the proposed hours of operation of construction activities;
- b. the frequency, duration and means of operation involving demolitions, excavations, drilling, piling, concrete production and dredging operations;
- c. sound attenuation measures to be incorporated to reduce noise at source;
- d. details of measures to be taken to reduce the generation of dust;
- e. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material. The Code of Practice shall be strictly adhered to during all stages of the construction of the proposed development.

Reason: To protect the residential and 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 adopted April 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 principle of developing additional car parking on this site
- The design and appearance of the proposed development and its impact upon the character and settings of the nearby listed buildings – including listed wall - and Stonehouse conservation area
- The impact upon the amenities of neighbouring property
- The impact of the proposal on wildlife habitats and trees
- The impact on traffic movements and parking within the Royal William Yard and wider 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:

- NPPF - National Planning Policy Framework March 2012
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS03 - Historic Environment
- CS19 - Wildlife
- CS32 - Designing out Crime
- CS34 - Planning Application Consideration

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PLANNING APPLICATION REPORT



ITEM: 05

Application Number: 12/00869/LBC

Applicant: Mr Adam Willets

Description of Application: Listed building consent for the development of a new 150 parking space surface car park on the site of the Officers' walled garden, together with associated access and landscape screening works

Type of Application: Listed Building

Site Address: OFFICERS WALLED GARDEN, ROYAL WILLIAM YARD
PLYMOUTH

Ward: St Peter & The Waterfront

Valid Date of Application: 21/05/2012

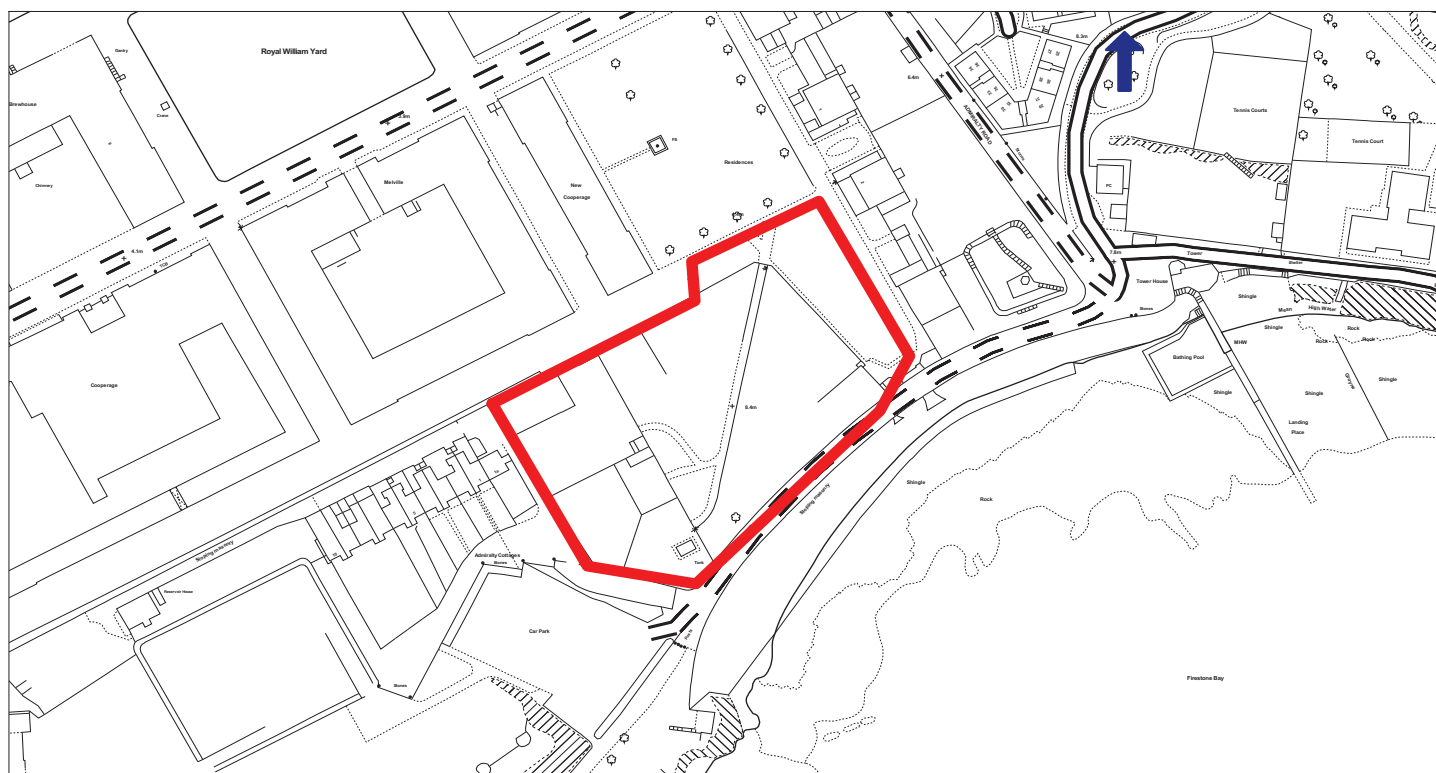
8/13 Week Date: **16/07/2012**

Decision Category: Major - 5 or more Letters of Representation received

Case Officer : Jeremy Guise

Recommendation: Grant Conditionally

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



This application has been called to Planning Committee by Cllr. Chris Penberthy, Ward councillor, St Peter & the Waterfront because the planning history of the site is complex and as a result has a bearing on the case.

Site Description

The site area is a roughly square shaped piece of land (approximately 0.9ha) comprising about 1/7th of the overall area of the Royal William Yard.

It is located in the south of the Royal William Yard and surrounded on the western and southern side by a high, historic wall that separates it from the rest of Devil's Point.

The western part of the site contains two walled cottage gardens. The large central area is landscaped and the eastern part has recently been developed to provide parking spaces. Land raises from east to west across the site and is mounded on the central landscaped area to partially obscure views of walled gardens. The gardens are contained within stone walls and there are a couple of small, stone 'lean to' buildings within the walled gardens, originally used for storage of gardening equipment. The area within the gardens is overgrown and underused.

Proposal Description

Listed building Consent is sought for the creation of a new 150 space surface car park on the site of the walled officer's garden at the Royal William Yard.

The proposal would involve the removal of the small, stone outbuildings, some sections of wall (to provide openings), some remodelling of levels and the provision of a hard surface, lighting and better drainage and the reinstatement of trees planted as part of a mitigation planting strategy.

Since submission amendments have been received showing the 11 spaces on the right hand side at the top of the ramp removed, the ramp entrance has been widened and parking spaces on the southern side of the green re-aligned.

A parallel planning application has been received (Ref 12/00868/FUL) which is reported elsewhere on this agenda.

Pre-Application Enquiry

Pre-application consultation was undertaken (ref. MI/337/PRE). Advised that the loss of the gardens not particularly welcome, but accepted by English Heritage and the Council that this is the least visually intrusive way of providing additional parking. 'End-on' parking spaces along the eastern side of the parade ground to be removed.

Relevant Planning History

- Ref. 03/00270/FUL - Public realm works including street furniture, lighting and resurfacing works GRANTED subject to conditions 19-Nov-2003
- 03/00271 Public realm works including street furniture, lighting and resurfacing works GRANTED subject to conditions 13-Nov-2003

- 03/01469 600 place car park (with environmental and traffic assessments covering all anticipated Yard development) at the Mound WITHDRAWN 20-Apr-2003
- 04/00868 Underground car park, alterations to internal road system and installation of traffic signals at Main Gate (new vehicular exit road deleted) GRANTED subject to conditions and Section 106 Legal agreement 19-Jun-2006
- 04/00869 Underground car park, alterations to internal road system and installation of traffic signals at main gate GRANTED subject to conditions 08-Jun-2006
- 11/00155 Application for consent to display advertisement for four public information points CONSENT GIVEN subject to conditions 12-Aug-2011
- 11/00158 PROPOSED SIGNAGE LB not required
- 11/00198 Installation of parking management system and car registration cameras and pay stations GRANTED subject to conditions 24-May-2011
- 11/01683 Banner signs on 23 lamp posts adjacent to Clarence and Brewhouse buildings, and adjacent to yard dock basin CONSENT GIVEN subject to conditions 31-May-2012
- 11/01689 Retrospective listed building consent for the fixing of aluminium composite sales and marketing hoardings to and around listed buildings CONSENT GIVEN subject to conditions 1st June 2012
- 11/01684 Advertisement consent for temporary composite aluminium sales and marketing signage GIVEN subject to conditions 12th June 2012

Consultation Responses

English Heritage – Welcome the retention of more of the walls within the garden area.

The application is not supported by a longer term parking, or transport, strategy for the Yard, which is of great concern. Whilst we have agreed that the previous multi-storey car park options were undesirable or unachievable, it is essential that the issue is addressed in a considered manner with a long term strategy.

English Heritage do not object to the proposed surface materials, but would seek clarification on the proposed kerb materials. As off-the-shelf concrete kerb is unlikely to be acceptable. We are also very concerned that the details provide (kerb heights, etc) appear to be standard carriageway details, and do not have the careful design input that has informed much of the work at the Yard. Given that the proposed car-park and new road abut soft landscaped areas is there a need for raised kerbs etc? We would ask for further details to be supplied on existing kerb details and materials at the Yard, to inform further consideration of the appropriate kerb details. We would object to the details as currently proposed.

We do not support the 11 new (from the pre-application drawings) spaces to the right hand side of the ramp when reaching the upper level. They push the parking further into the grassed area and will require higher and more substantial banks to conceal them.

We support the possibility of increasing the gradient of the grassed area to screen the cars, but recommend that this should be continuous gradient rather than the more sudden bank which appears on drawing PL-201, although clearly the gradients would have to work with the existing path, etc. Dimwittedly it is difficult to judge the appropriate height for the bank on section , and are probably best judged on site, but we would not wish to see them any higher than proposed.

There is no indication of any signage with this application. Details need to be provided.

Representations

Site notices have been posted and neighbours notified of the application. This has resulted in receipt of 5 letters of representation. Only one letters relates exclusively to the listed building consent application, the others combine their comments with comments on the planning application. The grounds of objection mostly relate to transport issues, and are addressed in the parallel application - ref 12/00868/FUL. Comments can be summarised as follows:-

- Disappointed that it does not appear to form part of a permanent transport strategy which I consider essential in order to demonstrate a sustainable long term plan for managing traffic in the area.
- Although the application appears to be a solution to the immediate parking requirements it goes no further than that and does not fully address the increasing traffic management and parking problems associated with the ongoing development of the Royal William Yard.. What provision do the developers have planned for parking and traffic management associated with the eventual completion of the Melville and Factory Cooperage buildings? Why does there still appear to be no provision for visitors to use alternative modes of transport such as additional businesses or 'park and ride' schemes? More parking spaces with no attention given to these matters will simply increase the use of cars in direct contravention of environmentally friendly planning for such an important and attractive area of the city.
- The use of hoggin surfacing for the proposed parking in the Officers Gardens is inappropriate. It should be a hard surface such as paving blocks or bitumen as proposed for the Access road. It is felt the hoggin will not last long, will become unsightly, will not be in keeping with the scheduled ancient monument status of this industrial site and will provide high maintenance costs for the Estate

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:-

- The impact on the setting and character of the listed buildings (Policy CS03 of the Adopted Core Strategy)

Policy CS03 (Historic Environment) of the Adopted Core strategy is relevant. It states:-

'The Council will safeguard and where possible, enhance historic environment interests and the character and setting of areas of acknowledged importance, including scheduled ancient monuments, listed buildings (both statutory and locally listed), registered parks and garden , conservation areas and archaeological remains.'

The primary objective of this proposal is to ameliorate the demonstrable problems of car parking at the Yard, and while this proposal requires the loss of some historic fabric within the former officers' gardens, overall it is considered that this constitutes 'less than substantial harm' which is mitigated by the likely contribution of the proposal to securing the further viability of the Yard as a whole, *'in support of its long term conservation'*. However, English Heritage's concerns about the lack of an overall car parking strategy for the Yard and signage/advertising are shared. Pressure for a convincing response to both these issues needs to be maintained.

While the loss of historic fabric within the walled garden is regrettable, not all elements are likely to be contemporary with the Yard construction, and the structures to be demolished are simple rubble build vernacular structures which would be unlikely to be listable in their own right. It is considered that their loss can be adequately mitigated through recording, in which respect the proposed recording to the is acceptable. The possible archaeological implications of the proposal can be adequately mitigated as proposed in the Archaeology Report.

The proposed mounding to the west and south sides of the grassed slope to obscure the effect of parked cars beyond the east wall of the walled garden is sensible and acceptable.

Details of surface materials, kerbs and other elements of the proposed works, particularly colours and materials need to be conditioned.

The issue of car parking around the green, and the incremental effect of this on that area, has been considered. Whilst the car parking around the green would be better removed completely this proposal moves the it further to the south side of the green south by realigning the road here to immediately alongside the retaining wall of the mound. In some respects this is an improvement on the existing, getting rid of the small area of 'left over' space alongside the mound retaining wall, and straightening the alignment of 'Back Lane', and these effects are to be welcomed.

Section 106 Obligations

None

Equalities & Diversities issues

None

Conclusions

Additional noise, light pollution removal of trees and historic outbuildings, there are many reasons for being reticent about giving this listed building consent for this proposal. Considered out of context they might seem to lean towards refusal. But the location of the proposed car park, tucked away where it will not be conspicuous, and the need to provide additional parking to serve the listed buildings that have successfully been converted to new uses,

Recommendation

In respect of the application dated **21/05/2012** and the submitted drawings 1007-NP PL-100-; C12014/C210(1) Rev. B; C12014/C210(2) Rev.B; C12014/C211(1) Rev.B; C12014/C201 Rev.A; C12014/C200 Rev C; C12014/C211(2) Rev. B; C12014/C215(1) Rev.B; C12014/C215 (2) Rev. B; C12014/C200 Rev B; 1007-NP PL-010; 1007- NP PL-011; 1007-NP PL-012; 1007-NP SK-112 1007-NP PL-120; 1007-NP PL014; 1007-NP NP-013; 1007-NP PL-110; 1007-NP PL-125; 1007-NP PL-200; 1007-NP PL-120; 1007-NP SK-122; 1007-NP PL-125; 1007-NP PL-201;1007-NP PL-203; 1007-NP PL-204, it is recommended to: **Grant Conditionally**

Conditions

TIME LIMIT FOR COMMENCEMENT (LBC)

()The works hereby permitted shall be begun before the expiration of three years from the date of this consent.

Reason:

To comply with Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990.

APPROVED PLAN NUMBERS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans

1007-NP PL-100-; C12014/C210(1) Rev. B; C12014/C210(2) Rev.B; C12014/C211(1) Rev.B; C12014/C201 Rev.A; C12014/C200 Rev C; C12014/C211(2) Rev. B; C12014/C215(1) Rev.B; C12014/C215 (2) Rev. B; C12014/C200 Rev B; 1007-NP PL-010; 1007- NP PL-011; 1007-NP PL-012; 1007-NP SK-112 1007-NP PL-120; 1007-NP PL014; 1007-NP NP-013; 1007-NP PL-110; 1007-NP PL-125; 1007-NP PL-200; 1007-NP PL-120; 1007-NP SK-122; 1007-NP PL-125; 1007-NP PL-201;1007-NP PL-203; 1007-NP PL-204

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: The impact on the setting and character of the listed buildings , 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:

CS03 - Historic Environment

NPPF - National Planning Policy Framework March 2012

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PLANNING APPLICATION REPORT



ITEM: 06

Application Number: 12/01294/FUL

Applicant: Urban Splash

Description of Application: Retention of 130 residential units with café/bar and restaurant units on the ground floor of the Brewhouse building: Variation of condition 15 of 02/01683/FUL to state that the café/bar and restaurant uses on the ground floor shall only be used for hot food retail (A3) or general retail (A1) and for no other purpose

Type of Application: Full Application

Site Address: BREWHOUSE, ROYAL WILLIAM YARD PLYMOUTH

Ward: St Peter & The Waterfront

Valid Date of Application: 24/07/2012

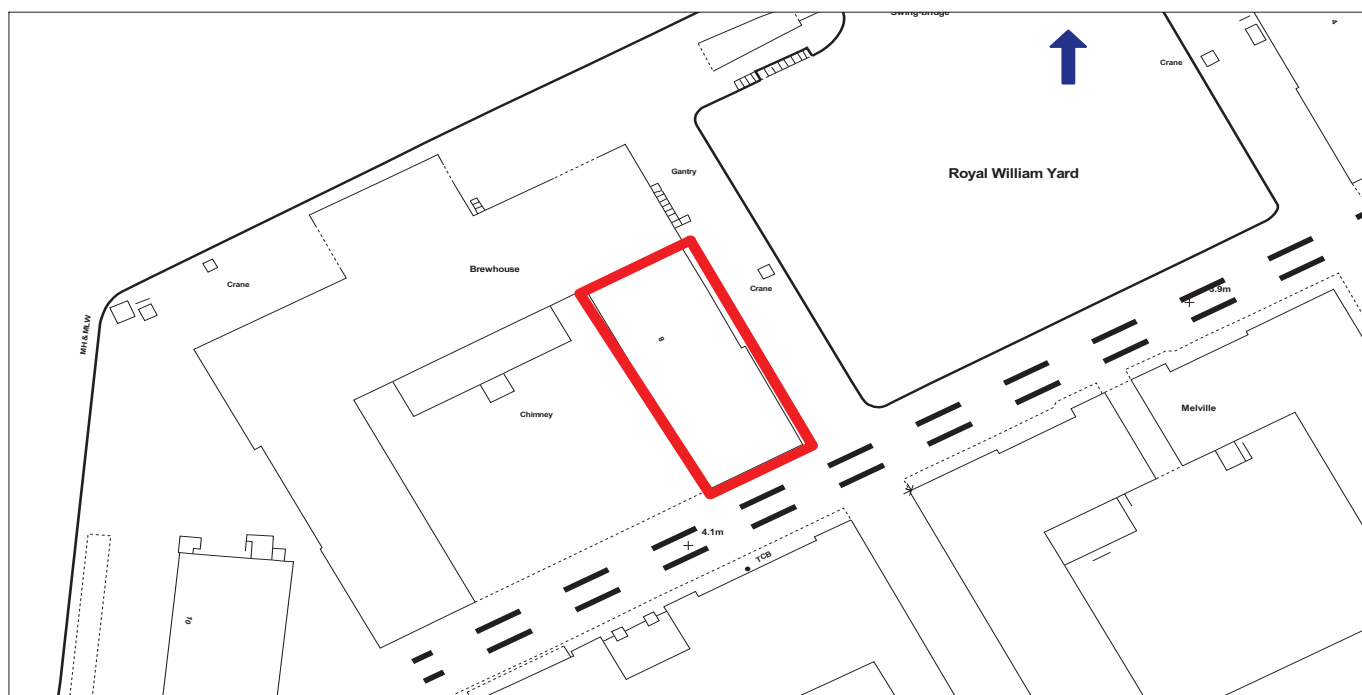
8/13 Week Date: **23/10/2012**

Decision Category: Major - 5 or more Letters of Representation received

Case Officer : Adam Williams

Recommendation: Grant Conditionally

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



Site Description

The Brewhouse is part of the Royal William Yard, designed by Sir John Rennie, and constructed between 1825 and 1831. The Yard is probably the most important group of historic military buildings in Britain. The Brewhouse was designed for brewing beer, as part of the victualling needs of the navy at the time. Beer rations were discontinued, however, and therefore it was never used for its intended purpose. Clarence was built as a general store for the Navy. The site is within the Durnford Street Conservation Area. The Brewhouse buildings are listed - Grade I.

Proposal Description

Retention of 130 residential units with café/bar and restaurant units on the ground floor of the Brewhouse building: Variation of condition 15 of 02/01683/FUL to state that the café/bar and restaurant uses on the ground floor shall only be used for hot food retail (A3) or general retail (A1) and for no other purpose

Pre Application Enquiry

None

Relevant Planning History

02/01684 - Change of use, conversion and alterations to Clarence and Brewhouse buildings to form 133 residential units, change of use of parts of ground floor Brewhouse to exhibition/arts facility and to retail/hot food units (A1/A3) use of adjoining land for car parking. Permitted

02/01681 - Works of conversion and alterations to form a show flat in the North block, second floor. (LBC). Reported to last Committee. Minded to Grant Conditionally, defer for final negotiations, and referral to GOSW, del authority to Director of Development. Permitted

02/01682 - Works of conversion and alterations (associated with change of use of buildings to 130 residential units and use parts of ground floor Brewhouse to exhibition/arts facility and to retail/hot food units (A1/A3) use of adjoining land for car parking). Permitted

02/01683/FUL - Change of use, conv and alts to buildings to form 130 residential units, change of use of parts of the gr fl of the Brewhouse to an exhibition/arts facility and to retail/hot food units (Classes A1/A3). Permitted

Consultation Responses

English Heritage – No objections to the application however comments were made about the loss of exhibition space and where these uses could go within the yard. They also note potential further parking problems with the uses identified

Public Protection – Objection in terms of noise and odour disturbance and refusal recommended. Conditions also recommended should the application be recommended for approval, in order to control noise and odour. (Discussions will continue with public protection officers to deal with these matters, before the committee meeting. If necessary any further observations or recommended planning conditions will be detailed in an addendum report. This is further explained in the 'analysis' part of the report)

Transport – Transport observations have been sought and will be reported in an addendum report

Representations

11 Letters of Representation were received in objection to the change. The objections were surrounding the nature of the establishment which would occupy the unit (Las Iguanas) as this is believed to be a primarily drinking led chain and as such would impact on the residential apartments in terms of noise and anti-social behaviour. Other objections were surrounding parking and the likely increase in visitors.

Analysis

This application turns upon Policy CS03, CS13, CS22, CS28 and CS34 of the Core Strategy 2006-2021, Policy MS01 of the Millbay and Stonehouse area action plan and the National Planning Policy Framework. The primary planning considerations for this application are; impact upon neighbouring amenity and impact upon character of the conservation area and the Royal Willam Yard

Whilst the Brewhouse isn't mentioned directly in the Millbay and Stonehouse AAP, the desire for the Yard is for a diverse mix of uses. The Brewhouse currently is predominately made up of residential, A3 (Hot food Retail) and A1 (General Retail) uses, including an exhibition space which is the subject of this variation of condition.

The original condition, which is the subject of change, states 'The café/bar and restaurant units on the ground floor of the Brewhouse building shall only be used for hot food retail (use class A3), or general retail (use class A1) and for no other purpose, and the exhibition space shall be primarily used for art and exhibition purposes' The applicants wish for this exhibition space to be used for A1/A3 use. The Brewhouse east wing units to which the conditions relates have been periodically occupied by different temporary uses since 2003 on very short term agreements hence why the applicants wish for this to change in order to secure a long term tenant. The original master plan for the Yard planned for ground floor and waterside A1 and A3 commercial units to bring about an active waterside frontage. The applicants state that they sought exhibition uses to assist with drawing people to the Yard, whilst commercial tenants were sought.

There have been objections to the potential tenant (Las Iguanas) due to the understanding they are a primarily drinking led establishment and therefore under A4/A3 use. This appears to be the case in some other cities (Milton Keynes for example). This wouldn't be appropriate for the Yard. The applicants realise this and as such the fit out of the unit will suit its location. The applicants state it will be predominantly a restaurant with ancillary bar. It should be noted that this application proposal is primarily for the change of use to A1 and A3 use and does not deal specifically with the consideration of who will be occupying this space. However, conditions will be necessary to control the use and layout, to mitigate any concerns about potential uses (for instance in the event the space is subdivided by a prospective tenant, any ancillary small bar should not to exceed 20% of the total area of the floor space to ensure the space is predominately A3 use)

With regards to noise, an element of control can be introduced through the use of a condition to control business hours, in line with nearby uses such as River Cottage and Seco Lounge. Policy CS13 seeks to encourage evening and night time uses subject to cumulative impact considerations, in addition to ensuring the uses are complementary and in balance. The area currently does not have a concentration of A4 uses (Bars and Pubs) and as such the uses proposed will not exacerbate a problem with an increase in A4 use. Whilst the A3 use in particular is synonymous with the evening economy, which can be detrimental to impacts to neighbouring domestic uses, it is considered the use can be controlled through a condition to control operation hours in line with similar uses nearby.

Whilst Public Protection has objected to the proposal, it must be noted that there are already similar establishments within the Brewhouse building. A refusal of this application on noise and odour grounds would therefore be very difficult to justify. These matters can and should be dealt with by planning conditions. Following discussions with the applicant it is a requirement of their lease that they will have to install a full acoustic ceiling within the space to achieve 65db, and sound proof the extract riser/plant. This will be designed by their consulting engineers Hoare Lea, and will ensure that this obligation is followed though and complied with, with a full test carried out by their consultant; the same requirement was undertaken within the River Cottage unit. In terms of extraction this will be dealt with by way of ducts feeding into a purpose built commercial extraction riser which was built into the building in 2003 to serve these buildings and exits via the roof. Public Protection advice has been sought to draft effective planning condition to control noise. This report recommends some appropriate conditions. It may well be necessary to recommend more planning conditions, for environmental and legal reasons, in an addendum report.

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

Recommended for approval

Recommendation

In respect of the application dated **24/07/2012** and the submitted drawings 6250/PL002 and site location plan, 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.

NOISE FROM PROPOSED PLANT

(2) Prior to the commencement of any occupation of the development building, details of the specification and design of any air conditioning or kitchen extraction equipment shall be submitted to and approved by the Local Planning Authority. The applicant should include details of noise data associated with regard to the any system that is to be put in place. The approved scheme shall be implemented in accordance with the approved details. Any alteration or variation to the equipment should receive the prior written approval of the Local Planning Authority.

Reason:

To ensure that the proposed dwellings hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007

CONTROL OF NOISE

(3) The noise emanating from the fans/ventilation equipment/air conditioning/ plant (LAeqT) should not exceed the background noise level (LA90) by more than 5dB, including the character/tonalities of the noise, at anytime as measured at the façade of the nearest residential property.

Reason:

To ensure that the proposed dwellings hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007

ODOUR FROM KITCHEN EXTRACTION SYSTEMS

(4) Before the occupation and use hereby permitted is first implemented, details of the specification and design of equipment to control the emission of fumes and smell from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use first commences and shall be retained at all times thereafter. Any alteration or variation to the equipment should receive the written approval of the Local Planning Authority. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

Reason:

To ensure that the proposed dwellings hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of odour nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007

REFUSE STORAGE

(5) The development shall not be commenced until details of dustbin enclosures showing the design, location and external appearance have been submitted to and approved by the Local Planning Authority. The approved enclosures shall be provided before the commencement of the use and thereafter permanently retained.

Reason:

To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality.

DELIVERIES AND REFUSE COLLECTION

(6) Deliveries and refuse collections are restricted to the following times: -

Monday to Saturday - No deliveries or refuse collection between 6pm and 8am

Sundays and Bank Holidays - No deliveries or refuse collection

Reason:

To protect the residential and general amenity of the area from noise emanating from delivery and waste collection activities and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

OPENING HOURS

(7) The use hereby permitted shall not be open to customers outside the following times: 9am until 00:00 hours Mondays to Saturdays inclusive and 9am until 22:00 hours on Sundays and Bank or Public Holiday with the exception of New Years Eve to which the hours permitted shall be 9am until 2am hours.

Reason:

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

NO AMPLIFIED MUSIC

(8) No amplified (live) music shall be played in the premises outside the following times: 6pm to 22:30pm hours Monday to Saturday inclusive and 10am to 10pm hours on Sundays and Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, such as noise and vibration, and avoid conflict with Policies CS22

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

CONTROL OF USE

(9) The part of the building which is the subject of this planning permission shall be used for A1 shops or A3 restaurants and café purposes only (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)) Under no circumstance shall the premises be used as a Drinking Establishment, as defined in Use Class A4.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

APPROVED PLANS

(10) The development hereby permitted shall be carried out in accordance with the following approved plans:(6250/PL002 and site location plan)

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.

INFORMATIVE - OUTSIDE SEATING

This grant of planning permission must not be taken as planning consent to place tables and chairs outside of the premises. Planning permission may be required for this, and the intended occupier is strongly recommended to make a separate planning application to seek permission for this aspect or submit a lawful development certificate application to seek confirmation of the legal position.

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 neighbouring amenity and impact upon character of the conservation area and the Royal William Yard, 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

CS34 - Planning Application Consideration

CS22 - Pollution

CS13 - Evening/Night-time Economy Uses

CS03 - Historic Environment

SPDI - Development Guidelines

NPPF - National Planning Policy Framework March 2012

PLANNING COMMITTEE

Decisions issued for the following period: 14 August 2012 to 10 September 2012

Note - This list includes:

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

Item No 1

Application Number: 11/01250/FUL **Applicant:** Barratt Homes Exeter

Application Type: Full Application

Description of Development: Re-development of site by erection of 222 new dwellings, provision of new public open space, ancillary access roads, improvements to Barton Road and associated works

Site Address LAND AT BARTON ROAD, HOOE LAKE PLYMSTOCK
PLYMOUTH

Case Officer: Robert Heard

Decision Date: 04/09/2012

Decision: Grant Subject to S106 Obligation - Full

Item No 2

Application Number: 12/00020/LBC **Applicant:** The Freeholders of PL4 9HX (65

Application Type: Listed Building

Description of Development: Refurbishment of the exterior of 65 and 67 Embankment Road and the interior of 65 Embankment Road

Site Address 65 EMBANKMENT ROAD PLYMOUTH

Case Officer: Mike Stone

Decision Date: 22/08/2012

Decision: Grant Conditionally

Item No 3

Application Number: 12/00515/FUL **Applicant:** WM Morrison Supermarkets Plc
Application Type: Full Application
Description of Development: 1,415sqm extension to food store, including decked car park and access works
Site Address 282 OUTLAND ROAD PLYMOUTH
Case Officer: Jeremy Guise
Decision Date: 21/08/2012
Decision: Application Withdrawn

Item No 4

Application Number: 12/00542/FUL **Applicant:** Mr J Woodley & Ms L Elisseos
Application Type: Full Application
Description of Development: Formation of four additional student bedrooms in roofspace with associated communal facilities, including provision of mansard roof
Site Address 114 AND 116 NORTH ROAD EAST PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 17/08/2012
Decision: Grant Conditionally

Item No 5

Application Number: 12/00597/FUL **Applicant:** Hele's School
Application Type: Full Application
Description of Development: Two-storey extension to English Block to provide four classrooms
Site Address HELES SCHOOL, SEYMOUR ROAD PLYMPTON PLYMOUTH
Case Officer: Jon Fox
Decision Date: 22/08/2012
Decision: Grant Conditionally

Item No 6

Application Number: 12/00753/PRD **Applicant:** Mr Gratham Witt-Davis
Application Type: LDC Proposed Develop
Description of Development: Provision of mobile home type building to be used in association with the dwelling
Site Address 2 CONQUEROR DRIVE PLYMOUTH
Case Officer: Cheryl Stansbury
Decision Date: 23/08/2012
Decision: Refuse to Issue Cert - (Ex)

Item No 7

Application Number: 12/00764/FUL **Applicant:** Mr Matthew Conyers
Application Type: Full Application
Description of Development: Retrospective application for change of use from single dwelling to house in multiple occupation (HMO) for seven persons
Site Address 15 PROSPECT STREET PLYMOUTH
Case Officer: Liz Wells
Decision Date: 24/08/2012
Decision: Grant Conditionally

Item No 8

Application Number: 12/00783/FUL **Applicant:** Mr A McCloud
Application Type: Full Application
Description of Development: Two detached dwellings
Site Address HOLTWOOD, PLYMBRIDGE ROAD PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 15/08/2012
Decision: Grant Conditionally

Item No 9

Application Number: 12/00804/FUL **Applicant:** Lamage Construction Ltd
Application Type: Full Application
Description of Development: Development of former garden centre nursery site to 12 no residential units including alterations to highway and relocation of 3 no existing private accesses to no 35, 43 & 45 Haye Road
Site Address FORMER GARDEN CENTRE NURSERY SITE, HAYE ROAD PLYMOUTH
Case Officer: Alan Hartridge
Decision Date: 17/08/2012
Decision: Application Withdrawn

Item No 10

Application Number: 12/00805/FUL **Applicant:** Mr Jamie Oxley
Application Type: Full Application
Description of Development: Change of use and conversion of guesthouse to 8-bedroom student house in multiple occupation
Site Address 42 SUTHERLAND ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 16/08/2012
Decision: Grant Conditionally

Item No 11

Application Number: 12/00812/LBC **Applicant:** Mr Michael and Mrs Linda Georg
Application Type: Listed Building
Description of Development: Part retrospective application to construct a vehicle hardstanding within surrounding walls and for replacement vehicular access gates
Site Address 12 WELLINGTON STREET STOKE PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 14/08/2012
Decision: Grant Conditionally

Item No 12

Application Number: 12/00815/FUL **Applicant:** Mr Paul Yarnley
Application Type: Full Application
Description of Development: Installation of ground based photovoltaic solar panels, 1no pole mounted set of 3 wind generators and 3 no separate roof-mounted wind generators
Site Address VICTORIA HOUSE, 400 CATTEDOWN ROAD PLYMOUTH
Case Officer: Jon Fox
Decision Date: 29/08/2012
Decision: Grant Conditionally

Item No 13

Application Number: 12/00819/FUL **Applicant:** Happy Days Nursery (SW) Ltd
Application Type: Full Application
Description of Development: Change of use, conversion and alteration of office building, including the insertion of a door in the northeast elevation, to form a children's day nursery (Use Class D1)
Site Address 3 DERRIFORD PARK PLYMOUTH
Case Officer: Janine Warne
Decision Date: 17/08/2012
Decision: Grant Conditionally

Item No 14

Application Number: 12/00828/FUL **Applicant:** Mr J Green
Application Type: Full Application
Description of Development: Develop part of side garden and off street parking area by erection of two-storey detached dwellinghouse with associated off street parking
Site Address 8 YEATS CLOSE PLYMOUTH
Case Officer: Janine Warne
Decision Date: 04/09/2012
Decision: Grant Conditionally

Item No 15

Application Number: 12/00846/FUL **Applicant:** Mrs B Smith
Application Type: Full Application
Description of Development: Change of use of public footpath and verge to garden land and parking space within the curtilage of adjacent dwellinghouse at 43 Down Road, Plympton, Plymouth
Site Address LAND ADJ TO 43 DOWN ROAD PLYMOUTH
Case Officer: Jon Fox
Decision Date: 17/08/2012
Decision: Grant Conditionally

Item No 16

Application Number: 12/00851/FUL **Applicant:** Mr J Yeoman
Application Type: Full Application
Description of Development: Use of caravan as office and welfare/waiting area for customers of garage workshop
Site Address UNIT T, WALLSEND INDUSTRIAL ESTATE, CATTEDOWN ROAD PLYMOUTH
Case Officer: Jon Fox
Decision Date: 07/09/2012
Decision: Grant Conditionally

Item No 17

Application Number: 12/00860/FUL **Applicant:** Mr Jonathan Wilson
Application Type: Full Application
Description of Development: Change of use and conversion of shop, flatlet and first-floor flat to a nine-bedroom student house in multiple occupation
Site Address 19-21 SEYMOUR AVENUE LIPSON PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 10/09/2012
Decision: Grant Conditionally

Item No 18

Application Number: 12/00896/FUL **Applicant:** Colourcolt Student Living Ltd
Application Type: Full Application
Description of Development: Erection of 7 storey building containing 146 student bedrooms within 36 cluster flats and 14 studio flats with ancillary cycle storage, refuse storage and amenity area (demolition of existing buildings)
Site Address HAMPTON COTTAGES, REGENT STREET PLYMOUTH
Case Officer: Robert Heard
Decision Date: 07/09/2012
Decision: Grant Subject to S106 Obligation - Full

Item No 19

Application Number: 12/00961/FUL **Applicant:** Wharfside Regeneration (Devon)
Application Type: Full Application
Description of Development: Minor material amendment to planning permission 10/01047 for the erection of a multi-storey car park for 627 spaces (now 610) B1 offices, retail units, entrance foyer, temporary access and widening of Morlaix Drive (now done) comprising the change of 40sqm of class A1-A3 floorspace to class B1 business on level 2 terrace on the western part of the building
Site Address NORTH WEST QUADRANT, DERRIFORD ROAD PLYMOUTH
Case Officer: Robert McMillan
Decision Date: 23/08/2012
Decision: Grant Conditionally

Item No 20

Application Number: 12/00973/FUL **Applicant:** Clean Spares
Application Type: Full Application
Description of Development: Change of use of part of site to car sales
Site Address 64 VALLEY ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 21/08/2012
Decision: Grant Conditionally

Item No 21

Application Number: 12/00975/FUL **Applicant:** Mr J Coventry
Application Type: Full Application
Description of Development: Roof extension to form gable end. Front and rear dormers
Site Address 161 DURNFORD STREET PLYMOUTH
Case Officer: Cheryl Stansbury
Decision Date: 20/08/2012
Decision: Grant Conditionally

Item No 22

Application Number: 12/00985/FUL **Applicant:** The Ridgeway Clinic
Application Type: Full Application
Description of Development: Change of use of ground floor to use for chiropractic and podiatry treatment (Use Class D1)
Site Address 157 RIDGEWAY PLYMOUTH
Case Officer: Jon Fox
Decision Date: 15/08/2012
Decision: Grant Conditionally

Item No 23

Application Number: 12/00999/FUL **Applicant:** Plymouth City Council
Application Type: Full Application
Description of Development: Additional fencing (retrospective application)
Site Address MOUNT WISE COMMUNITY PRIMARY SCHOOL, JAMES STREET DEVONPORT PLYMOUTH
Case Officer: Adam Williams
Decision Date: 10/09/2012
Decision: Grant Conditionally

Item No 24

Application Number: 12/01004/FUL **Applicant:** GRS Pub Investments Ltd
Application Type: Full Application
Description of Development: Retrospective application for fence to flat roof
Site Address FALCON HOTEL,22 MELVILLE ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 20/08/2012
Decision: Refuse

Item No 25

Application Number: 12/01019/FUL **Applicant:** Multistates Limited
Application Type: Full Application
Description of Development: Change of use, conversion and alteration from offices to three self-contained flats including replacement windows, rooflights and sunpipes
Site Address 5 to 9 (odds) DEAN HILL PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 20/08/2012
Decision: Grant Conditionally

Item No 26

Application Number: 12/01043/FUL **Applicant:** UTC
Application Type: Full Application
Description of Development: Demolition of sports block and temporary buildings, erection of two storey link block and extension to hall, refurbishment of retained three storey extension, new fence and external works
Site Address PARKSIDE COMPREHENSIVE SCHOOL, PARK AVENUE DEVONPORT PLYMOUTH
Case Officer: Jeremy Guise
Decision Date: 23/08/2012
Decision: Grant Conditionally

Item No 27

Application Number: 12/01058/FUL **Applicant:** Mr & Mrs J Iji
Application Type: Full Application
Description of Development: Develop part of side garden by erection of dwellinghouse, with rooms in roofspace, attached to the building at 1 Edgar Terrace
Site Address LAWN HOUSE EAST, EDGAR TERRACE PLYMOUTH
Case Officer: Jon Fox
Decision Date: 28/08/2012
Decision: Grant Conditionally

Item No 28

Application Number: 12/01061/FUL **Applicant:** St Budeaux Church
Application Type: Full Application
Description of Development: Single-storey extensions to provide new entrance and extended meeting room and new windows to north elevation
Site Address ST BUDEAUX CHURCH HALL, THE GREEN ST BUDEAUX PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 29

Application Number: 12/01063/FUL **Applicant:** St Austell Brewery Co. Ltd
Application Type: Full Application
Description of Development: Retention of external cooling unit to rear
Site Address THE SHIP, QUAY ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 03/09/2012
Decision: Application Withdrawn

Item No 30

Application Number: 12/01065/LBC **Applicant:** St Austell Brewery Co Ltd
Application Type: Listed Building
Description of Development: Retention of external cooling unit to rear
Site Address THE SHIP, QUAY ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 03/09/2012
Decision: Application Withdrawn

Item No 31

Application Number: 12/01073/TPO **Applicant:** Glendale
Application Type: Tree Preservation
Description of Development: Plane - remove large deadwood
Norway Maple - re-pollard
Sycamore - remove large deadwood
Site Address CUMBERLAND CENTRE, DAMEREL CLOSE PLYMOUTH
Case Officer: Jane Turner
Decision Date: 21/08/2012
Decision: Grant Conditionally

Item No 32

Application Number: 12/01075/TPO **Applicant:** Glendale
Application Type: Tree Preservation
Description of Development: 2 sycamore trees - fell
Site Address MOUNT GOULD HOSPITAL, MOUNT GOULD ROAD
PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 17/08/2012
Decision: Refuse

Item No 33

Application Number: 12/01076/TPO **Applicant:** Mrs Cooke
Application Type: Tree Preservation
Description of Development: Beech - reduce crown by 1-3 metres, raise crown by 2-3 metres, raise crown over roof by 2 metres
Site Address 93 MOLESWORTH ROAD STOKE PLYMOUTH
Case Officer: Jane Turner
Decision Date: 20/08/2012
Decision: Grant Conditionally

Item No 34

Application Number: 12/01077/FUL **Applicant:** CR Homes and Maintenance LL
Application Type: Full Application
Description of Development: Change of use from residential home to house in multiple occupation
Site Address 1 TOTHILL AVENUE PLYMOUTH
Case Officer: Jon Fox
Decision Date: 21/08/2012
Decision: Grant Conditionally

Item No 35

Application Number: 12/01078/FUL **Applicant:** Mr Martyn Demellweek
Application Type: Full Application
Description of Development: Retrospective application for retention and completion of decking
Site Address 38 EARLS MILL ROAD PLYMOUTH
Case Officer: Liz Wells
Decision Date: 24/08/2012
Decision: Grant Conditionally

Item No 36

Application Number: 12/01087/FUL **Applicant:** Mr Andrew Journeaux
Application Type: Full Application
Description of Development: Change of use from Guest House to form single dwelling
Site Address 175 CITADEL ROAD PLYMOUTH
Case Officer: Janine Warne
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 37

Application Number: 12/01092/ADV **Applicant:** Mr Lee Tomlinson
Application Type: Advertisement
Description of Development: 1x non-illuminated fascia sign 1x non-illuminated projecting sign
Site Address 5 KIRKBY TERRACE, DOCUMENT PRODUCTION CENTRE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 30/08/2012
Decision: Grant Conditionally

Item No 38

Application Number: 12/01100/ADV **Applicant:** Mr R Cossar
Application Type: Advertisement
Description of Development: Non-illuminated fascia sign
Site Address PILGRIM HOUSE, 17 - 19 DERRYS CROSS PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 20/08/2012
Decision: Grant Conditionally

Item No 39

Application Number: 12/01102/FUL **Applicant:** Devon & Cornwall Housing Grou
Application Type: Full Application
Description of Development: Window replacement to flats
Site Address BOND SPEAR COURT, WALKER TERRACE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 29/08/2012
Decision: Grant Conditionally

Item No 40

Application Number: 12/01108/FUL **Applicant:** Mr Ricky Loy
Application Type: Full Application
Description of Development: Private motor garage to side
Site Address 35A CAMPERDOWN STREET PLYMOUTH
Case Officer: Mike Stone
Decision Date: 15/08/2012
Decision: Refuse

Item No 41

Application Number: 12/01111/24 **Applicant:** Harlequin Group
Application Type: GPDO PT24
Description of Development: Openreach broadband cabinet
Site Address STUART ROAD, SO MOLESWORTH ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 23/08/2012
Decision: Prior approval not req PT24

Item No 42

Application Number: 12/01113/24 **Applicant:** Harlequin Group
Application Type: GPDO PT24
Description of Development: Openreach broadband cabinet
Site Address DEVONPORT ROAD, SO 1 NELSON GARDENS
PLYMOUTH
Case Officer: Adam Williams
Decision Date: 23/08/2012
Decision: Prior approval required PT24

Item No 43

Application Number: 12/01114/24 **Applicant:** Harlequin Group
Application Type: GPDO PT24
Description of Development: Openreach broadband cabinet
Site Address MOLESWORTH ROAD, OPPOSITE 37 MOLESWORTH ROAD STOKE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 23/08/2012
Decision: Prior approval not req PT24

Item No 44

Application Number: 12/01115/24 **Applicant:** Harlequin Group
Application Type: GPDO PT24
Description of Development: Openreach broadband cabinet
Site Address WINGFIELD ROAD, OPPOSITE WINGFIELD LODGE, MOLESWORTH ROAD STOKE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 23/08/2012
Decision: Prior approval not req PT24

Item No 45

Application Number: 12/01122/FUL **Applicant:** Mr & Mrs Lawton
Application Type: Full Application
Description of Development: Rear dormer extension and front rooflights
Site Address 2 PRIORY DRIVE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 15/08/2012
Decision: Grant Conditionally

Item No 46

Application Number: 12/01123/FUL **Applicant:** Mr Matthew Conyers
Application Type: Full Application
Description of Development: Change of use from 4 self-contained flats to a 9 bedroom house in multiple occupation for student accommodation
Site Address 57 ALEXANDRA ROAD MUTLEY PLYMOUTH
Case Officer: Jon Fox
Decision Date: 23/08/2012
Decision: Grant Conditionally

Item No 47

Application Number: 12/01125/FUL **Applicant:** Mr & Mrs Perry
Application Type: Full Application
Description of Development: Alterations and refurbishment of dwelling including front extension and replacement roof with raised ridge line
Site Address ROUNDSENEST, BROAD PARK PLYMOUTH
Case Officer: Mike Stone
Decision Date: 15/08/2012
Decision: Grant Conditionally

Item No 48

Application Number: 12/01133/TCO **Applicant:** Mr Fred Sheehan
Application Type: Trees in Cons Area
Description of Development: 1 Oak, 1 Birch, 1 Rowan - Reduce by 2 metres
Site Address 9 THE GROVE STOKE PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 24/08/2012
Decision: Grant Conditionally

Item No 49

Application Number: 12/01134/FUL **Applicant:** Admiral Taverns
Application Type: Full Application
Description of Development: Retention of new boundary and garden walls
Site Address THE ALBEMARLE, WHITTLEIGH GREEN PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 50

Application Number: 12/01137/FUL **Applicant:** Mr & Mrs Clements
Application Type: Full Application
Description of Development: Single storey side extension (removal of conservatory and utility room)
Site Address OLD LIBRARY COTTAGE, PARK LANE PLYMSTOCK
PLYMOUTH
Case Officer: Mike Stone
Decision Date: 14/08/2012
Decision: Grant Conditionally

Item No 51

Application Number: 12/01139/FUL **Applicant:** Devon & Cornwall Housing Grou
Application Type: Full Application
Description of Development: Replace traditional timber framed sash windows with uPVC windows in dwelling arranged as flats
Site Address 20 RADNOR STREET PLYMOUTH
Case Officer: Mike Stone
Decision Date: 16/08/2012
Decision: Grant Conditionally

Item No 52

Application Number: 12/01141/FUL **Applicant:** Mr Essy Kamaie
Application Type: Full Application
Description of Development: Change of use and conversion of ground and first-floor offices to four self contained flats (existing flat on second floor to be retained)
Site Address WHITEFIELD HOUSE, WHITEFIELD TERRACE,
GREENBANK ROAD PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 53

Application Number: 12/01142/FUL **Applicant:** Mrs L Stock
Application Type: Full Application
Description of Development: Replace existing traditional timber sash windows with uPVC windows in dwelling arranged as flats
Site Address 36 CLIFTON STREET PLYMOUTH
Case Officer: Mike Stone
Decision Date: 17/08/2012
Decision: Grant Conditionally

Item No 54

Application Number: 12/01150/FUL **Applicant:** Mr and Mrs R Tomlinson
Application Type: Full Application
Description of Development: Develop part of rear garden by erection of detached two-storey dwellinghouse with rooms in the roofspace and alterations to stone boundary wall to form vehicular access from Old Warleigh Lane to associated parking area to be created in rear garden of Chrikama
Site Address KUMARA, STATION ROAD TAMERTON FOLIOT PLYMOUTH
Case Officer: Janine Warne
Decision Date: 04/09/2012
Decision: Refuse

Item No 55

Application Number: 12/01153/FUL **Applicant:** Mrs Claire Lockwood
Application Type: Full Application
Description of Development: Replace flat roof from porch and garage with pitched roof
Site Address 6 GOSWELA GARDENS PLYMOUTH
Case Officer: Liz Wells
Decision Date: 30/08/2012
Decision: Grant Conditionally

Item No 56

Application Number: 12/01154/FUL **Applicant:** Mrs R Kent
Application Type: Full Application
Description of Development: Replace flat roof from porch and garage with pitched roof
Site Address 5 GOSWELA GARDENS GOOSEWELL PLYMOUTH
Case Officer: Liz Wells
Decision Date: 30/08/2012
Decision: Grant Conditionally

Item No 57

Application Number: 12/01155/FUL **Applicant:** Devon and Cornwall Housing Gr
Application Type: Full Application
Description of Development: Replace timber windows with upvc
Site Address 16 CARLTON TERRACE, ELDAD HILL PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 04/09/2012
Decision: Refuse

Item No 58

Application Number: 12/01166/FUL **Applicant:** Mr Matthew Conyers
Application Type: Full Application
Description of Development: Change of use to 7 bedroom student house
Site Address 57 LISSON GROVE PLYMOUTH
Case Officer: Jon Fox
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 59

Application Number: 12/01168/FUL **Applicant:** Plymouth Community Homes
Application Type: Full Application
Description of Development: Single storey rear extension to provide facilities for disabled relative (existing conservatory to be removed)
Site Address 401 TAUNTON AVENUE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 14/08/2012
Decision: Grant Conditionally

Item No 60

Application Number: 12/01177/FUL **Applicant:** Miss Jackie Daley
Application Type: Full Application
Description of Development: Single storey rear extension
Site Address 66 TORLAND ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 16/08/2012
Decision: Grant Conditionally

Item No 61

Application Number: 12/01181/FUL **Applicant:** Babcock Marine
Application Type: Full Application
Description of Development: Change of use from office building (demolished) to temporary car park to create 138 additional parking spaces
Site Address HM DOCKYARD KEYHAM PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 62

Application Number: 12/01184/FUL **Applicant:** Mr P Harte
Application Type: Full Application
Description of Development: Demolition of existing house and erection of 3 detached dwellings
Site Address DURSTON HOUSE, LONGLANDS ROAD PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 04/09/2012
Decision: Application Withdrawn

Item No 63

Application Number: 12/01191/FUL **Applicant:** Mr Duncan Hogg
Application Type: Full Application
Description of Development: Additional windows and doors including two front dormers, velux roof lights and insertion of garage door
Site Address 67 TRAFALGAR PLACE LANE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 23/08/2012
Decision: Grant Conditionally

Item No 64

Application Number: 12/01192/FUL **Applicant:** Mr Mark Heppell
Application Type: Full Application
Description of Development: Single storey rear extension (removal of rear extensions and side porch)
Site Address 158 BEACON PARK ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 65

Application Number: 12/01194/FUL **Applicant:** Mr Lyndon
Application Type: Full Application
Description of Development: Retention and completion of single storey rear extension
Site Address 29 ERME GARDENS PLYMOUTH
Case Officer: Liz Wells
Decision Date: 28/08/2012
Decision: Grant Conditionally

Item No 66

Application Number: 12/01195/FUL **Applicant:** Mr Chase
Application Type: Full Application
Description of Development: Single-storey rear extension and conversion of existing garage to accommodation to form 'granny annex'
Site Address 37 GRASMERE CLOSE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 07/09/2012
Decision: Grant Conditionally

Item No 67

Application Number: 12/01197/LBC **Applicant:** Royal William Bakery
Application Type: Listed Building
Description of Development: Internal refit and associated works for the creation of A3 uses
Site Address SLAUGHTERHOUSE, ROYAL WILLIAM YARD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 68

Application Number: 12/01198/FUL **Applicant:** Mr Mark Sergeant
Application Type: Full Application
Description of Development: Two storey rear extension
Site Address 69 QUEENS ROAD ST BUDEAUX PLYMOUTH
Case Officer: Cheryl Stansbury
Decision Date: 28/08/2012
Decision: Grant Conditionally

Item No 69

Application Number: 12/01200/EXU **Applicant:** Mr T Marler
Application Type: LDC Existing Use
Description of Development: Use as class C4 House in Multiple Occupation
Site Address 6 ELLIOT STREET THE HOE PLYMOUTH
Case Officer: Janine Warne
Decision Date: 05/09/2012
Decision: Issue Certificate - Lawful Use

Item No 70

Application Number: 12/01202/FUL **Applicant:** Mr Pieter Dhaen
Application Type: Full Application
Description of Development: Replacement of rear window with folding doors with access steps to garden
Site Address 61 HERMITAGE ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 16/08/2012
Decision: Grant Conditionally

Item No 71

Application Number: 12/01203/TPO **Applicant:** Mr D Hood
Application Type: Tree Preservation
Description of Development: Ash - remove
Site Address WHITEWATER COURT,20 STATION ROAD PLYMPTON PLYMOUTH
Case Officer: Jane Turner
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 72

Application Number: 12/01213/ADV **Applicant:** A Company
Application Type: Advertisement
Description of Development: New signage to building:1 high level internally illuminated signs on front and side elevation, 2 high level projecting sign, 4 pink LED lights on top of canopy, 1 internally illuminated fascia sign on canopy and 1 internally illuminated sign above front entrance door
Site Address MECCA BINGO, 111 FORE STREET DEVONPORT PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 10/09/2012
Decision: Grant Conditionally

Item No 73

Application Number: 12/01216/TPO **Applicant:** Mrs Sarah Cory
Application Type: Tree Preservation
Description of Development: Holm oak - reduce ends of large branch over garden of no 18 by 2m
Site Address 18 ASHFORD CRESCENT PLYMOUTH
Case Officer: Jane Turner
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 74

Application Number: 12/01218/FUL **Applicant:** Mr V Roberts
Application Type: Full Application
Description of Development: Single storey rear extension and conversion of garage into habitable accommodation
Site Address 74 MOUNT BATTEN WAY PLYMOUTH
Case Officer: Mike Stone
Decision Date: 22/08/2012
Decision: Grant Conditionally

Item No 75

Application Number: 12/01219/FUL **Applicant:** Mr H Hoggarth
Application Type: Full Application
Description of Development: Replacement of flat roofs with pitched roofs on front and rear dormers
Site Address 23 ST EDWARD GARDENS EGGBUCKLAND PLYMOUTH
Case Officer: Rebecca Exell
Decision Date: 07/09/2012
Decision: Grant Conditionally

Item No 76

Application Number: 12/01220/FUL **Applicant:** Mr Ian Skedd
Application Type: Full Application
Description of Development: Front dormer and rear balcony recessed into existing roof plane
Site Address TOP FLOOR FLAT, 20 WALKER TERRACE PLYMOUTH
Case Officer: Adam Williams
Decision Date: 21/08/2012
Decision: Grant Conditionally

Item No 77

Application Number: 12/01222/FUL **Applicant:** Ark Care Homes Ltd
Application Type: Full Application
Description of Development: Front conservatory to provide reception area
Site Address VALLEY VIEW CARE HOME, 298 FORT AUSTIN AVENUE PLYMOUTH
Case Officer: Kate Saunders
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 78

Application Number: 12/01224/FUL **Applicant:** Mrs Natalie Powell
Application Type: Full Application
Description of Development: Single-storey rear extension (existing conservatory to be removed)
Site Address 47 CHARD ROAD PLYMOUTH
Case Officer: Rebecca Exell
Decision Date: 23/08/2012
Decision: Grant Conditionally

Item No 79

Application Number: 12/01225/FUL **Applicant:** Mr & Mrs Martin Nicholas
Application Type: Full Application
Description of Development: Extensions to form covered link to garage and rear extension to garage for playroom
Site Address 29 CAREW GARDENS PLYMOUTH
Case Officer: Liz Wells
Decision Date: 30/08/2012
Decision: Grant Conditionally

Item No 80

Application Number: 12/01226/FUL **Applicant:** Miss L Evans & Mr V Handford
Application Type: Full Application
Description of Development: Rear dormer extension and rear decking
Site Address 7 BURWELL CLOSE ESTOVER PLYMOUTH
Case Officer: Liz Wells
Decision Date: 24/08/2012
Decision: Grant Conditionally

Item No 81

Application Number: 12/01246/TPO **Applicant:** Mr N Thomas
Application Type: Tree Preservation
Description of Development: Crown lift 3 sycamore trees
Site Address 14 THE SPINNEY PLYMPTON PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 31/08/2012
Decision: Grant Conditionally

Item No 82

Application Number: 12/01254/FUL **Applicant:** Mr & Mrs S Taylor
Application Type: Full Application
Description of Development: Part demolition of existing rear single storey extension and reconstruction
Site Address 9 TORLAND ROAD HARTLEY PLYMOUTH
Case Officer: Mike Stone
Decision Date: 29/08/2012
Decision: Grant Conditionally

Item No 83

Application Number: 12/01266/FUL **Applicant:** Mr T Bedaton
Application Type: Full Application
Description of Development: Single storey rear extension (removal of existing store rooms)
Site Address 39 GANNA PARK ROAD PLYMOUTH
Case Officer: Rebecca Exell
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 84

Application Number: 12/01269/FUL **Applicant:** Mr Andrew Eaton
Application Type: Full Application
Description of Development: Construction of hardstanding with railings
Site Address 151 BRIDWELL ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 29/08/2012
Decision: Grant Conditionally

Item No 85

Application Number: 12/01272/FUL **Applicant:** Mr William Bacon
Application Type: Full Application
Description of Development: Single storey rear extension
Site Address 18 WHITEHALL DRIVE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 28/08/2012
Decision: Grant Conditionally

Item No 86

Application Number: 12/01274/FUL **Applicant:** Mr Andrew May
Application Type: Full Application
Description of Development: Retrospective application for retention and completion of rear raised decking
Site Address 17 BRIMHILL CLOSE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 03/09/2012
Decision: Grant Conditionally

Item No 87

Application Number: 12/01278/PRD **Applicant:** Mr & Mrs A Grant
Application Type: LDC Proposed Develop
Description of Development: Single storey rear extension
Site Address 17 QUEENS ROAD LIPSON PLYMOUTH
Case Officer: Mike Stone
Decision Date: 03/09/2012
Decision: Issue Certificate - Lawful Use

Item No 88

Application Number: 12/01279/TCO **Applicant:** Max Bayles
Application Type: Trees in Cons Area
Description of Development: Tree maintenance works
Site Address 83 AND 85 MANNAMEAD ROAD PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 24/08/2012
Decision: Grant Conditionally

Item No 89

Application Number: 12/01280/FUL **Applicant:** Mr S Bamford
Application Type: Full Application
Description of Development: Rear extension with associated raised access
Site Address 42 REVEL ROAD PLYMOUTH
Case Officer: Adam Williams
Decision Date: 05/09/2012
Decision: Grant Conditionally

Item No 90

Application Number: 12/01281/FUL **Applicant:** Mr Maldowney
Application Type: Full Application
Description of Development: Two storey side and single storey rear extension
Site Address 6 CHURCH HILL ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 29/08/2012
Decision: Grant Conditionally

Item No 91

Application Number: 12/01291/FUL **Applicant:** Mr James Meeson
Application Type: Full Application
Description of Development: Single-storey rear extension
Site Address 4 SOUTH HILL STOKE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 10/09/2012
Decision: Grant Conditionally

Item No 92

Application Number: 12/01308/FUL **Applicant:** Green Frog Power 214 Ltd
Application Type: Full Application
Description of Development: Change of use of car park to small scale embedded short term operating reserve power plant with associated tanks and fencing
Site Address ERNESETTLE LANE PLYMOUTH
Case Officer: Janine Warne
Decision Date: 24/08/2012
Decision: Application Withdrawn

Item No 93

Application Number: 12/01313/FUL **Applicant:** Mr K Williams
Application Type: Full Application
Description of Development: Two-storey side extension incorporating replacement garage (removal of existing garage)
Site Address 149 SPRINGFIELD ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 29/08/2012
Decision: Grant Conditionally

Item No 94

Application Number: 12/01314/FUL **Applicant:** Mr & Mrs M Sheppard
Application Type: Full Application
Description of Development: Conversion of garage to habitable accommodation and single storey side extension for replacement garage and habitable accommodation (removal of existing utility lobby)
Site Address 22 FINCHES CLOSE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 03/09/2012
Decision: Grant Conditionally

Item No 95

Application Number: 12/01319/PRD **Applicant:** Mrs Wendy Easton
Application Type: LDC Proposed Develop
Description of Development: External wall insulation
Site Address 35 KNEELE GARDENS PLYMOUTH
Case Officer: Adam Williams
Decision Date: 31/08/2012
Decision: Refuse to Issue Cert - (Ex)

Item No 96

Application Number: 12/01326/FUL **Applicant:** Mrs Clark
Application Type: Full Application
Description of Development: Replacement of 5 timber windows and door at rear with uPVC
Site Address 6 ALTON ROAD PLYMOUTH
Case Officer: Rebecca Exell
Decision Date: 06/09/2012
Decision: Grant Conditionally

Item No 97

Application Number: 12/01331/PRD **Applicant:**
Application Type: LDC Proposed Develop
Description of Development: Solar PV panels on numbers 12, 14, 16, 18, 34, 36, 38 and 40 Falcon Road and 2 Beagle Road
Site Address MOUNT WISE CRESCENT PLYMOUTH
Case Officer: Adam Williams
Decision Date: 04/09/2012
Decision: Issue Certificate - Lawful Use

Item No 98

Application Number: 12/01366/TCO **Applicant:** Millfields Estate Management
Application Type: Trees in Cons Area
Description of Development: Tree maintenance programme
Site Address THE MILLFIELDS PLYMOUTH
Case Officer: Jane Turner
Decision Date: 10/09/2012
Decision: Grant Conditionally

Item No 99

Application Number: 12/01456/31 **Applicant:** Plymouth City Council
Application Type: GPDO PT31
Description of Development: Determination as to whether prior approval is required for the method of demolition of the buildings and the proposed landscaping of the site
Site Address DOWNHAM SPECIAL SCHOOL, HORN LANE PLYMOUTH
Case Officer: Jon Fox
Decision Date: 10/09/2012
Decision: Prior approval not req PT24

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