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PLANNING COMMITTEE

Thursday 17 July 2014

4.00 pm

Council House, Plymouth (Next to the Civic Centre)

Members:

Councillor Stevens, Chair

Councillor Tuohy, Vice Chair

Councillors Mrs Bowyer, Darcy, K Foster, Mrs Foster, Jarvis, Morris, Nicholson, Stark, Jon Taylor, Kate Taylor and Wheeler.

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

This meeting will be broadcast live to the internet and will be capable of subsequent repeated viewing. By entering the Council Chamber and during the course of the meeting, Councillors are consenting to being filmed and to the use of those recordings for webcasting.

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Tracey Lee

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 - 8)

The Committee will be asked to confirm the minutes of the meeting held on 19 June 2014.

4. CHAIR'S URGENT BUSINESS

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

5. QUESTIONS FROM MEMBERS OF THE PUBLIC

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

6. PLANNING APPLICATIONS FOR CONSIDERATION

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

6.1. LAND OFF ABERDEEN AVENUE, PLYMOUTH 14/00152/OUT

(Pages 9 - 44)

Applicant: Beavertail Ltd

Ward: Eggbuckland

Recommendation: Grant conditionally subject to a S106 obligation, with delegated authority to refuse in the event that the S106 obligation is not completed by 1 September 2014.

6.2. 9 PETHILL CLOSE, PLYMOUTH, 14/01004/FUL **(Pages 45 - 50)**

Applicant: Mr and Mrs M Fox
Ward: Moor View
Recommendation: Grant Conditionally

6.3. 55 NORTH ROAD EAST, PLYMOUTH, 14/00969/FUL **(Pages 51 - 58)**

Applicant: Mr Dean Tucker
Ward: Drake
Recommendation: Grant Conditionally

6.4. 3 THE ARGYLE, SUTHERLAND ROAD, PLYMOUTH,
14/00818/FUL **(Pages 59 - 66)**

Applicant: Mr Sergio Shemetras
Ward: Drake
Recommendation: Grant Conditionally

6.5. SPEEDWAY, COYPOOL, PLYMOUTH, 14/00932/FUL **(Pages 67 - 78)**

Applicant: Peninsula Developments
Ward: Plympton Erle
Recommendation: Grant Conditionally

7. PLANNING APPLICATION DECISIONS ISSUED (Pages 79 - 108)

The Assistant Director for Strategic Planning and Infrastructure acting under powers delegated to him by the Council will submit a schedule outlining all decisions issued from 9 June 2014 to 6 July 2014, including –

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

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

8. APPEAL DECISIONS (Pages 109 - 112)

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

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 19 June 2014

PRESENT:

Councillor Stevens, in the Chair.

Councillor Tuohy, Vice Chair.

Councillors Mrs Bowyer, Darcy, Jarvis, Morris, Mrs Nicholson (substitute for Councillor Foster), Nicholson, Stark, Jon Taylor, Kate Taylor and Wheeler.

Apologies for absence: Councillors K Foster and Mrs Foster.

Also in attendance: Peter Ford (Head of Development Manager), Julie Rundle (Senior Lawyer), Helen Rickman and Lynn Young (Democratic Support Officers).

The meeting started at 4.00 pm and finished at 7.05 pm.

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

1. TO NOTE CHAIR AND VICE CHAIR

The Committee noted the appointment of Councillor Stevens as Chair, and Councillor Tuohy as Vice Chair.

2. DECLARATIONS OF INTEREST

The following declarations of interest were made by members in accordance with the code of conduct –

Name	Minute Number	Reason	Interest
Councillor Jarvis	8 – Lockyer Hall, Alfred Street, Plymouth, 14/00760/FUL	Member of the Labour Party	Prejudicial
Councillor Morris	8 – Lockyer Hall, Alfred Street, Plymouth, 14/00760/FUL	Member of the Labour Party	Prejudicial
Councillor Stevens	8 – Lockyer Hall, Alfred Street, Plymouth, 14/00760/FUL	Member of the Labour Party/ Constituency officer.	Prejudicial
Councillor Jon Taylor	8 – Lockyer Hall, Alfred Street, Plymouth, 14/00760/FUL	Member of the Labour Party	Prejudicial

Councillor Kate Taylor	8 – Lockyer Hall, Alfred Street, Plymouth, I4/00760/FUL	Member of the Labour Party	Prejudicial
Councillor Tuohy	8 – Lockyer Hall, Alfred Street, Plymouth, I4/00760/FUL	Member of the Labour Party	Prejudicial
Councillor Wheeler	8 – Lockyer Hall, Alfred Street, Plymouth, I4/00760/FUL	Member of the Labour Party	Prejudicial

3. **MINUTES**

Agreed the minutes of the meeting held on 15 May 2014.

4. **CHAIR'S URGENT BUSINESS**

There were no items of Chair's urgent business however under this item the Chair welcomed new Members to the Planning Committee.

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

There were no questions from members of the public.

6. **PROPOSED VARIATION TO SECTION 106 RELATING TO PLANNING CONSENT 05/01071/OUT AT DEVONPORT STORAGE ENCLAVE, LAND BOUNDED BY DUKE STREET, CHAPEL STREET, AND GRANBY WAY, DEVONPORT**

The Committee considered the report from the Strategic Director for Place in respect of a proposed variation to Section 106 relating to Planning consent 05/01071/OUT at Devonport Storage Enclave.

Agreed to the preparation and completion of a deed of variation which amends the existing S106 obligation as follows –

- that the requirement for a £100,000 Education contribution (and associated match funding) is removed from the S106 agreement.

7. **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 Conversations Areas) Act, 1990.

8. **LOCKYER HALL, ALFRED STREET, PLYMOUTH I4/00760/FUL**

Plymouth Labour Party

Decision:

Application **GRANTED** conditionally.

(The Chair and Councillors Tuohy, Jarvis, Morris, Jon Taylor, Kate Taylor and Wheeler declared a prejudicial interest and left the meeting for this item. Councillor Nicholson was appointed Chair for this item only)

9. **HAMPTON COTTAGES, REGENT STREET, PLYMOUTH I4/00591/FUL**

Black Rock Student Housing Unit Trust

Decision:

Application **GRANTED** conditionally, subject to an amendment to condition 12 to include paragraphs 1 - 6 of Informative number 3 – Details of Management Arrangements, and subject to the removal of the last sentence of paragraph 3. Also for clarification the first sentence of Condition 12 should read ‘Prior to occupation of the accommodation hereby approved, a management plan for the operation of the accommodation, which shall include contact details (including postal address, email address and telephone number) of the person to be contacted regarding any issues arising from the use of the building or its curtilage and shall include a commitment to keep this information up to date, shall be submitted to and approved in writing by the Local Planning Authority.’

(The Committee heard from Councillor Singh, ward member, speaking in support of the application)

(The Committee heard from Councillor Ricketts, ward member, speaking against the application)

(The Committee heard representations against the application)

(The Committee heard representations in support of the application)

(A Planning Committee site visit was held on 18 June 2014 in respect of this item)

(Councillor Stark left part way through this item)

(Councillors Morris’ proposal to include paragraphs 1-6 of informative 3 to condition 12, seconded by Councillor Nicholson, was put to the vote and declared carried)

10. **SOUTHVIEW, WOODSIDE, PLYMOUTH 14/00537/OUT**

Mr R Boco

Decision:

Application **REFUSED** as the application was deemed contrary to the Core Strategy 34 with regards to the scale, massing, height and density of the proposed development and the outlook to Radford.

(The Committee heard representations from Councillor Ricketts, ward member)

(The Committee heard representations against the application)

(The Committee heard representations in support of the application)

(A Planning Committee site visit was held on 18 June 2014 in respect of this item)

(Councillor Mrs Bowyer left part way through this item)

(Councillor Stark was absent for this item.)

(Councillor Nicholson's proposal to refuse the application on the grounds of Core Strategy 34 with regards to the scale, massing, height and density of the proposed development and the outlook to Radford, seconded by Councillor Darcy was put to the vote and declared carried)

11. **PLANNING APPLICATION DECISIONS ISSUED**

In relation to item number 123, Councillor Darcy sought clarification on the decision. Peter Ford advised that this related to the need for an environmental impact assessment for a development proposal.

Agreed that Peter Ford would check the decision and development being proposed and circulate to committee members.

The Committee noted the report from the Assistant Director for Strategic Planning and Infrastructure on decisions issued for the period 2 May 2014 to 8 June 2014.

12. **APPEAL DECISIONS**

The Committee noted the schedule of appeal decisions made by the Planning Inspectorate.

13. **EXEMPT BUSINESS**

There were no items of exempt business.

SCHEDULE OF VOTING

PLEASE NOTE

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

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PLANNING COMMITTEE – 19 June 2014

SCHEDULE OF VOTING

Minute number and Application		Voting for	Voting against	Abstained	Absent due to interest declared	Absent
6	Devonport Storage Enclave, land bounded by Duke Street, Chapel Street, and Granby Way, Devonport 05/01071/OUT	Councillors Mrs Bowyer, Darcy, Jarvis, Morris, Nicholson, Mrs Nicholson, Stark, Stevens, Jon Taylor, Kate Taylor, Tuohy and Wheeler				
8	Lockyer Hall, Alfred Street, Plymouth 14/00760/FUL	Councillors Mrs Bowyer, Darcy, Nicholson, Mrs Nicholson and Stark			Councillors Jarvis, Morris, Stevens, Jon Taylor, Kate Taylor, Tuohy and Wheeler	
9	Hampton Cottages, Regent Street, Plymouth 14/00591/FUL Vote 1 – proposal to add an amendment to condition 12 to include paragraphs 1 - 6 of Informative number 3. Vote 2 – Officers recommendations as set out in the report (including amendment to condition 12)	Unanimous Councillors Jarvis, Morris, Stevens, Jon Taylor, Kate Taylor, Tuohy and Wheeler	Councillors Mrs Bowyer, Darcy and Nicholson	Councillor Mrs Nicholson		Councillor Stark
10	Southview, Woodside, Plymouth 14/00537/OUT (Proposal to refuse)	Councillors Darcy, Jarvis, Nicholson, Mrs Nicholson, Jon Taylor, Kate Taylor, Tuohy and Wheeler	Councillors Morris and Stevens.			Councillors Mrs Bowyer and Stark

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PLANNING APPLICATION REPORT



Application Number	14/00152/OUT	Item	01
Date Valid	31/01/2014	Ward	Eggbuckland

Site Address	LAND OFF ABERDEEN AVENUE PLYMOUTH		
Proposal	Outline application with details of access submitted (via Aberdeen Avenue and St Peters Road) for the erection of up to 86 dwellings with associated public open space, sustainable urban drainage system, car parking and associated works (details of appearance, landscaping, layout and scale reserved for future consideration). (Re-advertised due to amended description)		
Applicant	Beavertail Ltd		
Application Type	Outline Application		
Target Date	02/07/2014	Committee Date	Planning Committee: 17 July 2014
Decision Category	Major - more than 5 Letters of Representation received		
Case Officer	Robert Heard		
Recommendation	Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 1 September 2014		

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Update

Members will recall that this application was deferred at the planning committee on the 15th May. The reasons for deferral were:

1. For Officers to investigate the possibility of an alternative access for vehicles being provided at the site onto St. Peter's Road and the feasibility of traffic lights at the St Peters Road/Manadon Roundabout junction, and for the Police to comment if they wish on safety grounds.
2. For Officers to have further discussions with the applicant into the possibility of negotiating a higher percentage of affordable housing;
3. To allow further consideration of the issues raised by Sport England regarding their objections and for written legal advice from officers regarding the issue of abandonment of the playing pitches
4. For further consideration of the education provision being used for improvements to Manadon Vale Primary School;

Since the meeting Officers have attended a series of meetings with the applicant, his agents and Sport England with regards to the above deferral reasons. With regards to the points above, it can be confirmed that:

1. The applicant has provided details of a plan showing a vehicular access from the site onto St Peters Road that will serve 20 dwellings at the site, the other 66 will still be accessed from Aberdeen Avenue. In principle Officers are satisfied with this proposal. Discussions are ongoing between the Councils Economic Development Service and the applicant with regards to the land deal but in principle this has been agreed and the applicant has served notice on the Council. Comments on the requirement for a signalised junction at St Peters Road and Manadon Roundabout will follow in an addendum report.
2. Officers have met with the applicant to discuss affordable housing provision. The applicant has agreed to make 24% of the overall amount of dwellings available as affordable housing at the site. Details of the exact mix and tenure are not able to be confirmed as this is an outline planning application, but the Section 106 Agreement will secure 24% affordable housing at the site, with mix and tenure to be agreed at the time of a reserved matters submission. This is considered acceptable by Officers.
3. Officers have met with Sport England and, as advised by Sport England, the applicant has agreed to fund an agronomists report into ground conditions at the adjacent cricket pitch, which will identify any improvements required to the drainage and condition of the surface to bring it back into use as a cricket pitch. The report has not yet been finalised but its findings will be addressed in an addendum report.
4. The Councils Education, Learning and Family Support department have confirmed that currently there are no plans to expand the Manadon Primary School site due to its limitations and the fact that it is landlocked, therefore the contributions are required to be spent elsewhere. It is likely therefore that the education contribution in this case will go towards the identified expansion of Pennycross Primary School, as this is within the catchment area of the site.

Further details on points 1 and 3 above will be provided in an addendum report. The report below is the original report presented to committee on the 15th May. Amended plans and documents have

been received and advertised tacking account of the additional access. Representations received as a result of these changes will be reported in an addendum report.

1. Description of site

The application site comprises of an area of undeveloped land that was formerly part of the Royal Naval Engineering Collage. The college was closed in 1994 and the majority of its campus was redeveloped for residential purposes during the mid and late 1990s. This residential estate is now commonly known as Manadon Park.

The whole site covers an area of 3.87 hectares and has a gentle gradient that falls from east to west. It is undeveloped and remains as a privately owned green space with no formal public access, although it is used by dog walkers. The site is below the level of Aberdeen Avenue, which bounds the site to the east. Adjacent to the north lies a former cricket pitch which is owned by Plymouth City Council but is not currently in use. There is also a fenced football pitch which is leased by the Council to a local club and an all weather pitch which is Council operated.

The west boundary of the site lies adjacent to a narrow strip of woodland that separates the site from St Peters Road and areas to the west of the site, which are residential and characterised by Local Authority Housing development. The only remarkable landscape feature is a row of mature trees to the north of the site that separate the cricket pitch from the site. To the south of the site exists further residential development.

In terms of amenities, Crownhill Local Centre is located approximately 800 metres to the east of the site, within walking distance. This contains local shopping amenities and a library and provides good public transport links to the wider city via local bus services. There are also numerous bus stops along St Peters Road that provide good access to the city bus network and are closer to the site than Crownhill. The Transit Way shopping Centre which contains a large Tesco store is approximately 500 metres to the north-west of the site.

2. Proposal description

This application is in outline only, with all matters other than access (appearance, landscaping, layout and scale) reserved for future consideration.

The proposal is for a residential development of up to 86 dwellings and includes the provision of public open space and landscaping within the site. The proposed vehicular access is from Aberdeen Avenue, to the east of the site.

The application includes a significant mitigation package that includes the following:

- 18% affordable housing

Provision of a 4 team changing pavilion with ancillary clubroom to be used in connection with the existing Council owned cricket and football facilities

Education contribution of £125, 000

Greenspace contribution of £33, 000 for children's play space.

Transport contribution of £35, 000

Contribution of £20, 000 for siting and ongoing maintenance of Manadon Spire

Further details of the Heads of Terms are provided below in the Planning Obligations section of this report.

3. Pre-application enquiry

12/01855/MAJ; Pre-app for housing development.

4. Relevant planning history

13/00813/OUT; Outline application with details of access submitted for the erectio of up to 90 dwellings with associated public open space, sustainable urban drainage system and associated works. WITHDRAWN.

02/00622/OUT; Outline application to develop private playing field land between St Peters Road and Aberdeen Avenue by creation of new all weather sports pitch and new housing. REFUSED and APPEAL DISMISSED.

5. Consultation responses

Sport England

Recommends refusal on the grounds that the development will lead to the loss of playing fields.

Environment Agency

Consider that the proposal will be acceptable if a condition is included to ensure the construction and maintenance of a sustainable drainage system to control surface water.

Highways officer

Support subject to conditions.

Public Protection Service

Support subject to conditions.

6. Representations

To date there have been 124 letters of representation received, all in objection to the application. Grounds of objection as follows:

Traffic Issues

- Can't afford to have added traffic flow through the main routes in and around Manadon Park.
- Must not be built with ANY access through Manadon Park in the interest of safety.
- The junctions/courtyards are dangerous already without the added input of an estimated 80 cars daily.
- The infrastructure of the area cannot cope with such an influx of cars, people and building works.
- No access to this planned estate whether in or out should be through the existing estate - too dangerous!
- The access must be through St Peters Road for the end product and for the construction phase.
- See no advantage in the plans to open up Frobisher approach for exiting traffic - has been used as a throughway for years since the previous security measures stopped working and wasn't fixed.
- The Frobisher Approach bus gate would be open to existing vehicles only. Should be the other way around.
- Entrance only from St. Peters Rd - Parking around the junction of Tovey Crescent would make this dangerous.
- If there is an accident on Outland Rd, Manadon Roundabout etc. the only way into the estate is at the top at St. Boniface Lane.
- Enabling cars to exit this way will make it into a rat run with drivers avoiding passing the Fire Station on the main Crownhill Road.
- The exit route does not address insufficient access/exit for existing traffic.
- The estate infrastructure is already insufficient to meet current demand at the Boniface Lane junction with the A386.
- Traffic is heavy during the rush hour in and outside term time - already increases risk to cyclists and pedestrians.
- Estate roads are showing signs of deterioration already and more cars/construction traffic will make it worse.
- Have concerns for the safety that increased traffic will have on the bend.
- The Vanguard Close development exists well enough with access to St Peters Road – see no reason why this development cannot do the same.
- Will oppose every application unless it is vehicular independent of Manadon Park.
- Manadon Park is effectively a very large cul-de-sac which already suffers congestion.
- The proposal to exit traffic via Frobisher Approach will just move some of the problems experienced at the Boniface Lane/Tavistock Road (A386) junction on to the St Peter's Road/Crownhill Road junction.

- Those wishing to travel north or south via Tavistock Road will have to join via Budshead Way or onto the Southbound Tavistock Road via Plumer Road. Both junctions are already under excessive pressure with long queues and wait times.
- The Plumer Road junction, which simultaneously merges traffic on and off the A386, is a regular accident black spot.
- Manadon Park cannot be accessed when approaching from the North of the city; anyone wishing to enter Manadon Park is required to pass the entrance to Manadon Park (via Boniface Lane) on the southbound A386 and progress onto the northbound A386 via Manadon Roundabout.
- Why add to current problem when the existing 'pressure' on roads is acknowledged by the developer?
- Will only serve to increase pressure on the St Peter's Road junction on to Manadon Roundabout.
- Other developments already approved in the North of the city will put additional pressure on the already congested Tavistock Road.
- Questions how recent the information used to support the traffic modelling/studies actually is when road names are wrong.
- Additional traffic and congestion is unwelcome when the government has already challenged local councils to work with residents to reduce the city's carbon footprint.
- 90 houses on the site would put unacceptable burden on the existing road network.
- The applicants Transport Assessment Residential Development survey has inaccuracies: The road named as Bladder Lane is called Boniface Lane... Chaucer School no longer exists... Rosemary Gardens should read Ramsey Gardens... This implies the survey was carried out using out-of-date material which brings into question the integrity of the survey.
- This will not bring a great increase in traffic leaving Boniface Lane into Tavistock Road but it will still create extra traffic from Tavistock Road into Boniface Lane which is a major problem.
- When you turn from Tavistock Road into Boniface Lane and people are using the pelican crossing, traffic backs up onto Tavistock Road causing a backlog there.
- Extra traffic going into Boniface Lane could create problems as visibility is greatly reduced at certain times of the day when parents are picking up students from St. Boniface's College and parking on both sides of the road.
- The estate has enough vehicles accessing/exiting the estate and additional houses would increase the number of cars.
- The squares in Temeraire Road do not have any separate pedestrian areas and are now blocked with parked cars reducing visibility.
- The proposed exit from Frobisher Approach is unsatisfactory due to the increased volume of traffic on St Peters Road and Manadon roundabout.
- The applicant has said they MAY build a feed in road - feed in from an already over used road system.
- Having scanned the access document the applicant states the most vehicles seen at the junction with the A386 was at peak times am seven... on a regular basis the queue from the traffic lights reaches the mini roundabout.
- They state that the situation will be changing by 2020 with the 'improved infrastructure and highway development' fine with public funding getting tighter this MAY or MAY NOT happen
- Concerned about the possibility of Heavy Lorries, to be used in the construction of the proposed development, using the narrow and liberally 'bollarded' roads of Manadon Park estate to reach the construction site... Would strongly urge for an alternative access route for the construction lorries.
- They still want the entrance/exit onto Aberdeen Avenue with no provision made for assisting to reduce the volume of traffic at peak times.

- Currently some drivers find the need to use excessive speed on these bends, added with the proposed new entrance/exit many collisions will occur.
- Maybe the developer could use St Peters Road and not Aberdeen Avenue!
- Object to the development on the grounds of access to the Manadon Park estate.
- Traffic will be horrendous as there is only one way in and out of Manadon Park.
- Propose the vehicle access should be from St Peters Road as this would be more practical and would not cause any more traffic flow through Manadon Park itself.
- New residents will discover that Temeraire Road is the most direct route between Boniface Lane/Frobisher Approach Junction to the new development.
- If planning is granted Temeraire Road will be used for site access by construction and delivery vehicles. This must not be allowed as the disruption to residence caused by noise together with dirt and dust pollution would be detrimental to Temeraire Road residents. It would also be impractical and dangerous because of the sharp S-bends at each end of the road.
- Continuous heavy vehicles will damage the road surfaces.
- A large College, with some 1,000 pupils, is directly at the junction with Boniface Lane and the A386 - which must cause great concern with regard to road safety issues.
- Car parking at the end of the school day is horrendous making a huge proportion of Boniface Lane into a single lane.
- The children's play park is extremely well used and this creates a large amount of car parking on the road which is a blind bend and creating single line traffic. Movement of passing traffic is always via the hatched area on the corner which, I believe to be an illegal traffic violation.
- There are 3 'courtyard' areas in Temeraire Road and Aberdeen Avenue which are totally blind bends with only single vehicle access and all are used as car parks making driving hazardous.
- Car parking on pavements is an on-going issue necessitating parents with buggies, children on bicycles and the elderly/handicapped on mobility scooters having to move onto the roads.
- Manadon Park is full and cannot sustain any more vehicles.
- Moving through the traffic lights from Manadon Park onto the A386 at many times of the day is a very long process - vehicles on the main road have priority and block any vehicles from Manadon Park joining the queue of traffic.
- Opposite this proposed development is a brownfield site once used by Chaucer Primary School and a playing field, A proposed pedestrian access marked '8' on the plan is surely an excellent vehicle access point to the whole proposed development with pedestrian pathways linking it to Manadon Park.
- Consideration should be given to existing access points off Frobisher Approach via Tovey Crescent or through Vanguard Close.
- Current road system will not support additional cars.
- The Traffic Survey is not rigorous or transparent.
- According to the Transport Assessment, the survey should take into consideration every other planning development in the area. This has not been adhered to as PCC have accepted an offer for the old Chaucer Way School site for some 120 dwellings. This gives no credence to the transport survey assessment as it is no longer accurate - on this ground alone the application should be refused.
- It is not democratically acceptable for PCC to allow its planning officers to attend meetings with the developer to come to traffic solutions prior to the development as a whole being scrutinised.
- Maybe consideration should be given to making this new part of the estate, separate from Manadon Park. It could have its own entrance and exit on St. Peters Road therefore giving access to Manadon Roundabout, the A38 and Crownhill Road so there will be no disruption to Manadon Park.
- Have real concerns about how construction traffic will enter and leave the building site

- This is the main route for the ambulance service to Derriford and the police from Crownhill, therefore on many occasions it is not possible to exit due to blue light vehicles passing through the junction.
- Parts of the road network are not adopted and are in disrepair.
- The travel plan identifies the bus service on St. Peters but over-estimates the number and availability of bus services.
- The erection of new houses will necessitate continuous streams of trucks, deliveries and construction workers. The impact of the resulting noise, mess, muddy roads, air pollution and continuous traffic is unacceptable for residents.
- Manadon Vale Primary is one of the nearest schools and is already unable to accept new pupils from the local area. Children who are not able to attend this school must attend schools which are further away, requiring the use of transport.

Other objection reasons raised:

- No amendments from the initial application.
- Worried about the amount of things that 'may' be built i.e. the Cricket Pavilion - a sweetener to get the planners to agree.
- Offers little benefit to the current area of Manadon Park.
- Merely seeks to maximise market appeal by using the location of 'Manadon Park'.
- The abandonment of playing fields - whilst not fit for sport, it remains a well-used open space.
- There are no salt bins on this bend.
- The land is well-used open space and the fact that it was protected as a parliamentary inner city open space was a deciding factor in us having moved our family here.
- The land is well used by dog walkers, runners and estate children; furthermore it reduces the risk of the younger children's play area on Frobisher Approach being soiled by dog mess.
- Object strenuously to our peace, property outlook and children's safety being compromised by this development.
- The news of other developments in the local area puts pressure on the local infrastructure, i.e. schools.
- The council appears to have limited ability to enforce promises which a developer makes to the community to secure planning permission. Therefore the promise of future facilities should not be used to offset the loss of current ones, i.e. the informal facilities
- Do not feel the reduction of 9 houses significantly increases the green space.
- Do not believe that the green street ecological corridor linking the Plymouth Biodiversity Network will be sufficient, safe or practical for the wildlife such as foxes and hedgehogs to use.
- The development can already be described as an informal recreation space without any intervention from the developer.
- Believe some of the responses on the Application Form are incorrect...
- Point 13... answer should be Yes, on the development site, (using bats flying on the proposed site as an example)
- The question around Designated sites... answer should be Yes because the proposed development site forms part of the bats habitat - using it as a hunting ground/food source.
- Point 15... developer has responded no, but there are several small saplings/trees which are flourishing.
- The existing Manadon Park estate has not been fully adopted by the council. The original developer(s) is/are not meeting this responsibility. Maintenance of paths and public areas is extremely poor.

- The council should achieve resolution of the dispute with the original developer(s) so that they can adopt the existing estate... The council should not commit to a planning application which will, in the future, require future budgetary commitments it cannot currently meet.
- There is a very fine line between a wetland area and a soggy bit of wasteland.
- The site is already a wildflower meadow - the developer is not making a genuine offer to bring value to the site.
- Do not believe the council will hold the developer to bird boxes.
- The proposal will cause significant harm to the character and appearance of Manadon Park and this part of Plymouth.
- The Councils previous policy approach adopted for the site was one of leaving the western sector un-developed for landscape benefit and recreational potential.
- A wildlife haven within the city. Hunting bats during summer evenings around the edges of the fields, every year a pair of Buzzards return nest and successfully breed, Kestrels and foxes have been seen and on one occasion a deer. The richly grassed area is inhabited by mice, hedgehogs and other small mammals, birds and insects, providing food for the birds of prey. During the summer months the field bursts into flower and are full of butterflies, and bees.
- The erection of 90 homes, effectively destroying this currently green site is unacceptable.
- The Ecological Mitigation and Enhancement Strategy survey was completed in March 2013, during one of the coldest springs on record. A report of any real accuracy would need to be carried out over a significant period of time to reflect the changing seasons. Failure to do this would have resulted in the inaccurate collection of data, which brings into question the integrity of the report.
- Prefer grassland area over additional houses being built.
- The land was never intended to be used for the construction of housing as per the original covenants applied when the land was originally sold. It had been planned or sold on the grounds that it would be used for employment or recreation purposes and not for dwellings.
- Why is it not possible to force a penalty on these people for wasting public money and time with numerous applications for development of this land?
- Waste of time and public money.
- Will spoil the walks around this area.
- Bought the house because of the walks around the area and now they are trying to take more grass areas away.
- All of the local schools, Shakespeare Primary and All Saints Academy, plus Kitto YMCA leisure centre and even the Life Centre in Central Park would be more easily accessed via St. Peter's Road thereby creating a much greener environment than sending vehicles through an already well-populated and restricted area.
- Land would always be a green belt
- More houses the area doesn't need.
- Saddened that the council may allow more of our green areas to be built on.
- Wildlife will be pushed aside/die.
- Dwellings will be blight and a disruption.
- Plymouth Planning Guide 17 defines open space as all open space of public value. The guidance makes clear that existing open space and land should not be built on unless an assessment has been undertaken which clearly show the open space and land to be surplus to requirements.
- A wildlife haven within the city - I have seen Kestrels, foxes, deer, pheasants and dunnocks are plentiful. This natural resource would be irradiated by the erection of 86 homes on the site.
- The applicants Ecological Mitigation and Enhancement Strategy survey was carried out at a time that would not show an accurate picture of the meadow's wildlife, additionally the

applicants own bat survey called for a more in depth survey to be carried out within the active bat season.

- The land to be developed is a wonderful asset to the local communities of Crownhill, Manadon and St. Peters. It is a small green space where children play and people walk. If this space was to go then the nearest space of this quality would be in Whitleigh.
- Increased pollution, noise and disruption
- The creation of new open spaces potentially not being regularly maintained due to reduced council resources
- The reduction from 90 houses to 86 does very little to address the objections which were made last time, as it is hardly a significant reduction.
- It is little comfort that the DandA (page 9) says that the “non-developable” area will be left as green space, as I understood that previous planning decisions had suggested that all of the current greenfield area should be left as “non-developable” green space, but the developers are not respecting that.
- The proposed new and cut back green space is not sufficiently large or well enough positioned to support the even the existing activities which take place on the current green space.
- Will be no increase in green travel - there are already plenty of pedestrian and cycle exits.
- Not sure if there will be sufficient demand for re-establishing a cricket pitch.
- Our local NHS doctors, dentists are already struggling with long waiting times for appointments.
- No provision of new primary schools
- No provision of recreational land
- Adds nothing to enhance the surrounding area, but instead drains the local resources and facilities.
- Planning application is full of false information.
- As the second couple to purchase a house in Temeraire Road we put with two and a half years of building on this estate. Our new home was filthy with the constant flow of Trucks, Diggers and Contractors vehicles using the Road... My wife at the time was working as a special baby care nurse working nights at Derriford, I can firmly state it almost destroyed her professionally as she found it impossible to get sleep due to the constant noise from the building and traffic.
- Maybe a reduction in the amount of houses built could be considered, larger houses with bigger gardens and private drives.
- Narrow mews style streets – in other words cars blocking access and pavements.
- The dated wildlife survey makes no mention of the birds of prey and owl population of Manadon Park. As a graduate biologist, I find the habitat survey to be very limited in both length of data collection and quality of data collection.
- Objections to this development have tangible costs of time and money, and intangible costs such as repeated stress and unnecessary trauma caused to an existing peaceful community.
- The Council should acquire this land and maintain it as the much needed, protected “open lung space” for the local community in and around the area.
- This scrap of rough open ground is situated in a large catchment area of several thousand and as such is much used by local voters as contact with the countryside. There exists no other local park in the area.
- Have been upset to read such derogatory comments within the application about the all-weather pitch, our clubs home (Plymouth Hockey club). This facility is heavily used, both by Plymouth Hockey club and many local football groups and the local school. It was subject to vandalism as individuals who lacked open space were frustrated by their inability to access the area, however since the site is now left unlocked it is treated with respect. This in itself proves the high value of public open space in reducing antisocial behaviour.

- Loss of drainage - During periods of high rainfall the field traps and holds large quantities of rainwater, and run-off from the streets of the estate further up the hill. It releases this gradually into ditch that runs parallel to St Peters Road, swelling it to a sizeable stream. Have concerns that if the majority of the area is covered with roadway and buildings, this water absorption will be lost and there will be an increased risk of flash flooding.
- The plans are not appropriate to the site
- A better designed development, built taller, could perhaps fit 50-60 residential units into less than 50% of the site, leaving far more available space for habitat and amenities - providing a potential compromise between commercial returns and the preservation of the character of the area.

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007).

The National Planning Policy Framework (the Framework) is a weighty material consideration. It replaces the majority of Planning Policy guidance issued at National Government Level. Paragraph 215 of Annex 1 to the Framework provides that the weight to be afforded to Core Strategy policies will be determined by the degree of consistency of those policies with the Framework.

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits;
- or
- specific policies in the Framework indicate development should be restricted.

In addition to the Framework, the following Adopted Supplementary Planning Documents are also material considerations to the determination of the application: Development Guidelines SPD and Planning Obligations and Affordable Housing SPD.

8. Analysis

- I. This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework Core Strategy 2007, the Adopted Developments Guidelines SPD and the adopted Planning Obligations and Affordable Housing

SPD and is considered to be compliant with National Planning Policy Framework guidance. Specific local policies that are relevant to this application include CS01, CS02, CS15, CS16, CS18, CS19, CS20, CS21, CS22, CS28, CS30, CS32, CS33 and CS34.

2. The application raises a number of important planning issues, including the principle of development and highways issues. These and the other main planning issues are considered below

3. The Principle of Development

4. Greenspace

5. The site was designated a Greenspace Area within the Greenspace Assessment of 2004. Policy CS18 (Plymouths Green Space) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) seeks to protect such areas and states that ‘*Development on or adjacent to a Greenspace Area will not be permitted where it result in unacceptable conflict with the function(s) or characteristics of that area*’ and that development proposals will be required to ‘*improve the quality and quantity of accessible green space, where appropriate.*’ The site was know as ‘Land east of Chaucer Primary School’ and included the application site and all of the sports facilities to the north.
6. Greenspace Areas can perform a number of functions and are recognised for having value in the following eight areas; 1 Informal Recreation; 2 Sport and Formal Recreation; 3 Habitats and Species; 4 Visual Amenity; 5 Separation Buffer; 6 Access Corridors; 7 Historical/Cultural and 8 Countryside/Food Growing.
7. These 8 functions are evaluated and given a scale of importance to determine their value. The scale of importance ranges from Neighbourhood to International Value and the full scale is as follows:
 8. Neighbourhood (least value)
 9. District
 10. City
 11. Regional
 12. National
 13. International (highest value)
14. In the Greenspace Assessment of 2004 the site was considered to have City Value for Sport and Formal Recreation and as an Access Corridor, District Value for Habitats and Species and Neighbourhood Value for Visual Amenity, Informal Recreation and as a Separation Buffer. With regards to Sport and Recreation, there is a recognised shortage throughout the city of sports pitches, as stated in the Plymouth Playing Pitch Strategy.
15. The site is of city wide importance for Sport and Formal Recreation and any redevelopment of the site must therefore provide adequate mitigation for the loss of any sport and formal recreation opportunities in the city. However, none of the existing sports facilities within this greenspace area are being lost. The football pitch (currently leased to a local club), the artificial surface and cricket pitch are all outside of the site and retained. In fact, access to sports facilities at the site is being improved as the application will deliver a changing pavilion

in order to bring the cricket surface (which will also provide 2 junior football pitches during the winter) back in to use.

16. The sites value at City level as an access corridor is not affected, as part of it is retained as more formal green open space that will link the surrounding areas to the sports facilities adjacent to the north, therefore its role in providing pedestrian access to these areas is protected.

17. The site is valued at District level for habitats and species. The application is accompanied by an Ecology Report including Bat Surveys. An Ecological Enhancement and Mitigation Strategy has also been submitted. The application is considered to enhance ecology at the site through implementation of the applicants Ecological Mitigation and Enhancement Strategy. Officers consider that the proposed development maintains and improves the sites value for habitats and species and ensures that its biodiversity features are also enhanced.

18. As stated, the site has been considered to be of neighbourhood value for informal recreation, visual amenity and as a separation buffer. It was considered to have made a contribution to the overall greenspace in this area. However, the site has never been in public ownership, despite the owner not restricting informal use of the site by nearby residents for dog walking. The proposed development retains a significant amount of the site as informal greenspace, which will link into the surrounding network of greenspaces in this part of Plymouth. The site will therefore still be available for use by dog walkers and children for informal games. The proposed informal area of greenspace will help to fulfil the role the site plays as a separation buffer to the surrounding residential area, and aid visual amenity.

19. The proposed development is considered to improve the functionality of the existing green space, through the provision of a reduced but publicly accessible greenspace with enhanced landscaping and biodiversity features. The ecological enhancements proposed and provision of formal access and public open space linking with the adjacent sports hub ensure adequate mitigation for the loss of a site that is of low value for habitats and species and not publicly accessible. The proposed development is therefore considered to be in accordance with policies CS18 (Plymouths Green Space) and CS19 (Wildlife) of the Core Strategy and with NPPF paragraph 14 which states a 'presumption in favour of sustainable development'.

20. Principle of Development (Sports Facilities)

21. When the site was in the ownership of the Royal Naval College it formed part of a larger area that contained playing pitches. However, since the redevelopment of the former Naval College site was undertaken in the mid 1990s the site has remained undeveloped and has not therefore been used as formal playing pitches for a period in excess of 20 years.

22. Despite the site being vacant, as it has previously been used as playing pitches (despite the significant amount of time that has passed since it was last used as playing pitches) officers believe it necessary to consider the application in relation to Policy CS30 (Sport, Recreation and Children's Play Facilities) of the Core Strategy. This states that development proposals for new sport, recreation and children's play facilities, will be permitted providing that:

- a. There is no demonstrable harm from noise, lighting, transport or environmental impacts;
- b. The development contributes to meeting identified shortfalls in provision or to enhancing the quality of sport/leisure facilities;

- c. The development is accessible by sustainable transport modes;
- d. Where appropriate, the development contributes to wider open space initiatives.

23. It also states that:

- a. There will be a presumption against any development that involves the loss of a sport, recreation or play facility except where it can be demonstrated that there is currently an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development.

24. Officers consider that, with regards to Policy CS30, the former sports facilities are not being lost as a direct result of the development proposal. The site has not been used for any sporting activity for almost 20 years and the playing pitches that were previously at the site do not exist in their previous form and are considered by the applicant to have been abandoned.

25. The former playing pitches at the site have never been in public ownership and have never been managed by the Council. They have thus never been part of the Council's stock of playing pitches and it is recognised by officers that it is extremely unlikely that a leisure based development proposal will come forward at the site.

26. By providing a new changing pavilion, it is considered by Officers that adequate mitigation is being provided for the loss of any former playing pitches, and that the development proposal is providing access to sports facilities that are not currently operational at the site and under provided in the city. The development will provide a net gain in the Council's stock of publicly available sports pitches and is considered to be in accordance with Policy CS30 of the Core Strategy and the aims and aspirations of the National Planning Policy Framework.

27. Sport England Comments

28. Sport England has submitted a robust letter of representation, raising concerns over the loss of the site as a sports facility, particularly in regards to what they consider to be a net loss in playing pitches at the site. The letter, which is summarised above in the representations section of this report, states that Sport England objects to the application.

29. Whilst Sport England's comments are considered below, members should be aware that in this case Sport England are not a statutory consultee. When a playing pitch has not been used for a period in excess of 5 years the Local Planning Authority does not have a statutory obligation to consult them or seek their views with regards to development proposals that affect sites previously containing playing pitches. Sport England cannot therefore refer this application to the Secretary of State should a decision be made that is contrary to their views. This is confirmed in their letter which states that *'Sport England accepts that it is not a statutory consultation on this application as the five year time limit regarding consultations has expired'*. However, the loss of sports pitches at the site is an important issue and is analysed below, along with the views of Sport England, as reported in their letter dated 10th March 2014.

30. Sport England refer to an appeal at the site which is reference above in the planning history section of this report (reference APPN1160/A/02/1096110) that was dismissed in 2003 for five reasons, the third of which referred to the loss of the site as open space with

recreational potential and insufficient mitigation (an artificial or grass pitch). Whilst this is a material consideration, the appeal is now more than 10 years old and planning legislation has changed significantly in this time. The set of Planning Policy Guidance Notes that the appeal referred to (in this case PPG17) have been replaced by the NPPF which places greater emphasis on growth and viability. The current application also proposes a different mitigation solution that, in your Officers opinions, is acceptable to mitigate the loss of this site as part of a former playing field.

31. Sport England also argue that the previous use of the site as playing pitches has not been abandoned. They refer to the legal test as to *whether a reasonable man with knowledge of all relevant circumstances would regard the use as abandoned*. They state that based on the following factors, the use has not been abandoned:
 32. The physical condition of the site
 33. The length of the period of non use
 34. Any intervening uses
 35. Evidence regarding the owners intentions

36. Sport England say that there is no physical evidence of the use being abandoned, although they accept that no pitches are marked out at the site and that works would be required to make the land useable as playing fields again. Officers disagree with this point, significant works and capital would be required to bring the site back into use as playing pitches. This includes some remodelling and drainage, clearance and planting. The physical condition of the site therefore prevents it from being used as a playing pitch in its current form.

37. Sport England contest that the length of non-use does not constitute abandonment, although they recognise that it has not been used for formal sport since 1994, which is a period of 20 years. The site is not a current sports venue and does not contribute to the city's overall stock of playing pitches. Officers no longer consider this site as being suitable for use as formal playing pitches and the period since it was last used as such is sufficient to ensure that the proposals do not directly result in the loss of sports pitches to the city.

38. Sport England are not satisfied that there have been any intervening uses since 1994 and state that a material change of use has not occurred. However, Sport England accepts that no formal sports activity has taken place at the site since 1994. Whilst no formal planning application for a change of use has been permitted at the site, it has not been used as formal playing pitches for 20 years and due to the owner not preventing public access it has been used informally by dog walkers. This is materially different to being used for formal sport and officers consider that being used informally for recreation is significantly different to being used for formal sports activity, which Sport England accept that the site has not for 20 years.

39. Sport England state that they have seen no evidence that the owner has intended for the site not to be used as playing pitches since 1994 and that there have been no attempts by the owner to prevent use of the site for formal sport as sports pitches. Officers consider that if the land owner intended the site to be used for sport then they would have allowed the former use to continue post 1994. It is considered that the none use of the site for formal sport is evidence of the owners desire for the sports pitch use to cease at the site. It is considered by officers that *no reasonable man*, knowing all of the facts, and applying the four criteria set out above, would regard the pitches as anything other than abandoned.

40. With regards to the mitigation proposals, Sport England considers that the mitigation package is inadequate. Officers disagree with this conclusion. If granted, this development will deliver a changing pavilion that would allow the existing cricket pitch to be brought back into use. It will also allow the Council to provide 2 junior sports pitches at the site as the Council's Street Services Department intend to use the space for junior football during the winter months when cricket is not played. The application also provides informal open space within the site which will link into the existing network of informal green space in the area and provide a contribution to provide local children's play facilities. Officers thus consider that the community benefits that this application will provide adequately mitigates the impacts arising from the development of the site for residential purposes.
41. Sport England consider that the proposals will result in a loss of playing pitches in the city. It considers the development to be contrary to its own policy, CS30 of the Core Strategy and the National Planning Policy Framework. The application has already been assessed against Policy CS30 of the Core Strategy and officers consider the application to be in accordance with this policy, for the reasons stated above.
42. Paragraph 74 of the National Planning Policy Framework (NPPF) is the most relevant with regards to developments that affect sports facilities. It states that:
 43. *Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*
 44. *An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
 45. *The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
 46. *The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*
47. Officers consider that the proposal will help to bring back into use sports pitches at the site that have not been used for many years. The proposals accord with paragraph 74, in that they provide and deliver sport and recreation benefits above what currently exist, making a contribution to well being.
48. Whilst the site is not currently a sports venue and therefore does not contribute to the City's overall stock of playing pitches (it is not recorded within the Playing Pitch Strategy as being currently available), the application does ensure that it retains a significant sport and recreation element, and that the sports pavilion proposed as part of the mitigation package, will bring back into use publicly accessible sports pitches, providing adequate mitigation for the loss of former facilities that were not publicly available or safeguarded.
49. In summary, the Local Planning Authority does not agree with the comments made by Sport England in its letter. The proposals do not directly result in a loss of sports pitches at the site, which were abandoned 20 years ago, with the site remaining unused and unavailable for formal sport. When delivered, the proposed sports pavilion will result in a net gain in sports pitch provision within the city (the site is not recognised as currently available in the Council's Playing Pitch Strategy) and this (together with the other community benefits provided) is considered by Officers to adequately mitigate the loss of this former playing pitch site.

50. Layout and Density

51. Whilst layout is a matter reserved for future consideration, the applicant has provided an indicative layout showing how the site could be developed.
52. Concerning issues of density, the broad brush reference to a density of 30 – 50 dwellings per hectare (dph) within PPS3 has been superseded by guidance within the NPPF which states that LPAs should set out their own approach to housing density to reflect local circumstances. Strategic Objective 10.2 aims to promote the highest density compatible with the creation of an attractive living environment. Core Strategy policy CS01.2 states that development must be delivered at the appropriate type form, scale, mix and density in relation to its location relative to the neighbourhood's centre.
53. Proposed density levels at the site are lower with the density levels in the immediate vicinity. The proposed development will provide a density level of circa 35 dph, which is considered acceptable and is lower than average dph levels in the surrounding area. Officers consider that this density level is suitable and appropriate for the site.
54. A significant amount of the site has been safeguarded for public open space and the proposed dph allows for the provision of a range of dwellings which will have different sized curtilages depending on their size. Given the sustainable location of the site, which is close to 2 local centres (Transit Way and Crownhill) and the lack of demonstrable harm associated with the amount of development proposed, the proposed density is considered acceptable and in compliance with Strategic Objective 10.2 and Core Strategy policy CS01.2. It is considered that the proposal make sufficient provision for sustainability in terms of both the NPPF and the Council's own policies.
55. The indicative layout has been discussed previously with officers and is considered to be an acceptable layout as submitted, subject to some minor amendments. However, as the application reserves the layout any reserved matters applications at the site will be required to address this issue and finalise a layout. An informative is thus attached to make it clear that the proposed layout is indicative only and not approved under this outline planning application.
56. Is the design acceptable?
57. The application reserves all issues concerning design for future consideration and it is thus no details of scale, design or appearance have been submitted.
58. Residential Amenity
59. It is important that all new residential development should be designed to ensure that the degree of privacy enjoyed by existing nearby properties is not unacceptably reduced and that new problems of overlooking are not created. It is also imperative that the relationship between the new dwellings proposed is acceptable and that each property has an adequate level of privacy and natural light.
60. The layout of the site has been arranged in order to minimise impact on the surrounding properties. None of the existing dwellings closest to the site (on Aberdeen Avenue) are close enough to be affected by the development with regards to residential amenity standards. It is thus considered that there will be no significant residential amenity conflict created between the existing dwellings and proposed development and the application is

therefore considered compliant with Policies CS14 and CS34 of the City of Plymouth Local Development Framework Core Strategy (2007).

61. Highways and Transport issues

62. The application proposes a single vehicular access to the site from Aberdeen Avenue. The whole of the Manadon Park estate is accessed via a signal controlled junction at the junction of Bladder Lane and Tavistock Road. This application proposes that a new 2 way junction is provided at Frobisher Approach/St Peters Road, which is on the northern boundary of the Manadon Park estate, adjacent to the existing artificial playing surface. This junction was formerly a bus only access point but has not been in use for a few years now due to the Manadon Park bus service being cancelled due to under use.
63. The following comments are the views of the Councils Highways Officer:
64. Trip Generation
65. It is acknowledged by the Highway Authority that the existing signal controlled junction of Bladder Lane with the A386 currently operates beyond its' theoretical capacity during the peak hours with the am peak hour being particularly problematic with lengthy delays for traffic trying to exit from Bladder Lane.
66. The capacity issues are exacerbated during the morning peak as a result of movements being made to and from St Boniface School and the use of the signal controlled crossing by pupils. Whilst the proposed development of 86 units would only generate around 43 trips during each of the peak traffic hours (14 arrivals and 29 departures during the am and 28 arrivals and 15 departures during the pm), traffic modelling work undertaken by the applicant's traffic consultant has revealed that any increase in traffic movements (however small) at the Bladder Lane/A386 junction would have a significant impact upon its' operation.
67. During pre-application discussions it was recommended that the applicant should consider creating a vehicular access to the proposed area of development direct from St Peters Road itself rather than through Manadon Park. However this suggestion could not be pursued due to issues mainly relating to land ownership and ecology.
68. The traffic generated by the wider Manadon Park development is prevented from either entering or exiting the development onto St Peters Road through the installation of a bus gate on Frobisher Approach. Whilst the rising bollard at the bus gate is no longer operational and the bus service that previously served the Manadon Park estate was withdrawn a number of years back, the associated Traffic Regulation Order is still in place.
69. In order to help improve the current capacity issues at the Bladder Lane junction in addition to accommodating the proposed traffic movements generated by the proposed development, the applicants traffic consultant has undertaken a further assessment looking at the potential traffic impacts associated with the removal of the bus gate and allowing traffic to both exit and enter the Manadon Park estate from St Peters Road.
70. Based upon the creation of a gravity model using existing Census Data, the assessment work undertaken reveals that opening up the exit/entrance onto St Peters Road results in an additional 37 outbound and 11 inbound trips along St Peters Road during the am peak along

with 35 inbound and 15 outbound during the pm peak (this includes existing Manadon Park trips in addition to those generated by the development). During the am peak this equates to less than 1 vehicle per minute.

71. A traffic survey was also undertaken by the applicant at the junction of St Peters Road with Manadon Roundabout which revealed traffic flows of just 3-4 vehicles per minute along St Peters Road between the hours of 0730 and 0900 and a maximum queue of just 7 vehicles (recorded across 2 lanes) at the stop lines of the junction at the start of the survey (this number reduces down to 3 vehicles across 2 lanes for the remainder of the survey period). The additional vehicular movements generated along St Peters Road as a result of opening the bus gate during the am peak (37 trips) will not lead to a significant increase in traffic queuing at this junction.
72. Clearly the removal of the bus gate and creation of a 2-way access onto St Peters Road will lead to an improvement in operating conditions at the Bladder Lane signals which will benefit existing Manadon Park residents.
73. Furthermore as right turn movements are restricted at the Bladder Lane junction, the removal of the bus gate provides a significant benefit to trips to and from the north of the City (Derriford, Southway etc) as vehicles travelling southbound along the A386 would be able to access Manadon Park via Crownhill Road and St Peters Road rather than having to u-turn around Manadon Roundabout thereby leading to a reduction in trips on this part of the highway network.
74. On the basis of the above I have no objections in respect of the trip generation aspects of the proposal. However this is subject to the alterations being carried out in order to remove the existing bus gate (which will require a Section 278 Agreement). I would recommend that this be covered by way of a grampian condition.
75. Car Parking
76. As this application is for outline consent with the layout being one of the matters that is reserved for future consideration, I am only able to comment on the overall car parking provision. The applicant has confirmed that a total of 172 spaces will be provided (33 of which would be garages) which equates to an overall standard of 2 spaces per unit which is in accordance with the current standards and therefore considered to be acceptable. In addition to car parking, the applicant has also confirmed that cycle parking will be provided on the basis of the minimum standards as outlined within the Development Guidelines SPD.
77. Layout
78. Whilst concerns have been raised by some local residents regarding the provision of accessing the proposed area of development through the Manadon Park estate, having visited the site on a number of occasions at different times I do not share these concerns with adequate vehicular access routes existing through the development.
79. The illustrative master plan indicates the provision of a pedestrian/cycle link in the south western corner of the site out onto St Peters Road (which will facilitate access to the existing bus services that run along this route). In addition I would like to see a further pedestrian/cycle link provided out onto St Peters Road just to the north of the junction of Chaucer Way with St Peters Road (this link would run through the area identified as part of the Plymouth Biodiversity Network).

80. Further comments relating to the internal layout of the site will be addressed at the Reserved Matters stage with the intention that the roads serving the development will be adopted by way of a Section 38 Agreement.

81. Travel Plan

82. The applicant has submitted details of the framework of a Residential Travel Plan which is welcomed. Some concerns remain regarding who would be responsible for the day-to-day operation of the Travel Plan and this needs to be addressed before such a document is considered acceptable.

83. In order to assist in the delivery of modal shift targets (yet to be decided) within the TP it is recommended that a financial contribution of £30k be secured from the applicant through a Section 106 Agreement to be used for either of the following:-

84. (a) Provision of a 6 month Citybus Zone 1 & 2 bus pass for each residential unit or

85. (b) Voucher for the purchase of a bicycle.

86. Either of these measures would assist in encouraging the use of sustainable modes of travel (either through increased cycling or public transport use). It is recommended that such a financial contribution would be deposited in a dedicated Travel Plan Account.

87. Construction Traffic Management Plan

88. During the construction phase of the works it has been recommended to (and agreed in principle by the applicant) that a temporary vehicular access for use by construction traffic will be created onto St Peters Road. This would then prevent construction traffic from having to access the site through the residential streets within Manadon Park. It is recommended that the requirement for such be secured through a condition relating to the Construction Traffic Management Plan.

89. Section 106 Agreement

90. In addition to the sum of £30k for Travel Plan measures (as mentioned above), it is recommended that a further sum of £5k be secured from the development in order to fund the installation of a bus boarder at the outbound bus stop on St Peters Road. To conclude I would not wish to raise any highway objections to this application although I would recommend that conditions be attached to any grant of consent.

91. Affordable Housing

92. The delivery of affordable housing development is one of the top Corporate

93. priorities for Plymouth City Council. The policy context for its provision and delivery is set out in paras.10.17-10.24 of the Core Strategy and policy CS15 (Overall Housing Provision). With such high levels of Affordable Housing need consistent delivery of affordable housing units can cumulatively make a big difference to catering for the City's overall housing need.

94. The need for the delivery of affordable housing in the city is greater than total annual housing provision. Plymouth's Housing Register of those in proven housing need stands at 10,466 in April 2014. With such high levels of affordable housing need, consistent delivery of affordable housing can cumulatively make a big difference to catering for the City's overall housing need.

95. The application proposes an affordable housing offer of 18%, which equates to 16 units if the total number of dwellings provided is 86. As the application is in outline only, details of the affordable housing provision requirements will be set out within the S106, making clear requirements for any reserved matters application. The percentage of affordable housing will be secured within the S106 attached to this application.
96. The application has been subject to a robust viability assessment. In the light of this viability testing, Officers advise that the 18% Affordable housing figure is the best that can be achieved if Affordable Housing policy guidance payments (outlined in the SPD) are made to the developer. However discussions are on-going between the developer, the partner Housing Association and the Housing Delivery team to see if enhanced affordable housing provision can be provided with enhanced payments based on the government's new Affordable Rent model. Initial profiling suggests that enhanced payments could deliver more than 22% Affordable housing but this is still subject to negotiation. An update will be provided to the committee. The affordable housing negotiations take into account the significant financial impact of replacing sports changing rooms at the site, and the effect this has on the viability of the development.
97. Taking into account these circumstances, officers have accepted that the affordable housing offer will be compromised by the development viability. However negotiations are still on-going in order to limit the extent of compromise in affordable housing provision. Officers acknowledge the role the application has in supporting the City's wider aspiration to increase and accelerate housing delivery to support Plymouth's growth agenda. It is recognised that the provision of a range of dwelling sizes including two bed units will make a contribution to meeting the City's housing need.
98. Tenure - A mix of tenures will be incorporated into the S106 with rent (social and affordable) and shared ownership (intermediate) at a ratio of 60:40, to be specified in the S106 clauses.
99. Representative mix – The S106 will secure the requirement for affordable housing provision which is representative of the overall housing mix – delivered on a formulaic basis dependent on the finally agreed percentage of affordable housing provision.
100. Locations of affordable housing proposed will need to be reasonably well dispersed – although small clusters of affordable housing is likely to be acceptable.

101. Renewable Energy

102. Policy CS20 (Sustainable Resource Use) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) requires all new residential developments of 10 units or more to incorporate onsite renewable energy production equipment to offset at least 15% of predicted carbon emissions for the period 2010 – 2016.
103. In order to meet the requirement of Policy CS20 it is proposed to have Photovoltaic Panels installed on the roofs of the proposed dwellings. These will be almost flush with the roofline and will only have a minimal visual impact. Photovoltaic Panels generate electricity from light and their energy source is therefore sunlight, meaning that they do not require fuel to operate and produce no air pollution or hazardous waste. The use of Photovoltaic Panels is more than adequate to meet the 15% energy saving and the application is therefore compliant

with Policy CS20 and Paragraph 96 of the NPPF. It is considered that the proposal makes sufficient provision for climate change in terms of both the NPPF and the Council's own policies.

9. Human Rights

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.

10. Local Finance Considerations

Local finance considerations are now a material consideration in the determination of planning applications by virtue of the amended section 70 of the Town and Country Planning Act 1990. This development will generate a total of approximately £710, 250 in New Homes Bonus contributions for the authority. However, it is considered that the development plan and other material considerations, as set out elsewhere in the report, continue to be the matters that carry greatest weight in the determination of this application.

CIL

The provisional Community Infrastructure Levy liability (CIL) for this development will not be finalised until the reserved matters stage but based on 86 units is circa £250, 000 including any potentially qualifying demolished floorspace. This information is based on the CIL information form submitted with the application and is based on current rates.

10a. Planning Obligations

A planning obligation is required to mitigate the impacts of the proposal. Draft Heads of Terms have been agreed with the applicant to mitigate the loss of former sports pitches at the site and include:

- Provision of a 4 team changing pavilion with ancillary clubroom at a final location to be agreed at land north of the site on the adjacent Cricket Pitch, to be used in connection with the existing Council owned cricket and football facilities. Details to be agreed and approved by the Local Planning Authority and shall conform to Sport England guidance.

Agreement has also been reached with regards to the provision of Affordable Housing at the site and the applicant has agreed to provide the following:

- Minimum of 18% (exact percentage to be confirmed) of total number of dwellings to be provided as affordable homes to be sold to be managed by an RSL and occupied by local people in housing need.

Other contributions agreed to mitigate the impacts of the development include the following:

- Education contribution of £125, 000 towards the identified expansion of Pennycross Primary School.
- Greenspace contribution of £33, 000 for children's play space towards improvements to the Bladder Meadow play space.
- Transport contribution of £35, 000 for identified Travel Plan measures and the funding of installation of a bus boarder at the outbound bus stop on St Peters Road.
- Contribution of £20, 000 for siting and ongoing maintenance of Manadon Spire

The application has been subject to a robust viability assessment and the provision of sports facilities and affordable housing at the site have been prioritised. Lengthy negotiations with the applicant have concluded and revealed that the development is not capable of supporting any additional contributions to those listed above.

It is considered that the facilities and contributions negotiated and listed above comply with the requirements of policy CS33 (Community Benefits/Planning Obligations) of the Core Strategy.

11. Equalities and Diversities

The application proposes up to 86 new residential units. A percentage of these are being provided as affordable housing and will be available to people on the Council's Housing Register through a Registered Social Landlord and the rest will be offered for sale on the open market and therefore will be available to people from all backgrounds to purchase. No negative impact to any equality group is anticipated. A condition is attached to ensure that 20% of the development will be made available as Lifetime Homes.

12. Conclusions

To summarise, this application will provide up to 86 new dwellings with community benefits including a new sports pavilion, public open space and improvements to the local highway network.

It is considered that residential development in this location is acceptable and that any future residential development at the site would not impact significantly upon nearby properties

residential amenities due to separation distances in the area and would not harm the surrounding highway network, providing adequate levels of off street car parking.

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with both local policy and national planning guidance.

The application is therefore recommended for approval, subject to conditions and the satisfactory completion of a S106 legal agreement, with delegated authority sought to refuse the application if the Section 106 Agreement is not signed by the 1st July 2014.

13. Recommendation

In respect of the application dated **31/01/2014** and the submitted drawings Amended description 12705 SK 14 01 15 (Illustrative Layout) and accompanying Design and Access Statement, Transport Assessment, Energy Statement, Flood Risk Assessment, Ecological Mitigation and Enhancement Strategy, Planning Statement and Phase I Environmental Statement., it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 1 September**

14. Conditions

APPROVAL OF RESERVED MATTERS

(1) Approval of the details of appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

SUBMISSION OF RESERVED MATTERS

(2) Plans and particulars of the reserved matters referred to in condition (1) above, relating to the appearance, landscaping, layout and scale, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

TIME LIMIT FOR SUBMISSION

(3) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990.

TIME LIMIT FOR COMMENCEMENT

(4) The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

APPROVED PLANS

(5) The development hereby permitted shall be carried out in accordance with the following approved plans: I2705 SK 14 01 15 (Illustrative Layout).

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, and paragraphs 61-66 of the National Planning Policy Framework 2012.

PROVISION OF DRAINAGE WORKS

(6) No development shall take place until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that satisfactory infrastructure works are provided in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 94 and 100-103 of the National Planning Policy Framework 2012

SURFACE WATER DRAINAGE

(7) No development approved by this permission shall be commenced until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- details of the drainage during the construction phase;
- details of the final drainage scheme;
- provision for exceedance pathways and overland flow routes;

- a timetable for construction;
- a construction quality control procedure;
- a plan for the future maintenance and management of the system and overland flow routes.

Prior to occupation 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 managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason:

To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal during and after development.

STREET DETAILS

(8) No development shall take place until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

ACCESS

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

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

DETAILS OF NEW JUNCTION

(10) No development shall take place until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

PROVISION OF SIGHT LINES

(11) No development shall take place until details of the sight lines to be provided at the junction between the means of access and the highway have been submitted to and approved in writing by the Local Planning Authority. The approved sight lines shall be provided before the ^IN is first brought into use.

Reason:

To provide adequate visibility for drivers of vehicles at the road junction in the interests of public safety in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

(12) 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 a Construction Traffic Management Plan (CTMP). The said CTMP shall be submitted no less than 3 months prior to the start of construction works on-site and shall include details of access routes to and from the site; details of the construction vehicle movements including number, type and size of vehicles; construction operation hours and contractors car parking arrangements. The construction of the development hereby permitted shall be carried out strictly in accordance with the approved CTMP.

Reason:-

To ensure that the traffic impacts associated with the construction phase of the development does not impact upon the residential amenity of residents within the existing Manadon Park estate and that the associated construction traffic movements do not lead to adverse impacts upon the operation of the Local Road Network in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CODE OF PRACTICE DURING CONSTRUCTION

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

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 120 -123 of the National Planning Policy Framework 2012 .

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

(14) No development shall take place until a Construction Environmental 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 noise, working hours, piling operations (if undertaken) artificial site illumination. 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.

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

NOISE ASSESSMENT

(15) Prior to commencement of the development hereby approved a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall assess the impact of noise from nearby roads and sports pitches and shall be carried out in accordance with best practice guidance.

Reason: To ensure that risks from future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors; and to avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF BOUNDARY TREATMENT

(16) No development shall take place past damp proof course level until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is first occupied. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

LANDSCAPE DESIGN PROPOSALS

(17) No development shall take place past damp proof course level until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); retained historic landscape features and proposals for restoration, where relevant; planting plans including the location of all proposed plants their species, numbers, densities, type (i.e. bare root/container grown or root balled, girth size and height (in accordance with the HTA National Plant specification), planting specification including topsoil depths, soiling operations, cultivation, soil ameliorants and all works of ground preparation, and plant specification including handling, planting, seeding, turfing, mulching and plant protection.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

MAINTENANCE SCHEDULE

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

Reason:

To ensure that satisfactory landscaping works carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

EXTERNAL MATERIALS

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

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

SUSTAINABLE RESOURCE USE

(20) Notwithstanding the Energy Statement submitted by Energy Compliance Ltd (dated 24th May 2013), prior to development being undertaken past damp proof course level, the applicant shall

provide to the Local Planning Authority a full report for approval in writing identifying how a minimum of 15% of the carbon emissions for which the development is responsible will be off-set by on-site renewable energy production methods. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

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

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to off-set at least 15% of predicted carbon emissions for the period 2010-2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2

LIFETIME HOMES

(21) No development shall commence on site past damp proof course level until details showing how 20% of all dwellings at the site shall be constructed to Lifetime Homes standards have been submitted to and approved in writing by the Local Planning Authority.. The layout of the floor plans approved shall be permanently retained for so long as the development remains in existence, unless a further permission is granted for the layout of these units to change.

Reason:

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

CONTAMINATED LAND

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

Section 1. Site Characterisation

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

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

(ii) an assessment of the potential risks to:

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

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

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

Section 2. Submission of Remediation Scheme

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

Section 3. Implementation of Approved Remediation Scheme

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in the replaced 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.

Section 4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of section 1 of this condition, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section 2, which is subject to the approval in writing of the Local Planning Authority.

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

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 120 – 123 of the National Planning Policy Framework 2012.

COMMUNAL CAR PARKING PROVISION

(23) No dwelling shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority] for a maximum of 172 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

Reason:

In the opinion of the Local Planning Authority, although some provision needs to be made, the level of car parking provision should be limited in order to assist the promotion of sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

TRAVEL PLAN

(24) The development hereby permitted shall not be occupied until a Residential Travel Plan (RTP) has been submitted to and approved in writing by the Local Planning Authority. The said RTP shall seek to encourage residents and visitors to use modes of transport other than the private car to get to and from the site. It shall also include details of the measures/initiatives that will be implemented in order to secure the modal shift targets, arrangements for monitoring the use of provisions available through the operation of the Travel Plan; and the name, position and contact telephone number of the person responsible for its implementation. From the date of occupation the developer shall operate the approved Residential Travel Plan.

Reason:

The Local Planning Authority considers that such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 32 and 34 of the National Planning Policy Framework 2012. The applicant should contact Plymouth Transport and Infrastructure for site-specific advice prior to preparing the Travel Plan.

REMOVAL OF BUS GATE

(25) None of the residential units hereby proposed shall be occupied until the existing bus gate and Traffic Regulation Order on Frobisher Approach have been removed in order to allow traffic to both enter and exit the Manadon Park development from St Peters Road.

Reason:- In order to provide an alternative point of vehicular entry and exit to the Manadon Park development and thereby reduce traffic queuing and delays at the existing signal controlled junction of Bladder Lane with the A386 Tavistock Road in the interests of highway safety and capacity.

SOFT LANDSCAPE WORKS

(26) Soft landscape works shall include planting plans including the location of all proposed plants their species, numbers, densities, type (i.e bare root/container grown or root balled, girth size and height (in accordance with the HTA National Plant specification), planting specification including topsoil depths, soiling operations, cultivation, soil ameliorants and all works of ground preparation, and plant specification including handling, planting, seeding, turfing, mulching and plant protection.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

LANDSCAPE WORKS IMPLEMENTATION

(27) 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, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

LANDSCAPE MANAGEMENT PLAN

(28) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

BIODIVERSITY

(29) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Mitigation and Enhancement Strategy (dated March 2013) hereby approved for 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 within the NPPF.

INFORMATIVE: ILLUSTRATIVE DETAILS

(1) In granting this outline planning permission, the Local Planning Authority has had regard to the details shown for illustrative purpose on the submitted plans and drawings, and would expect the principles shown to be reflected in any subsequent application for the approval of reserved matters, including the details submitted in connection with the proposed public open space.

INFORMATIVE: PUBLIC HIGHWAY ENGINEERING DETAILS

(2) No work within the public highway should commence until engineering details of the improvements to the public highway have been approved by the Highway Authority and an agreement under Section 278 of the Highways Act 1980 entered into. The applicant should contact Plymouth Transport and Highways for the necessary approval.

INFORMATIVE: TRAVEL PLAN

(3) The document required in connection with the Travel Plan should be based upon the Council's guidance for Travel Plans published on the Council's website and should, where possible, be created using iTRACE, an online travel plan management tool available through Plymouth Transport and Infrastructure. The applicant is advised to contact Plymouth Transport and Infrastructure prior to preparation of this document for site-specific advice on the requirements for the Travel Plan, which are likely to include:

- (a) appointment and contact details of a Travel Plan Coordinator
- (b) recommendation of the use of iTRACE
- (c) site specific targets, measures and management/monitoring plan.

INFORMATIVE: (4) DEVELOPMENT LIABLE FOR COMMUNITY INFRASTRUCTURE CONTRIBUTION

(4) The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended). Details of the process can be found on our website at www.plymouth.gov.uk/CIL. You can contact the Local Planning Authority at any point to discuss your liability calculation; however a formal Liability Notice will only be issued by the Local Planning Authority once any pre-commencement conditions are satisfied.

INFORMATIVE: CONDITIONAL APPROVAL (5)

(5) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant [including pre-application discussions] and has negotiated amendments to the application to enable the grant of planning permission.

INFORMATIVE: CODE OF PRACTICE

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

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information;
- b. Proposed hours of operation of construction activities and of deliveries, expected numbers per day and types of all construction vehicles and deliveries, routes of construction traffic to and from the site (including local access arrangements, timing of lorry movements, and weight limitations on routes), initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, location of wheel wash facilities, access points, location of car parking for contractors, construction traffic parking, details of turning facilities within the site for site traffic and HGVs, and a scheme to encourage public transport use by contractors; and
- c. Hours of site operation, dust suppression measures and noise limitation measures.

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PLANNING APPLICATION REPORT



Application Number 14/01004/FUL

Date Valid 04/06/2014

Item 02

Ward Moor View

Site Address 9 PETHILL CLOSE EARLSWOOD MAINSTONE PLYMOUTH

Proposal Proposed first floor extension

Applicant Mr and Mrs M Fox

Application Type Full Application

Target Date

30/07/2014

Committee Date

**Planning Committee: 17
July 2014**

Decision Category Member/PCC Employee

Case Officer Mike Stone

Recommendation Grant Conditionally

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This application has been referred to the Planning Committee because the applicant is a Councillor.

1. Description of site

9, Pethill Close is a two-storey detached property with a single storey side extension that incorporates a garage. It is located towards the end of a cul-de-sac in the Leigham and Mainstone neighbourhood. The flat roof of the rear part of the extension forms a large patio/terrace area. This runs roughly half the width and half the depth of the property and forms part of a rear balcony that continues along the full width of the house. The house is well separated from neighbouring properties and has a large rear garden that faces Mainstone Woods.

2. Proposal description

Proposed first floor extension. The proposal would see a new bedroom built on the current patio/terrace. The rear balcony would remain and the existing railings would be replaced with a steel and glass balustrade.

3. Pre-application enquiry

None.

4. Relevant planning history

02/01023/FUL - Single storey extension, including formation of balcony on roof – Grant conditionally.

5. Consultation responses

None requested.

6. Representations

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007).

The National Planning Policy Framework (the Framework) is a weighty material consideration. It replaces the majority of Planning Policy guidance issued at National Government Level. Paragraph 215 of Annex 1 to the Framework provides that the weight to be afforded to Core Strategy policies will be determined by the degree of consistency of those policies with the Framework.

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
- specific policies in the Framework indicate development should be restricted.

In addition to the Framework, the following Adopted Supplementary Planning Documents are also material considerations to the determination of the application:

- Development Guidelines SPD (First Review) May 2013.

8. Analysis

1. This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework Core Strategy 2007, and is considered to be compliant with National Planning Policy Framework guidance.

2. Is the design acceptable?

The primary planning considerations in this case are the impact on neighbour amenity and the impact on the character and appearance of the area. In the case officers' view there are no neighbour or streetscene concerns.

3. Impact on neighbour amenity.

The only property affected by the development would be the neighbour to the north east, No. 8. Currently there is considerable overlooking of the side and rear garden of No. 8 from the open terrace at first floor level on the subject property. The proposed extension would not have any side facing windows so would help to reduce the overlooking problem here.

The roof of the extension would be below the level of the roof of the main house so would not raise any loss of light or overbearing appearance concerns.

The rear elevations of both properties are roughly south facing so there would be no loss of light to the neighbour.

4. Impact on the character and appearance of the area.

The house is set back approximately 8 metres from the road. The only visible change from the front would be the increase in the height of the ridge of the extension roof by 900mm. The new roof would use materials to match the existing in line with the guidance in the Development

Guidelines SPD. It would also, in the view of officers, help to soften the appearance of the existing side chimney that currently dominates this side of the house.

9. Human Rights

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.

10. Local Finance Considerations

Under the present Community Infrastructure Levy charging schedule no CIL contribution is required for this development.

11. Planning Obligations

Not applicable.

12. Equalities and Diversities

None.

13. Conclusions

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance and specifically the Local Development Framework Core Strategy 2007 policy CS02 (Design) and CS34 (Planning application considerations); the Development Guidelines SPD and the Design SPD and is considered to be compliant with the National Planning Policy Framework guidance. The application would not have an adverse impact on the character of the area or on neighbour amenity and it is recommended for approval.

13. Recommendation

In respect of the application dated **04/06/2014** and the submitted drawings Site location plan, site plan, 13038/01, 13038/02, 13038/03, 13038/04, it is recommended to: **Grant Conditionally**

14. Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

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

Reason:

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

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site location plan, site plan, I3038/01, I3038/02, I3038/03, I3038/04.

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, and paragraphs 61-66 of the National Planning Policy Framework 2012.

Informatives

INFORMATIVE: UNCONDITIONAL APPROVAL (APART FROM TIME LIMIT AND APPROVED PLANS)

(1) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has granted planning permission.

INFORMATIVE: (NOT CIL LIABLE) DEVELOPMENT IS NOT LIABLE FOR A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

(2) The Local Planning Authority has assessed that this development, due to its size or nature, is exempt from any liability under the Community Infrastructure Levy Regulations 2010 (as amended).

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PLANNING APPLICATION REPORT



Application Number 14/00969/FUL

Item 03

Date Valid 02/06/2014

Ward Drake

Site Address 55 NORTH ROAD EAST PLYMOUTH

Proposal

Rear extension and internal alterations to create two additional bedrooms in existing student HMO

Applicant

Mr Dean Tucker

Application Type

Full Application

Target Date

28/07/2014

Committee Date

Planning Committee: 17 July 2014

Decision Category

Member Referral

Case Officer

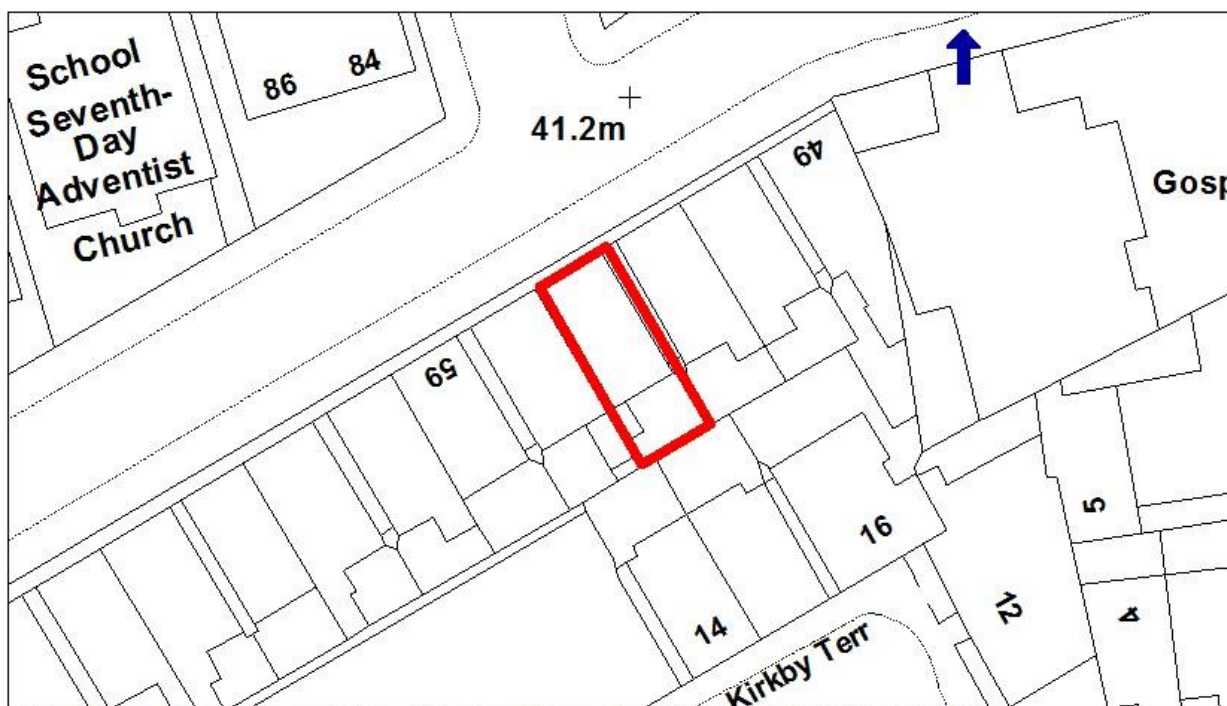
Mike Stone

Recommendation

Grant Conditionally

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This planning application has been called to Planning Committee by Councillor Ricketts.

1. Description of site

55, North Road East is a two storey mid-terraced property with accommodation in the roof space and a small rear extension and courtyard. The property backs on to the buildings of the campus of Plymouth University. The site is located in the Mutley and Greenbank neighbourhood and is within the boundaries of the City Centre and University Area Action Plan.

2. Proposal description

Rear extension and internal alterations to create two additional bedrooms in existing student HMO.

3. Pre-application enquiry

14/00792/MIN - A rear single storey extension and internal alterations to create a 7 bedroom student House in Multiple Occupation (HMO) from an existing 5 bedroom HMO, this is the same proposal as the current application. On balance it was not considered that the addition of two more bedrooms would generate sufficient extra comings and goings to have an adverse effect on neighbour amenity, assuming that the additional accommodation could meet the necessary standards. Approval of the application would enable the planning authority to strengthen controls on the property by restricting its use to full time students, introducing a management plan and limiting the number of bedrooms. For these reasons any application that met the above conditions would be likely to be acceptable. No Transport consultation response was received within the time frame requested by the applicant.

4. Relevant planning history

None.

5. Consultation responses

Public Protection Service – recommend approval subject to the addition of management plan and working hour's conditions.

Transport and Highways – no objections, a condition requiring the provision of secure storage for 2 cycles and an informative advising the applicant that the development will be excluded from the residents parking permits scheme has been recommended.

Private Sector Housing – no specific comments, guidance provided on meeting the HMO Licencing Standards.

6. Representations

One letter of objection has been received that complains of overdevelopment.

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007).

The National Planning Policy Framework (the Framework) is a weighty material consideration. It replaces the majority of Planning Policy guidance issued at National Government Level. Paragraph 215 of Annex 1 to the Framework provides that the weight to be afforded to Core Strategy policies will be determined by the degree of consistency of those policies with the Framework.

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
- specific policies in the Framework indicate development should be restricted.

In addition to the Framework, the following Adopted Supplementary Planning Documents are also material considerations to the determination of the application:

- Development Guidelines SPD First Review (May 2013).

8. Analysis

1. This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework Core Strategy 2007 policy CS02 (Design), CS22 (Pollution), CS28 (Local transport considerations) and CS34 (Planning application considerations) City Centre and University AAP 2010 and is considered to be compliant with National Planning Policy Framework guidance.

2. Is the development acceptable in principle?

The area is residential in character and close to the university and city centre facilities. Information from the council's licensing section shows that the house was first registered as a HMO in 2006 so the provisions of the Article 4 Direction would not apply.

3. Is the design acceptable?

The primary planning considerations in this case are the impact on neighbour amenity, the residential amenity of future occupants and transport and highway considerations.

4. Impact on neighbour amenity

The neighbour to the west, no. 57, is also a licensed HMO and has its own single storey rear extension so in the case officers' opinion there would be no concerns in terms of loss of light and privacy here. The neighbour to the east is separated from the subject property by the width of a private footway between the houses. This, combined with the high boundary wall, removes the scope for any adverse impact in the opinion the case officer. The rear of the property faces the back of university buildings in Kirkby Terrace so officers consider there would be no impact here. It has long been recognised that HMOs can have a detrimental impact on amenity in terms of noise, anti-social behaviour, street parking and poorly maintained properties. The property has been in use as a 5 bedroom HMO and the issue to consider is whether an increase by two occupants generate significantly more comings and goings than the current use. On balance it is officer's view that given the location an additional two persons would not have an adverse impact on neighbour amenity. In order to mitigate any possible concerns a management plan condition has been recommended to control the future operation of the accommodation and to help address any anti-social issues that may be created by future tenants. A copy of this management plan will be required to be submitted to the Local Planning Authority within one month of any positive planning decision.

5. The plan should include the following:

Contact details (including postal address, email address and telephone number) of the person to be contacted regarding any issues arising from the use of the building and its amenity areas. Details to be circulated to neighboring properties.

A commitment to keep the above information up to date.

Outline detail of tenant selection process.

Anti-social behaviour clause detail.

6. Residential amenity of future occupants

The property is already a licensed House in Multiple Occupation. Planning policy does not specify minimum standards for bedrooms but all 7 bedrooms are larger than the 6.5 sq. metre standard set out in the guidance for the Licensing of Housing Multiple Occupation which relates to Housing legislation.

Bedroom 1 is 16 sqm

Bedroom 2 is 14 sqm

Bedroom 3 is 7 sqm

Bedroom 4 is 15 sqm

Bedroom 5 is 12 sqm

Bedroom 6 is 14 sqm (new)

Bedroom 7 is 11 sqm (new).

7. A communal kitchen and lounge area are proposed on the ground floor. There is a small rear courtyard that could be used for bin and secure cycle storage. A condition restricting the number of bedrooms to 7 and limiting the use to students in full time education is recommended. The remaining area of amenity space left would be less than the figure recommended in the SPD, but officers feel that this could help to reduce the scope for anti-social behavior and disturbance to neighbours. There is also a public park nearby at Drakes Place.

8. Transport and Highway considerations

The property is within easy walking distance of Plymouth University, the city centre and the railway station and is in what would be considered to be a sustainable location. It is also well served by a number of public transport routes running along North Road. The Transport and Highways department have raised no objections to the scheme but have asked for one condition and informative to be added. The condition requires the provision of secure storage for 2 cycle and the informative excludes the property from the residents and visitors parking permit scheme that operates in the area.

9. Human Rights

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.

10. Local Finance Considerations

Under the present Community Infrastructure Levy charging schedule no CIL contribution is required for this development.

11. Planning Obligations

Not applicable.

12. Equalities and Diversities

None.

13. Conclusions

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance and specifically the Local Development Framework Core Strategy 2007; the Development Guidelines SPD and the Design SPD and is considered to be compliant with the National Planning Policy Framework guidance. The application would not have an adverse impact on the character of the area or neighbour amenity and it is recommended for approval subject conditions limiting the occupation to students in full time education, the number of bedrooms to seven, a code of conduct for construction, secure storage for 2 cycles and the adoption of a management plan to control the use of the property.

13. Recommendation

In respect of the application dated **02/06/2014** and the submitted drawings Site location plan, block plan, I, it is recommended to: **Grant Conditionally**

14. 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: [insert plan numbers].

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, and paragraphs 61-66 of the National Planning Policy Framework 2012.

Pre-occupation Conditions

MANAGEMENT OF STUDENT ACCOMMODATION

(3) Within one month of the date of this decision notice, a management plan for the operation of the accommodation, which shall include contact details (including postal address, email address and telephone number) of the person to be contacted regarding any issues arising from the use of the building or its curtilage and shall include a commitment to keep this information up to date, shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall thereafter be adhered to strictly at all times.

Reason:

In the interests of neighbours' amenities and to provide a ready point of contact for any person who needs to address an issue in relation to the use of the property, in accordance with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 123 of the National Planning Policy Framework 2012.

CYCLE PROVISION

(4) The building shall not be occupied until space has been laid out within the site in accordance with the approved plan for 2 bicycles to be securely parked. The secure area for storing bicycles shown

on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

STUDENT ACCOMMODATION

(5) The occupation of the accommodation hereby approved shall be limited to students in full-time education only.

Reason:

The accommodation is considered to be suitable for students in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 61 of the National Planning Policy Framework 2012, but its occupation by any other persons would need to be the subject of a further planning application for consideration on its merits.

Other Conditions

HOURS OF WORK

(6) Because the proposed development involves potentially noisy and disruptive activities and to mitigate any effect of site works on nearby residents, the hours of construction and demolition will be controlled. No construction or demolition work will be carried out between 08:00 hours to 18:00 hours Mondays to Fridays and 08:30 hours to 13:00 hours Saturdays. No work will be permitted on Sundays or Bank Holidays

Reason:

To assist in protecting the residential amenities of the area, in accordance with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Informatives

INFORMATIVE: CONDITIONAL APPROVAL (1)

(1) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way including pre-application discussions and has imposed planning conditions to enable the grant of planning permission.

INFORMATIVE: (2) DEVELOPMENT IS NOT LIABLE FOR A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

(2) The Local Planning Authority has assessed that this development, due to its size or nature, is exempt from any liability under the Community Infrastructure Levy Regulations 2010 (as amended).

INFORMATIVE: RESIDENT PARKING PERMIT SCHEME

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

PLANNING APPLICATION REPORT



Application Number 14/00818/FUL

Date Valid 29/05/2014

Item 04

Ward Drake

Site Address 3 THE ARGYLE, SUTHERLAND ROAD PLYMOUTH

Proposal Removal of rear garage and construction of 2 mews style dwellings

Applicant Mr Sergio Shemetras

Application Type Full Application

Target Date

24/07/2014

Committee Date

**Planning Committee: 17
July 2014**

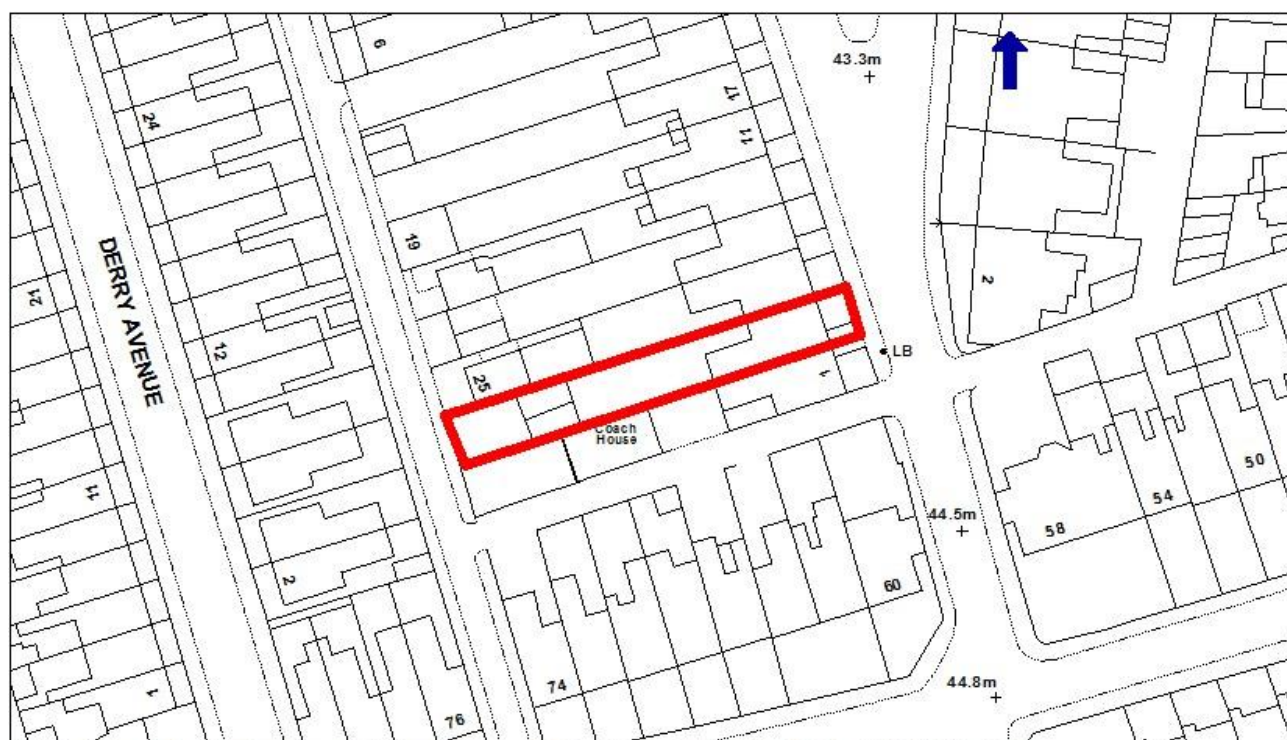
Decision Category Member Referral

Case Officer Rebecca Boyde

Recommendation Grant Conditionally

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This application is a member referral and was called in by Councillor Ricketts

1. Description of site

3 Sutherland Road is located in the Drake ward of the city. The property is surrounded by residential properties and highways. The rear garage to 3 Sutherland Road is situated at the south end of the street. 3 Sutherland Road itself was previously used as a guesthouse; subsequently the use has changed to that of a HMO - specifically student accommodation.

2. Proposal description

Removal of rear garage and construction of 2 mews style dwellings

3. Pre-application enquiry

None

4. Relevant planning history

None

5. Consultation responses

Local Highway Authority recommends approval

Public protection recommends approval

6. Representations

8 letters of representation have received. These letters object to the erection of the dwellings on the grounds of:

- Noise
- Litter
- Insufficient parking
- Over-population of student accommodation

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007).

The National Planning Policy Framework (the Framework) is a weighty material consideration. It replaces the majority of Planning Policy guidance issued at National Government Level. Paragraph 215 of Annex 1 to the Framework provides that the weight to be afforded to Core Strategy policies will be determined by the degree of consistency of those policies with the Framework.

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
- specific policies in the Framework indicate development should be restricted.

In addition to the Framework, the following Adopted Supplementary Planning Documents are also material considerations to the determination of the application:

- Development Guidelines SDP 1st Review

8. Analysis

(1) This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework Core Strategy 2007 CS01 (Development of Sustainable Linked Communities), CS02 (Design), CS15 (Overall Housing Provision), CS22 (Pollution), CS28 (Local Transport Considerations), and CS34 (Planning Application Considerations) the Adopted Core Strategy of Plymouth's Local Development Framework 2006-2021 and the aims of the Council's Development Guidelines Supplementary Planning Document 'First Review' (2013) and is considered to be compliant with National Planning Policy Framework guidance.

(2)The NPPF states "Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area". Although the adopted policies of the LPA do not contain specific reference to the development of residential gardens the assessment will be made based upon other material planning considerations which include the NPPF.

Principle of development

(3)The proposal is to demolish the existing garage, and replace with 2 residential units; each with private outside space, one car parking space per dwelling, cycle and refuse storage. The garden belonging to 3 Sutherland Road will be retained; as will the exiting rear access from Restormel Road. Following a site visit it is considered that the site would be able to accommodate the additional dwelling. A number of garages along this street have already been converted to dwellings similar to the one proposed in this application.

Design

(4)The two units are identical in terms of layout, with bedroom accommodation situated on the ground floor and living accommodation on the first. Both units are accessed from the shared path, with the entrance door recessed within a covered porch area. The ground floor accommodates 2 No. double bedrooms, and a bathroom. A roof light from the terrace and roof above provide additional natural light to the hallway and staircase.

(5)The Supplementary Planning Document (SPD) states that all habitable rooms should receive adequate amounts of natural daylight and be of a minimum size to accommodate standard sized furniture for its occupants. It is considered that the proposal complies with this guidance. It should be noted that the SPD states that each occupier should have adequate access to amenity space. Whilst there is an enclosed terrace at first floor it does not comply with the minimum standards however the dwellings will be within close proximity to Central park and the waterfront it is therefore deemed acceptable in terms of amenity space.

(6)The layout of the site and design of the proposed dwelling is deemed satisfactory. The proposal is not considered to have a significant detrimental impact upon the amenity of the existing dwellings to the immediate east of the site as the boundary treatment would provide a large barrier. In summary, it is considered that the dwelling will not have a negative impact upon the neighbouring properties. It is therefore considered compliant with Policies CS02 (Design) and CS34 (Planning Application Consideration) of the Supplementary Planning Document 1st review (2013).

Transports

(7)The application site is occupied with a garage building that provides two garage parking spaces (although the applicant informs us that the garages are in use for storage purposes); there is also a large hard-standing in front of the garages that is apparently used for car parking. The application indicates that the donor dwelling is occupied as student lets, and the garage and car parking areas are not associated with use of the donor property. The proposed development would result in the removal of the existing garage and the construction of a pair of two, 2-bedroom, semi-detached (mews style) dwellings; with two parking spaces, one per dwelling, and refuse and cycle storage. The application site is conveniently situated in terms of accessibility, and the surrounding streets are subject of permit parking. Whilst the development is deemed acceptable the applicant should note that the proposed development would be excluded from the entitlement of parking permits.

9. Human Rights

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.

10. Local Finance Considerations

The provisional Community Infrastructure Levy liability (CIL) for this development £3,232.90 (index-linking applied, but subject to change before final liability confirmed).

A breakdown of the final calculation will be shown in the liability notice once planning permission first permits the development (including all pre-commencement conditions details being agreed). The liable party(s) will be given the opportunity to apply for social housing relief or ask for a review of the calculation at that stage. There is no negotiation of CIL. The Levy is subject to change and will be index-linked. The applicant should check the current rates at the time planning permission first permits development (which includes agreement of details for any pre-commencement conditions) see www.plymouth.gov.uk/cil for guidance.

Local finance considerations are now a material consideration in the determination of planning applications by virtue of the amended section 70 of the Town and Country Planning Act 1990. This development will generate a total of approximately £11,512 in New Homes Bonus contributions for the authority. However, it is considered that the development plan and other material considerations, as set out elsewhere in the report, continue to be the matters that carry greatest weight in the determination of this application.

11. Planning Obligations

Not applicable

12. Equalities and Diversities

Not applicable

13. Conclusions

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policies CS01 (Development of Sustainable Linked Communities), CS02 (Design), CS15 (Overall Housing Provision), CS22 (Pollution), CS28 (Local Transport Considerations), and CS34 (Planning Application Considerations) the Adopted Core Strategy of Plymouth's Local Development Framework 2006-2021 and the aims of the Council's Development Guidelines Supplementary Planning Document 'First Review' (2013) and is considered to be compliant with National Planning Policy Framework guidance.

13. Recommendation

In respect of the application dated **29/05/2014** and the submitted drawings pl001,pl002,pl003,pl011,pl012,pl013,pl014,it is recommended to: **Grant Conditionally**

14. 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: pl001,pl002,pl003,pl011,pl012,pl013,pl014

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, and paragraphs 61-66 of the National Planning Policy Framework 2012.

Pre-occupation Conditions

CAR PARKING PROVISION

(3) The building shall not be occupied until the car parking area shown on the approved plans has been drained and surfaced in accordance with the approved details and that area shall not thereafter be used for any purpose other than the parking of vehicles.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

CYCLE PROVISION

(4) No dwelling shall be occupied until space has been laid out within the site in accordance with the approved plan for a minimum of 2 cycles to be securely stored. The secure area for storing bicycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

Other Conditions

CODE OF PRACTICE

(5) During development of the scheme approved by this planning permission, the developer shall comply with the relevant sections of the Public Protection Service, Code of Practice for Construction and Demolition Sites, with particular regards to the hours of working.

Reason: The proposed site is in immediate vicinity to existing residential properties, whose occupants will likely be disturbed by noise and/or dust during demolition or construction work and to avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ASBESTOS IN BUIDLINGS

(6) No demolition works shall commence unless and until a full Asbestos Survey of buildings to be demolished has been submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved details.

Following completion of measures identified in the approved survey, verification and/or completion documentation that demonstrates the effectiveness of any asbestos removal works carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from asbestos to the environment, future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors; and to avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Informatives

INFORMATIVE: (CIL LIABLE) DEVELOPMENT LIABLE FOR COMMUNITY INFRASTRUCTURE CONTRIBUTION

(1)The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended). Details of the process can be found on our website at www.plymouth.gov.uk/CIL. You can contact the Local Planning Authority at any point to discuss your liability calculation; however a formal Liability Notice will only be issued by the Local Planning Authority once any pre-commencement conditions are satisfied.

INFORMATIVE: CONDITIONAL APPROVAL (NO NEGOTIATION)

(2)In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.

INFORMATIVE: MANAGEMENT PLAN

(3) Given the number of noise complaints in the surrounding vicinity; should the dwellings be intended for rental accommodation, we recommend that an appropriate management plan should be formulated and adopted.

INFORMATIVE: RESIDENT PARKING PERMIT SCHEME

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

PLANNING APPLICATION REPORT



Application Number 14/00932/FUL

Date Valid 30/05/2014

Item 05

Ward Plympton Erle

Site Address SPEEDWAY, COYPOOL ROAD PLYMOUTH

Proposal

Continue use of part of land as motor cycle speedway track, with ancillary accommodation and facilities on a permanent basis, and including variations to existing terms/methods of operation with revision of condition 4 of Approval 13/001196 to allow speedway meetings, of up to 30 races each, between the hours of 1330 – 1730 hours, to take place on 9th August 2014 and 13th September 2014.

Applicant

Peninsula Developments

Application Type

Full Application

Target Date

29/08/2014

Committee Date

**Planning Committee: 17
July 2014**

Decision Category

Major - more than 5 Letters of Representation received

Case Officer

Jon Fox

Recommendation

Grant Conditionally

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1. Description of site

The site is approximately 1.2 hectares in area and comprises over one half of the former St. Boniface's sports ground, on its eastern side. The site is accessed via Coypool Road, on the northern side of the site, as it passes under, and runs up to, the main Plymouth Road. A rough footpath runs around the western, southern and eastern sides of the sports ground. The western boundary also abuts a site of local importance for nature conservation, which includes the River Plym as it joins the Laira. The main A38 trunk road runs beyond and above the site's southern boundary. The sports ground is thus situated on low lying ground and is within Flood Zone 3 of the Environment Agency's indicative floodplain map. The site has for approximately six years been used as a speedway circuit and accommodates associated infrastructure such as spectator stands, officials' building and covered motorcycle enclosures.

2. Proposal description

Continue use of part of land as motor cycle speedway track, with ancillary accommodation and facilities on a permanent basis, and including variations to existing terms/methods of operation with revision of condition 4 of Approval 13/001196 to allow speedway meetings, of up to 30 races each, between the hours of 1330 – 1730 hours, to take place on 9th August 2014 and 13th September 2014.

(The description of development originally referred to amendments to condition 9, and the use of the site for rider training and a limited number of occasions for racing on a Saturday.)

3. Pre-application enquiry

None.

4. Relevant planning history

13/01196 - Continue use of part of land as motor cycle speedway track, with ancillary accommodation and facilities on a permanent basis, and including variations to existing terms/methods of operation with revision of conditions 4a & 4c of Approval 07/00547 to allow an alternative to main race night of Friday of EITHER Thursday or Saturday or Bank Holiday Monday (with only one meeting in any weekend) and to allow revisions to meeting timing allowing engine warm-up at 1845 (1730 on a Bank Holiday) and racing to commence at 1915 (1800 on a Bank Holiday) and complete meeting by 2145 (2030 on a Bank Holiday). Permission has been granted for this proposal.

07/00547 - Continue use of part of land as motor cycle speedway track, with ancillary accommodation and facilities on a permanent basis, and including variations to existing terms/methods of operation.

05/01452 - Develop part of site by provision of motorcycle speedway track and ancillary accommodation and facilities. Granted temporarily.

5. Consultation responses

Local Highway Authority (HA)

The HA is unable to support the proposal and would object in principal to extending the afternoon uses and holding of race meetings on a Saturday afternoon (or in fact any afternoon). Primarily because the traffic movements and parking demand from the Speedway would be in direct conflict with the Park & Ride use.

The original consent was subject of a Section 106 Agreement, and an arrangement was agreed with the City Council to allow the Speedway to use the Park & Ride car park outside of its normal operating hours. But the proposed variation of the times of use to include afternoons would conflict and interfere with the Park & Ride service and bus users parking needs, and the council's sustainable transport initiatives. Therefore the afternoon use of the car park wouldn't be agreed by the council.

The HA state that it would seem that the traffic impact and parking demand associated with afternoon uses and race meeting has apparently not been properly considered in the application. And this is considered particularly important not only in terms of the increase in vehicle traffic on the network, but also in that it is understood that the Speedway application property is only able to provide in the order of 12 parking spaces within the site and is otherwise apparently wholly reliant on the use of the Park & Ride car park to support the Speedway use. It is understood also that that apparently some overspill car parking associated with the Speedway already occurs at race times on the surrounding local streets, which the proposed extended afternoon uses could further exacerbate.

Although the HA has supported previous proposals and applications associated with the Speedway use, on this occasion they are unable to support this latest proposal to extend the afternoon uses, and would object in principal for reasons of associated vehicle traffic impact and parking conflict that would interfere with the Park & Ride bus service and the council's sustainable transport initiatives, and be likely to give rise to issues of highway safety on the local road network.

Public Protection Service (PPS)

PPS are concerned at the evolution of the use of the speedway site and the number of complaints they have had to deal with over time. Whilst a noise nuisance has not been determined from the speedway use PPS state that this does not necessarily mean the activities at the Speedway do not have a considerable impact on local amenity.

PPS state that on the face of it, two additional races lasting an extra hour each does not seem to present any major problems, however taking into account the gradual change/creep of the permissions being granted, the question arises as to how to consider the overall impact of noise from the continued amendments to the site? PSS conclude that they have no grounds at this time to object to this current application but feel that the Speedway does have a real potential to diminish the general amenity of the locality, relating to the noise emanating from it.

Environment Agency (EA)

As per their response to application 13/001196/FUL the EA consider that the continued use of this land for speedway will be acceptable provided that:

- the site's flood evacuation plan is maintained (and updated if necessary); and
- there will be no increase in the footprint of built development.

6. Representations

10 letters were received. Barring one letter of support, the representations either raise objections, or comment on, the noise disruption from the site, fumes and the noise from the tannoy system.

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007).

The National Planning Policy Framework (the Framework) is a weighty material consideration. It replaces the majority of Planning Policy guidance issued at National Government Level. Paragraph 215 of Annex I to the Framework provides that the weight to be afforded to Core Strategy policies will be determined by the degree of consistency of those policies with the Framework.

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
- specific policies in the Framework indicate development should be restricted.

8. Analysis

1. This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework Core Strategy 2007, and is considered to be compliant with National Planning Policy Framework guidance.

Is the development acceptable in principle?

2. The principle of the use of the site for speedway meetings is acceptable, as this use of the land has been ongoing for many years.

Is the design acceptable?

3. The proposals relate to changes in the nature and timings of speedway activities and therefore design is not a consideration in this case.

Does the proposal make sufficient provision for sustainability in terms of both the NPPF and the Council's own policies?

4. The main issues in this case are whether the proposals are harmful to neighbours' amenities and/or the function of the Coypool Park and Ride site, which speedway spectators use routinely on the approved evening speedway events. Associated with this latter issue is the potential for overspill parking in neighbouring streets.
5. The letters of representation to date were submitted prior to the change to the description. This might account for the views in one letter, which refer to the noise generated on 21 Saturdays.
6. The proposal now is for two, one-off, events that essentially involve racing over a longer period (four hours instead of three), 30 races instead of the usual 20, and racing to take place earlier in the day, i.e. 13.30 to 17.30 hours instead of during the evening.
7. In amenity terms the impact is not considered to be significant, albeit there is some additional disruption by virtue of the fact that racing would occur earlier in the day, which is not the routine neighbours are used to. The additional hour of racing and additional 10 races would add to the disruption, but is not considered, on the basis of two, one-off events, to be demonstrably harmful to residential amenity.
8. The two proposed events would take place during work and shop opening hours and, although not a working week day, would mean that speedway spectators would be using the park and ride site at the same time as shoppers and workers. Concerns have been expressed that, even if the park and ride site can accommodate all the spectators, other shoppers etc. would be unable to park there, and that any diminution in the normal functioning of the park and ride site would be detrimental to its marketability and future progression.
9. There is little doubt that the earlier race times would impact on the normal functioning of the park and ride. However, the applicant states that the number of spectators would be less than normally attracted to Plymouth Devils meetings (the senior team) owing to the fact that the proposed meetings would be for the Plymouth Demons team (the 'youth team'). The applicant has stated that the attendance levels for the Devon demons is only a third of the normal Devils meetings, and that they would not expect more than 70 – 80 supporters vehicles.
10. In response to concerns from Transport about the impact on the park and ride site, the applicant has stated that: 143 spectators attended a similar meeting on Saturday 14th June, which was for 30 races and ran from 1330 to 1700 hours. The agent also states that there were many more youngsters at that event and that they expect a larger percentage to use public transport given the meeting will be held when more buses are running. The agent opines that, extrapolating from previous studies this equates to an extra 25 cars in the park and ride site, 40 in the B & Q car park with some accommodated on site.
11. The Council's own data shows that on Saturday 14th June the occupancy of the park and ride site peaked at 64%. This compares with an occupancy rate of 86% on Armed Forces Day, on 28 June. In addition it should be noted that the proposed meetings are for the youth team only and would likely attract far fewer spectators than a senior (Plymouth Devils) event. Therefore, while it is understandable that any use of the park and ride site, during the day, for speedway parking would be a concern, on balance, and taking account of the fact that the proposals are for two meetings only, it is considered that the impact on the park and ride site is not demonstrably harmful. However, it would be appropriate to monitor attendance at

the first of the two proposed meetings in order to decide whether the second meeting should be held in terms of the number of spectators attending and the impact on the park and ride site. This could be controlled by condition.

Does the proposal make sufficient provision for climate change in terms of both the NPPF and the Council's own policies?

12. The proposals are not considered to have a negative impact on the environment in terms of increasing flood risk. In this respect:

- the site's flood evacuation plan should still be in place, and
- there will be no increase in the footprint of built development.

9. Human Rights

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.

10. Local Finance Considerations

The proposals do not raise and local finance considerations. The Community Infrastructure Levy (CIL) is not relevant to this application.

11. Planning Obligations

Planning obligations are not relevant in this case.

12. Equalities and Diversities

The proposals do not raise any equality or diversity issues.

13. Conclusions

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance and specifically would not be harmful to residential amenity or the use of the park and ride site at Coypool. The proposals are therefore considered to be in accordance with policies CS21, CS22, CS28 and CS34 of the Core Strategy of Plymouth's Local Development Framework and it is recommended that planning permission be granted.

13. Recommendation

In respect of the application dated **30/05/2014** and the submitted drawings site location plan Amended description, it is recommended to: **Grant Conditionally**

14. 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.

Other Conditions

DETAILS OF SURFACING AND SPECTATOR AREAS

(2) The construction and surfacing of all spectator areas around the speedway track shall accord with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason:

In the interests of visual amenity and to assess the potential impact on drainage of surface water and the flood storage capacity of the site, in accordance with policies CS21 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 103 of the National Planning Policy Framework and paragraphs 58 and 109 of the National Planning Policy Framework.

DETAILS OF DRAINAGE

(3) The site shall be drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority before development commences.

Reason:

To minimise the potential for surface water run-off that might increase the risk of flooding, in accordance with policy CS21 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 10 to 104 of the National Planning Policy Framework.

TIME AND OPERATION OF SPEEDWAY MEETINGS

(4) Permission is hereby granted for the one-off race meetings the subject of this amendment application. Otherwise the use of the speedway site shall strictly accord with the following details:

- a) Speedway motorcycle racing will take place only between 15 March and 31 October and at these times no other form of motorised sport or activity shall be carried on at the site.
- B) Speedway motorcycle racing shall take place on Fridays in the first instance with an alternative of either Thursday or Saturday or Bank Holiday Monday.
- C) If a speedway meeting takes place on a Thursday there shall be no speedway meeting in the following six days inclusive.
- D) If a speedway meeting takes place on a Monday there shall be no more than one speedway meeting in the following nine days inclusive.

- E) There shall be no more than one speedway meeting per weekend.
- F) There shall be no more than 20 races per meeting except for Championship events and British finals when 24 races are permitted. There shall be no use of the site for motorcycle training or any other motorised activity on race days.
- G) Races shall take place between 19.15 (1800 on a bank Holiday) and 21.45 hours (2030 on a Bank Holiday) only and engine warm-up shall take place only between 1845 hours and 1915 hours (1730 to 1800 hours on a Bank Holiday).

Reason:

To preserve the amenities of nearby residents, in accordance with policy CS22 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 109 and 123 of the National Planning Policy Framework.

DETAILS OF TANOY SPEAKERS

(5) The number, times of operation, orientation and noise levels of the tannoy speakers used at the site shall accord with details that previously were submitted to and approved in writing by the Local Planning Authority. The operation of the tannoy speakers shall at all times accord with the approved details.

Reason:

To preserve the amenities of nearby residents, in accordance with policy CS22 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 109 and 123 of the National Planning Policy Framework.

DETAILS OF LIGHTING

(6) The use of the lighting columns on the site shall accord with the previously submitted and approved details of:

- a) Their number, height and orientation.
- b) Their power output and spread of illumination.
- c) Precise times of operation.

Reason:

To prevent the potential for light pollution and to preserve the amenities of nearby residents, in accordance with policy CS22 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraph 125 of the National Planning Policy Framework.

PROVISION OF TRAINING PITCH

(7) The training pitch within the perimeter of the speedway track constructed and laid out in accordance with details that were submitted to and approved in writing by the Local Planning Authority shall be retained in its approved condition.

Reason:

To provide sports facilities that are necessary in lieu of the playing field area taken up by the speedway track and associated works, in accordance with policy CS30 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraph 74 of the National Planning Policy Framework.

NO OTHER MOTORISED SPORT OR ACTIVITY

(8) When not in use for approved speedway events the site of the speedway track shall not be used for any other form of motorised sport or activity, except for rider training and use by fully silenced mini-motorbikes strictly in accordance with condition 9 of this decision notice.

Reason:

To protect the amenities of nearby residents and the general amenity of the area, in accordance with policy CS22 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 109 and 123 of the National Planning Policy Framework.

DETAILS OF MINI-MOTOS OPERATION

(9) The use of the speedway site for rider training and mini-motorbikes is permitted between 1300 hours and 1600 hours on alternate Saturdays only between 15 March and 31 October in any calendar year and no such rider training or mini-motorbike use shall take place on the same day as a race night. The said permitted use shall at all times accord with details of the number of motorised vehicles in use at any one time that shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:

To protect the amenities of nearby residents and the general amenity of the area, in accordance with policy CS22 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 109 and 123 of the National Planning Policy Framework.

ENVIRONMENTAL MANAGEMENT PLAN

(10) The speedway operation shall be conducted in accordance with the environmental management plan that has been submitted to and approved in writing by the Local Planning Authority.

Reason:

in accordance with policies CS22 and CS34 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 74, 109, 123 and 125 of the National Planning Policy Framework.

SITE EVACUATION

(11) Details of the means of evacuating the speedway site in the event of the site becoming flooded shall be submitted to and approved in writing by the Local Planning Authority before the first use of the speedway track.

Reason:

To ensure that spectators and officials are afforded safe and convenient escape from the site, in accordance with policy CS21 of the Core Strategy of Plymouth's Local Development Framework 2007 and paragraphs 100 to 104 of the National Planning Policy Framework.

COMMUNITY FORUM

(12) The applicant shall submit details of a community forum to be approved in writing by the local planning authority prior to the commencement of the 2014 speedway season. The details shall include: the terms of reference; its composition including representatives for the local residents, ward member/s, Speedway operator and other stakeholders; and the frequency, timing, and venue, of forum meetings. The forum shall continue to be operated in the agreed format at all times while the site continues to be used for the approved speedway activities, unless there are subsequently any variations to the agreed forum details that have been agreed in writing by the Local Planning Authority.

Reason:

To ensure that the facility is managed in an appropriate manner to avoid harm to the living conditions of nearby properties to comply with policy CS22 of the adopted City of Plymouth Core Strategy Development Plan Document 2007 and paragraph 17 of the National Planning Policy Framework 2012.

USE BY YOUTH TEAM ONLY

(13) The two speedway meetings permitted on 9th August 2014 and 16th September 2014 shall be for speedway races for the Plymouth Speedway youth team (the 'Demons') only and not for the senior team (the 'Devils').

Reason:

In order to avoid attendance at the permitted events generating levels of vehicular traffic that would prejudice the function of the Coypool Park and Ride site, highway safety and the free flow of traffic on the highway, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework and paragraph 32 of the National Planning Policy Framework 2012.

MONITORING OF MEETING ON 9TH AUGUST

(14) The Speedway operator shall monitor the number of spectators attending the approved meeting on 9th August including the number attending by car and where cars are parked. The methodology for monitoring attendance shall be agreed in writing by the Local Planning Authority prior to the meeting date and the results submitted to the Authority by 23rd August 2014. In the event that in the Local Planning Authority's opinion such data indicates that use of the park and ride site by

speedway spectators and team vehicles would be harmful to the use and function of the park and ride site the event on 16th September shall not take place.

Reason:

In order to avoid attendance at the permitted events generating levels of vehicular traffic that would prejudice the function of the Coypool Park and Ride site, highway safety and the free flow of traffic on the highway, in accordance with policy CS28 of the Core Strategy of Plymouth's Local Development Framework and paragraph 32 of the National Planning Policy Framework 2012.

Informatives

INFORMATIVE: (NOT CIL LIABLE) DEVELOPMENT IS NOT LIABLE FOR A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

(1) The Local Planning Authority has assessed that this development, due to its size or nature, is exempt from any liability under the Community Infrastructure Levy Regulations 2010 (as amended).

INFORMATIVE: CONDITIONAL APPROVAL (APART FROM TIME LIMIT AND APPROVED PLANS)

(2) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has granted planning permission.

INFORMATIVE - FUTURE PROPOSALS

(3) The applicant is advised that this grant of planning permission for two one-off speedway meetings does not imply that further proposals for similar meetings outside the normal days and times of meetings would be considered acceptable.

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PLANNING COMMITTEE

Decisions issued for the following period: 9 June 2014 to 6 July 2014

Note - This list includes:

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

Item No 1

Application Number: 13/01865/FUL **Applicant:** Plymouth Community Homes
Application Type: Full Application
Description of Development: Development of 17 affordable dwellings (11 houses and 6 apartments) with creation of new access from Ham Drive and associated landscaping. (Revised scheme from
Site FORMER COMMUNITY CENTRE, HAM DRIVE
Case Officer: Olivia Wilson
Decision Date: 12/06/2014
Decision: Grant Subject to S106 Obligation - Full

Item No 2

Application Number: 14/00387/FUL **Applicant:** Mr P Ukmata
Application Type: Full Application
Description of Development: Retention of car sales business and addition of hand car wash and valeting business. Resubmission of 13/02430/FUL
Site YEALMPTON CAR SALES, 73 PLYMOUTH ROAD
PLYMOUTH
Case Officer: Mike Stone
Decision Date: 18/06/2014
Decision: Refuse

Item No 3

Application Number: 14/00500/PRDE **Applicant:** Mr and Mrs Mason
Application Type: LDC Proposed Develop
Description of Development: Part demolition of front wall and roof of existing garage and reconstruction of front elevation, re-insertion of garage doors and window
Site 31 HIRMANDALE ROAD PLYMOUTH
Case Officer: Kate Price
Decision Date: 11/06/2014
Decision: Issue Certificate - Lawful Use

Item No 4

Application Number: 14/00525/FUL **Applicant:** Select Developments Ltd
Application Type: Full Application
Description of Development: Vary condition 2 of planning permission 13/00384/FUL
Site THE CORNWALL GATE, 71 NORMANDY WAY
Case Officer: Robert Heard
Decision Date: 23/06/2014
Decision: Grant Conditionally

Item No 5

Application Number: 14/00535/LBC **Applicant:** Alexandra Residential
Application Type: Listed Building
Description of Development: Retrospective application for minor external works amendments and proposed screen fence adjacent to Water Tower and 17 Constance Place
Site THE WATER TOWER, 91 CRAIGIE DRIVE THE MILLFIELDS PLYMOUTH
Case Officer: Kate Price
Decision Date: 30/06/2014
Decision: Grant Conditionally

Item No 6

Application Number: 14/00536/EXUS **Applicant:** Mr Chi Chiu
Application Type: LDC Existing Use
Description of Development: Establish existing use as a hot food take-away (Use class A5)
Site 7 WOLSELEY ROAD PLYMOUTH
Case Officer: Jody Leigh
Decision Date: 17/06/2014
Decision: Issue Certificate - Lawful Use

Item No 7

Application Number: 14/00537/OUT **Applicant:** Mr R Boco
Application Type: Outline Application
Description of Development: Outline application with appearance, landscaping and layout reserved for future consideration for the erection of 6 dwellings (demolition of existing building). Resubmission of
Site SOUTHVIEW, WOODSIDE PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 24/06/2014
Decision: Refuse

Item No 8

Application Number: 14/00560/FUL **Applicant:** Mr J Morriss
Application Type: Full Application
Description of Development: Erection of "eco" dwelling and associated works
Site LAND ADJOINING 76 DOWNHAM GARDENS PLYMOUTH
Case Officer: Simon Osborne
Decision Date: 27/06/2014
Decision: Grant Conditionally

Item No 9

Application Number: 14/00567/TPO **Applicant:** Tamar Housing Association
Application Type: Tree Preservation
Description of Development: Oak - crown lift to give 5.5 meters clearance above road
Site 69 PENRITH GARDENS PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 10

Application Number: 14/00585/FUL **Applicant:** Mr Gary Williams
Application Type: Full Application
Description of Development: Erection of one dwelling
Site 60 WOODFORD AVENUE PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 12/06/2014
Decision: Application Withdrawn

Item No 11

Application Number: 14/00591/FUL **Applicant:** Black Rock Student Housing
Application Type: Full Application
Description of Development: Erection of 7-storey building containing 193 student bedrooms within 36 cluster flats and 3 studio flats and ground floor commercial unit (demolition of existing
Site HAMPTON COTTAGES, REGENT STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 23/06/2014
Decision: Grant Subject to S106 Obligation - Full

Item No 12

Application Number: 14/00592/LBC **Applicant:** Babcock International Group
Application Type: Listed Building
Description of Development: Installation of discharge stack for brazing-weld local exhaust ventilation system in Quadrangle building
Site BABCOCK INTERNATIONAL GROUP, H M DOCKYARD PLYMOUTH
Case Officer: Jess Maslen
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 13

Application Number: 14/00602/ADV **Applicant:** ALDI Stores Ltd
Application Type: Advertisement
Description of Development: Three advertisements
Site FORMER GREENBANK PRISON, GREENBANK ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 09/06/2014
Decision: Grant Conditionally

Item No 14

Application Number: 14/00603/LBC **Applicant:** Mr Andrew Jeffery
Application Type: Listed Building
Description of Development: Creation of opening in boundary wall and construction of new driveway
Site MOUNT STONE HOUSE, MOUNT STONE ROAD PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 17/06/2014
Decision: Grant Conditionally

Item No 15

Application Number: 14/00606/PRDE **Applicant:** Mr Michael Treleaven
Application Type: LDC Proposed Develop
Description of Development: Single storey rear extension
Site 203 ST MARGARETS ROAD PLYMOUTH
Case Officer: Jody Leigh
Decision Date: 11/06/2014
Decision: Issue Certificate - Lawful Use

Item No 16

Application Number: 14/00615/FUL **Applicant:** Residence No 1 Property
Application Type: Full Application
Description of Development: Change of use of main building from offices (B1) to tea room (A3) (lower ground floor), art gallery (A1) (ground floor and first floor), office (B1) (second floor). Change of use of ancillary buildings to souvenir and jewellery shops (A1). Erection of orangery, erection of external toilet extension, replacement gazebo and viewing platform to facilitate weddings and events. Temporary siting of marquee within
Site RESIDENCE NO 1, ROYAL WILLIAM YARD PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 27/06/2014
Decision: Grant Conditionally

Item No 17

Application Number: 14/00616/LBC **Applicant:** Residence No 1 Property
Application Type: Listed Building
Description of Development: Alterations and extension to facilitate; Change of use of main building from offices (B1) to tea room (A3) (lower ground floor), art gallery (A1) (ground floor and first floor), office (B1) (second floor). Change of use of ancillary buildings to souvenir and jewellery shops (A1). Erection of orangery, erection of external toilet extension, replacement gazebo and viewing platform to facilitate weddings and events. Temporary siting of marquee within grounds.
Site RESIDENCE NO 1, ROYAL WILLIAM YARD PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 27/06/2014
Decision: Grant Conditionally

Item No 18

Application Number: 14/00622/FUL **Applicant:** Ms Andrew Jeffery
Application Type: Full Application
Description of Development: Creation of opening in boundary wall and construction of new driveway
Site MOUNT STONE HOUSE, MOUNT STONE ROAD
PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 17/06/2014
Decision: Grant Conditionally

Item No 19

Application Number: 14/00636/FUL **Applicant:** Mitchells and Butlers
Application Type: Full Application
Description of Development: Demolition of rear conservatory and construction of two-storey extension
Site THE BANK, OLD GEORGE STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 02/07/2014
Decision: Refuse

Item No 20

Application Number: 14/00637/LBC **Applicant:** Mitchells and Butlers
Application Type: Listed Building
Description of Development: Demolition of rear conservatory and construction of two-storey extension
Site THE BANK, OLD GEORGE STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 02/07/2014
Decision: Refuse

Item No 21

Application Number: 14/00638/FUL **Applicant:** UTC Aerospace Systems
Application Type: Full Application
Description of Development: Relocation of existing site entrance with associated soft landscaping and provision of sculpture
Site U T C AEROSPACE SYSTEM, CLITTAFORD ROAD
PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 18/06/2014
Decision: Grant Conditionally

Item No 22

Application Number: 14/00663/FUL **Applicant:** Mrs A Sutherland
Application Type: Full Application
Description of Development: Erection of 1x 3-bed detached dwelling
Site 80 BILLACOMBE ROAD PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 02/07/2014
Decision: Grant Conditionally

Item No 23

Application Number: 14/00678/FUL **Applicant:** Mr and Mrs J Hodge
Application Type: Full Application
Description of Development: Proposed conservatory to rear of dwelling
Site 21 TRELAWNY ROAD PLYMPTON PLYMOUTH
Case Officer: Mike Stone
Decision Date: 11/06/2014
Decision: Grant Conditionally

Item No 24

Application Number: 14/00680/ADV **Applicant:** English Heritage
Application Type: Advertisement
Description of Development: Replacement of one guardianship panel and installation of a new guardianship panel
Site ROYAL CITADEL, HOE ROAD PLYMOUTH
Case Officer: Jess Maslen
Decision Date: 19/06/2014
Decision: Grant Conditionally

Item No 25

Application Number: 14/00706/FUL **Applicant:** Mr Mervyn Brown
Application Type: Full Application
Description of Development: Conversion of three-storey dwelling into 3 flats
Site 10 RADNOR PLACE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 26

Application Number: 14/00711/FUL **Applicant:** Evolution Cove (Plymouth) Ltd
Application Type: Full Application
Description of Development: Resubmission of 13/01658/FUL: Change of use of ground floor retail unit to 2no. Residential units with dedicated parking at 9-11 Durnford Street
Site EVOLUTION COVE, 29 DURNFORD STREET
Case Officer: Jessica Vaughan
Decision Date: 20/06/2014
Decision: Grant Subject to S106 Obligation - Full

Item No 27

Application Number: 14/00712/FUL **Applicant:** Mr Brian Mardon
Application Type: Full Application
Description of Development: Change of use and conversion of shop and two flats to building containing two flats and one maisonette
Site 344 ST LEVAN ROAD PLYMOUTH
Case Officer: Jon Fox
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 28

Application Number: 14/00713/FUL **Applicant:** McDonalds Restaurant Ltd
Application Type: Full Application
Description of Development: Variation of condition 1 of planning permission 07/01674/FUL to allow restaurant to open 24 hours a day from 6am on Thursdays to 6am on Sundays for a temporary
Site 100 NEW GEORGE STREET PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 09/06/2014
Decision: Grant Conditionally

Item No 29

Application Number: 14/00716/TPO **Applicant:** Mr Mike Flack
Application Type: Tree Preservation
Description of Development: Sycamore - Prune overhanging branches up to 25 feet
Site LAND TO THE REAR OF 5 OLD MILL COURT PLYMOUTH
Case Officer: Jane Turner
Decision Date: 10/06/2014
Decision: Grant Conditionally

Item No 30

Application Number: 14/00718/FUL **Applicant:** Mr G Coope
Application Type: Full Application
Description of Development: Demolition of ground floor toilet block and replaced with a garden room
Site 3 THE SQUARE STONEHOUSE PLYMOUTH
Case Officer: Jess Maslen
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 31

Application Number: 14/00720/ADV **Applicant:** Pizza Hut (UK) Ltd
Application Type: Advertisement
Description of Development: Illuminated roof sign, menu unit and 2 welcome signs
Site 229 TAVISTOCK ROAD PLYMOUTH
Case Officer: Katie Beesley
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 32

Application Number: 14/00725/FUL **Applicant:** Mr Clifford Roach
Application Type: Full Application
Description of Development: Retrospective application for decking at rear
Site 272 RINGMORE WAY PLYMOUTH
Case Officer: Chris Watson
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 33

Application Number: 14/00726/LBC **Applicant:** Mr G Coope
Application Type: Listed Building
Description of Development: Demolition of ground floor toilet block and replaced with a garden room
Site 3 THE SQUARE PLYMOUTH
Case Officer: Jess Maslen
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 34

Application Number: 14/00731/TPO **Applicant:** Mrs Sarah Ware
Application Type: Tree Preservation
Description of Development: 4 Monterey Pine - Fell
Site PADDOCK WEST OF THE KLOOF, 800 WOLSELEY ROAD PLYMOUTH
Case Officer: Jane Turner
Decision Date: 10/06/2014
Decision: Grant Conditionally

Item No 35

Application Number: 14/00732/FUL **Applicant:** Asian Food Store & Uncle J
Application Type: Full Application
Description of Development: Change of use from retail to mixed retail and café (A1 and A3)
Site BOOZE MART, 55 EBRINGTON STREET PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 10/06/2014
Decision: Grant Conditionally

Item No 36

Application Number: 14/00736/FUL **Applicant:** Mr Wayne Donovan
Application Type: Full Application
Description of Development: Erection of a split level bungalow with integral garage and high boundary wall removing condition 9 - obscure glazing of planning permission 13/00272/FUL
Site LAND ADJ. 97-99 WOODFORD AVENUE PLYMOUTH
Case Officer: Robert McMillan
Decision Date: 19/06/2014
Decision: Grant Conditionally

Item No 37

Application Number: 14/00743/FUL **Applicant:** Beechy Development Ltd
Application Type: Full Application
Description of Development: Mixed A1 (Retail) and A3 (Food and Drink) development including three 1-bed flats, two 2-bed flats varying in part two and three storey
Site LAND ADJACENT TO 598 WOLSELEY ROAD PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 24/06/2014
Decision: Grant Conditionally

Item No 38

Application Number: 14/00757/ADV **Applicant:** Whitbread Plc
Application Type: Advertisement
Description of Development: 2x internally illuminated logo signs, 2 existing signs to be removed
Site MARSH MILL,300 PLYMOUTH ROAD PLYMOUTH
Case Officer: Mike Stone
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 39

Application Number: 14/00760/FUL **Applicant:** Plymouth Labour Party
Application Type: Full Application
Description of Development: Change of use of Community Centre (D2) to include Business (B1) (both D2 and B1 uses)
Site LOCKYER HALL, ALFRED STREET PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 40

Application Number: 14/00775/FUL **Applicant:** Miss Joanne Snell
Application Type: Full Application
Description of Development: Single storey flat roof extension
Site 17 CAXTON GARDENS PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 19/06/2014
Decision: Grant Conditionally

Item No 41

Application Number: 14/00777/FUL **Applicant:** Mr D Peros
Application Type: Full Application
Description of Development: Construction of double garage with pitched roof to rear garden of property
Site 36 DOWNHAM GARDENS PLYMOUTH
Case Officer: Kate Price
Decision Date: 02/07/2014
Decision: Application Withdrawn

Item No 42

Application Number: 14/00778/FUL **Applicant:** God TV - The Angel
Application Type: Full Application
Description of Development: Change of use of part of the first floor of eastern side of the former HM Land Registry building from B8 (Storage and Distribution) to B1 (office use)
Site DRAKES HILL COURT, BURRINGTON WAY PLYMOUTH
Case Officer: Mike Stone
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 43

Application Number: 14/00782/FUL **Applicant:** Mr & Mrs Paul Taylor
Application Type: Full Application
Description of Development: First floor extension above existing garage
Site 23 THE HOLLOWES PLYMOUTH
Case Officer: Liz Wells
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 44

Application Number: 14/00786/ADV **Applicant:** Cotswold Outdoor
Application Type: Advertisement
Description of Development: 1 x proposed new fascia sign (non-illuminated), 1 x window graphic sign (non-illuminated)
Site UNIT 7, 2 to 6 NEW GEORGE STREET PLYMOUTH
Case Officer: Mike Stone
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 45

Application Number: 14/00787/TPO **Applicant:** Plymouth City Council
Application Type: Tree Preservation
Description of Development: 5 Oak - Reduce crowns and remove dead wood over road
Site 105-121 TORR LANE HARTLEY PLYMOUTH
Case Officer: Jane Turner
Decision Date: 23/06/2014
Decision: Grant Conditionally

Item No 46

Application Number: 14/00790/TCO **Applicant:** Mrs Dianna Sells
Application Type: Trees in Cons Area
Description of Development: Mimosa - Fell
Site 4 ALBEMARLE VILLAS PLYMOUTH
Case Officer: Jane Turner
Decision Date: 10/06/2014
Decision: Grant Conditionally

Item No 47

Application Number: 14/00794/FUL **Applicant:** Mr and Mrs Preen
Application Type: Full Application
Description of Development: Single storey rear and side extension with raised decking area to the rear (existing garage and outbuilding to be
Site 185 BEACON PARK ROAD PLYMOUTH
Case Officer: Liz Wells
Decision Date: 11/06/2014
Decision: Grant Conditionally

Item No 48

Application Number: 14/00796/FUL **Applicant:** Headmaster, Hele's School
Application Type: Full Application
Description of Development: New two-storey sixth form centre within existing school boundary
Site HELES SCHOOL, SEYMOUR ROAD PLYMPTON PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 49

Application Number: 14/00805/31 **Applicant:** Wharfside Regeneration
Application Type: GPDO PT31
Description of Development: Demolition of single storey building
Site THE ROWANS, DERRIFORD ROAD PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 09/06/2014
Decision: Application Withdrawn

Item No 50

Application Number: 14/00806/FUL **Applicant:** British Gas PLC
Application Type: Full Application
Description of Development: Externally applied wall insulation with a predominantly render finish
Site 1-107 WINGFIELD ROAD, 1-24 AND 38-73 MAKER VIEW PLYMOUTH
Case Officer: Liz Wells
Decision Date: 23/06/2014
Decision: Grant Conditionally

Item No 51

Application Number: 14/00807/FUL **Applicant:** British Gas PLC
Application Type: Full Application
Description of Development: Installation of externally applied wall insulation with a predominantly render finish
Site 1-66 WOODLANDS COURT, CHERITON CLOSE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 23/06/2014
Decision: Grant Conditionally

Item No 52

Application Number: 14/00816/FUL **Applicant:** Mrs Jillian King
Application Type: Full Application
Description of Development: Change of use from A1 to A3/A5
Site 68 - 70 CORNWALL STREET CITY CENTRE PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 24/06/2014
Decision: Application Withdrawn

Item No 53

Application Number: 14/00822/TPO **Applicant:** Mr D Chappell
Application Type: Tree Preservation
Description of Development: 2 Sycamore - remove lower branches over lawn to give 3m clearance above ground level
Site PATTINSON COURT, PATTINSON DRIVE
Case Officer: Jane Turner
Decision Date: 25/06/2014
Decision: Grant Conditionally

Item No 54

Application Number: 14/00829/TPO **Applicant:** Mr Rushton
Application Type: Tree Preservation
Description of Development: 2 Ash - reduce by 4m to form new pollard points
Site 30 HICKORY DRIVE PLYMOUTH
Case Officer: Jane Turner
Decision Date: 02/07/2014
Decision: Grant Conditionally

Item No 55

Application Number: 14/00830/TPO **Applicant:** Mr Paul Faithfull
Application Type: Tree Preservation
Description of Development: 2 Oak trees - limited pruning works
Site 133 HOLMWOOD AVENUE PLYMOUTH
Case Officer: Chris Knapman
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 56

Application Number: 14/00836/FUL **Applicant:** Mr Paul Koczka
Application Type: Full Application
Description of Development: First floor rear extension
Site 14 LAIRA AVENUE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 25/06/2014
Decision: Grant Conditionally

Item No 57

Application Number: 14/00837/FUL **Applicant:** Linden Homes
Application Type: Full Application
Description of Development: Variation of condition 4 (Good Room Criteria) granted on appeal (N1160/A/13/2201882) for conversion of 5 business units to 17 residential flats (13/00313/FUL)
Site PHOENIX QUAY, GEORGE PLACE PLYMOUTH
Case Officer: Olivia Wilson
Decision Date: 04/07/2014
Decision: Grant Conditionally

Item No 58

Application Number: 14/00838/FUL **Applicant:** Mr Mike Goldsmith
Application Type: Full Application
Description of Development: Retrospective application for minor external works and installation of new timber fence adjacent to 17 Constance
Site THE WATER TOWER AND CONSTANCE PLACE, 91 CRAIGIE DRIVE PLYMOUTH
Case Officer: Kate Price
Decision Date: 30/06/2014
Decision: Grant Conditionally

Item No 59

Application Number: 14/00839/FUL **Applicant:** Mr Marc Brimacombe
Application Type: Full Application
Description of Development: Erection of brick paved hardstanding with retaining wall
Site 149 PIKE ROAD PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 60

Application Number: 14/00840/FUL **Applicant:** Mr Paul Davis
Application Type: Full Application
Description of Development: Change of use of existing property to 4 bed HMO
Site 59 SALCOMBE ROAD PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 12/06/2014
Decision: Grant Conditionally

Item No 61

Application Number: 14/00842/FUL **Applicant:** Mr Auster Morley
Application Type: Full Application
Description of Development: Demolition of garage and erection of two-storey split level dwelling with integral garage, and formation of new vehicular access to serve Lake House (78 Radford Park Road), with variation of condition 2 (of Planning Decision 12/01958/FUL) to allow amendments consisting of conversion of garage to sitting room, alterations to parking area, alterations to floor levels, new kitchen window, rear bedrooms and living rooms interposed and atrium rooflight
Site SITE ADJ. (NORTH OF) 78 RADFORD PARK ROAD PLYMOUTH
Case Officer: Jon Fox
Decision Date: 02/07/2014
Decision: Grant Conditionally

Item No 62

Application Number: 14/00845/ADV **Applicant:** Warren James Ltd
Application Type: Advertisement
Description of Development: Illuminated projecting sign and fascia signage
Site 2 NEW GEORGE STREET PLYMOUTH
Case Officer: Karen Gallacher
Decision Date: 04/07/2014
Decision: Grant Conditionally

Item No 63

Application Number: 14/00852/FUL **Applicant:** The Co-operative Group
Application Type: Full Application
Description of Development: Installation of new AC condenser and redecorations to front elevations
Site PLYMCO LATE SHOPS, 131 BEAUMONT ROAD
PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 17/06/2014
Decision: Grant Conditionally

Item No 64

Application Number: 14/00853/FUL **Applicant:** Mr Jon Rundle
Application Type: Full Application
Description of Development: Front garage extension and roof terrace
Site 346 FORT AUSTIN AVENUE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 65

Application Number: 14/00855/FUL **Applicant:** Mr Paul Creaven
Application Type: Full Application
Description of Development: Proposed single storey front extension and extensions to existing garage
Site 7 WOOLWELL DRIVE PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 66

Application Number: 14/00859/TPO **Applicant:** Mr Neil Stuart
Application Type: Tree Preservation
Description of Development: Sycamore - crown lift lower 2 branches over 82 Millwood Drive and reduce overhanging branches by 1-2m
Site 11 BEECHWOOD RISE PLYMOUTH
Case Officer: Jane Turner
Decision Date: 02/07/2014
Decision: Grant Conditionally

Item No 67

Application Number: 14/00864/FUL **Applicant:** Mr and Mrs King
Application Type: Full Application
Description of Development: Extension and alterations to balcony
Site 854 WOLSELEY ROAD PLYMOUTH
Case Officer: Liz Wells
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 68

Application Number: 14/00866/FUL **Applicant:** Mr Robert Howard
Application Type: Full Application
Description of Development: Change of use from office to dwelling
Site 1 LIFTON ROAD PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 19/06/2014
Decision: Grant Conditionally

Item No 69

Application Number: 14/00873/31 **Applicant:** Plymouth Community Homes
Application Type: GPDO PT31
Description of Development: Demolition of garages 1-11
Site GARAGES 1 - 11 BRENTFORD AVENUE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 18/06/2014
Decision: Prior approval not req

Item No 70

Application Number: 14/00885/FUL **Applicant:** Mr & Mrs Stuart Mee
Application Type: Full Application
Description of Development: Single storey rear extension (conservatory to be demolished)
Site 65 FAIRVIEW AVENUE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 20/06/2014
Decision: Grant Conditionally

Item No 71

Application Number: 14/00891/GPD **Applicant:** Dr Shayne Hussain
Application Type: GPDO Request
Description of Development: A single-storey rear extension which extends beyond the rear wall of the original dwellinghouse by 6m, has a maximum height of 4m, and has an eaves height of 3m
Site 79 ST BONIFACE CLOSE PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 18/06/2014
Decision: Prior approval required

Item No 72

Application Number: 14/00892/FUL **Applicant:** Mr Trevor Jordan
Application Type: Full Application
Description of Development: Conversion and change of use of 2 flats to form one dwelling house. Internal alteration and new windows
Site 55A & B GEORGE STREET PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 19/06/2014
Decision: Grant Conditionally

Item No 73

Application Number: 14/00894/FUL **Applicant:** Mr Saad and Mrs Dunia Faraj
Application Type: Full Application
Description of Development: Erection of first floor extension
Site 20 CARADON CLOSE PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 24/06/2014
Decision: Grant Conditionally

Item No 74

Application Number: 14/00895/FUL **Applicant:** Oreston Community Academy
Application Type: Full Application
Description of Development: Alterations to roof above nursery, classrooms and library together with extension
Site ORESTON COMMUNITY ACADEMY, ORESTON ROAD PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 75

Application Number: 14/00899/FUL **Applicant:** Mr Howard Rowe
Application Type: Full Application
Description of Development: Platform landing, steps and raised decking area to rear
Site 8 ELFORD DRIVE PLYMOUTH
Case Officer: Liz Wells
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 76

Application Number: 14/00908/FUL **Applicant:** Housing 21
Application Type: Full Application
Description of Development: Change of use from flat (C3) to office (B1)
Site FOSBROOKE COURT PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 27/06/2014
Decision: Grant Conditionally

Item No 77

Application Number: 14/00911/GPD **Applicant:** Mr Colin Tucker
Application Type: GPDO Request
Description of Development: A single-storey rear extension which extends beyond the rear wall of the original dwellinghouse by 3.4m, has a maximum height of 3.2m, and has an eaves height of 3.0m
Site 46 KINGS ROAD ST BUDEAUX PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 16/06/2014
Decision: Prior approval not req

Item No 78

Application Number: 14/00916/FUL **Applicant:** Mr Ian Taylor
Application Type: Full Application
Description of Development: Removal of existing rear flat roof and replacement with a pitched roof with velux rooflights
Site 3 PARK TERRACE, LIPSON ROAD PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 27/06/2014
Decision: Grant Conditionally

Item No 79

Application Number: 14/00922/FUL **Applicant:** Mr K Gibbons
Application Type: Full Application
Description of Development: Erection of triple garage
Site 144 ABERDEEN AVENUE PLYMOUTH
Case Officer: Rebecca Boyde
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 80

Application Number: 14/00929/FUL **Applicant:** Mr A Chapman
Application Type: Full Application
Description of Development: Single storey rear and side extensions
Site 1 DERWENT AVENUE PLYMOUTH
Case Officer: Mike Stone
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 81

Application Number: 14/00943/FUL **Applicant:** Mr & Mrs Adam Wilcott
Application Type: Full Application
Description of Development: New porch to front elevation and two storey rear extension to dwelling
Site 68 COPLESTON ROAD SOUTHWAY PLYMOUTH
Case Officer: Mike Stone
Decision Date: 26/06/2014
Decision: Grant Conditionally

Item No 82

Application Number: 14/00956/ESR10 **Applicant:** WPB Development Planning
Application Type: Environmental Ass
Description of Development: Request for scoping opinion under reg 5 of the EIA Regulations 2011 for urban development on 12.1 hectare site to contain approx 350 residential units "with potential for alternative uses including retail"
Site FORMER MARSH MILLS WORKS, COYPOOL ROAD PLYMOUTH
Case Officer: Alan Hartridge
Decision Date: 26/06/2014
Decision: Enviroment Assessment R10

Item No 83

Application Number: 14/00972/ESR10 **Applicant:** Debut South West
Application Type: Environmental Ass
Description of Development: Request for screen opinion for the formation of a landing site for rotary aircraft and ancillary work
Site HMAID BULLPOINT, KINTERBURY POINT, KINTERBURY ROAD PLYMOUTH
Case Officer: Louis Dulling
Decision Date: 24/06/2014
Decision: Closed Development Enquiry

Item No 84

Application Number: 14/00988/GPD **Applicant:** Mr John Edwards
Application Type: GPDO Request
Description of Development: A single-storey rear extension which extends beyond the rear wall of the original dwellinghouse by 3.3m, has a maximum height of 3.25m, and has an eaves height of 2.1m
Site 7 BEATTIE ROAD PLYMOUTH
Case Officer: Liz Wells
Decision Date: 04/07/2014
Decision: Prior approval not req

Item No 85

Application Number: 14/00991/PRDE **Applicant:** PEC Renewables Ltd
Application Type: LDC Proposed Develop
Description of Development: Solar panels on roofs
Site TOR BRIDGE PRIMARY AND CANN BRIDGE SCHOOL,
MILLER WAY PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 25/06/2014
Decision: Issue Certificate - Lawful Use

Item No 86

Application Number: 14/01008/PRDE **Applicant:** PEC Renewables Ltd
Application Type: LDC Proposed Develop
Description of Development: Solar panels on roof
Site OAKWOOD PRIMARY SCHOOL, PENDEEN CRESCENT
PLYMOUTH
Case Officer: Thomas Westrope
Decision Date: 25/06/2014
Decision: Issue Certificate - Lawful Use

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Application Number **13/01068/FUL**
Appeal Site **15 GREENBANK TERRACE PLYMOUTH**
Appeal Proposal Change of use from single dwelling (C3) to 4 bed house of multiple occupancy (HMO) (C4) for students
Case Officer Louis Dulling

Appeal Category REF
Appeal Type Written Representations
Appeal Decision Allowed
Appeal Decision Date 18/06/2014
Conditions (1) The development hereby permitted shall begin not later than three years from the date of this decision.
2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan at scale 1:1250 and Drg No 1 of 1.
3) The use hereby permitted shall not commence until the 'bike store' as shown on Drg No 1 of 1, hereby approved, has been provided. The 'bike store' shall thereafter be maintained and used for the storage of bicycles and shall not be used for any other purpose without the prior consent of the local planning authority.

Award of Costs Awarded To

Appeal Synopsis

The specific HMO percentage was not provided in the assessment. The basis for the decision appears to be taken based upon HMOs in isolation. However figures were provided for 'non family dwellings' which forms part of the assessment in the SPD specifically paras 2.5.9 and 2.5.11.

Application Number **13/02074/FUL**
Appeal Site **5 WIDEY LANE PLYMOUTH**
Appeal Proposal Proposed raising and enlarging of roof to form new rooms in roof
Case Officer Mike Stone

Appeal Category REF
Appeal Type Written Representations
Appeal Decision Allowed
Appeal Decision Date 13/05/2014

Conditions
Award of Costs Awarded To

Appeal Synopsis

The inspector agreed with the policies used but did not consider that the extension would be obtrusive or of an inappropriate size, scale and form in relation to the wider locality. He therefore concluded that the proposed development would cause no significant harm to the character and appearance of the area. The inspector did not find that the Council had acted unreasonably and therefore no costs were awarded.

Application Number **14/00069/FUL**
Appeal Site **136 EFFORD ROAD PLYMOUTH**
Appeal Proposal Car hardstanding to front
Case Officer Liz Wells

Appeal Category REF
Appeal Type Written Representations
Appeal Decision Allowed
Appeal Decision Date 14/05/2014
Conditions 1) The development hereby permitted shall begin not later than three years from the date of this decision.
Conditions 2) The development hereby permitted shall be carried out in accordance with the following approved plan: JOB No. 2588 'Proposed Car Hardstanding', dated Jan 2014.
Conditions 3) Prior to the commencement of the development hereby permitted details of surface water drainage facilities to serve the hardstanding shall be submitted to and approved in writing by the Council. The works set out in the approved details shall be put in place prior to the bringing into use of the hardstanding.
Award of Costs Awarded To

Appeal Synopsis

Appeal allowed. Main issue: impact on public safety and convenience. Inspector noted that Diagram 2.13 in SPD showed gates opening inwards (gates taking up space) so this proposal, without gates, is not wholly at odds with this illustration in terms of usable space. Observed that pavement outside is wide and pedestrians with pushchairs don't need to use the existing grass strip, therefore if car overhung this area, it would not prejudice pedestrian safety or convenience. Accords with aims of policy. Decision doesn't set precedent for other similar developments in area. Condition for details of surface water drainage to be submitted for approval (but details of construction of hardstanding not necessary or reasonable).

Application Number **14/00071/FUL**
Appeal Site **6 CATALINA VILLAS PLYMOUTH**
Appeal Proposal Proposed extension over existing garage
Case Officer Mike Stone

Appeal Category Ref
Appeal Type Written Representations
Appeal Decision Dismissed
Appeal Decision Date 16/06/2014
Conditions
Award of Costs Awarded To

Appeal Synopsis

The inspector agreed that the proposed extension would appear prominent and intrusive when viewed from the ground floor of the neighbouring property. The inspector didn't accept that the development would have any impact on significant local views or that approval would have established an unwelcome precedent, each case being treated on its own merits..

Application Number

14/00183/FUL

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Appeal Site

67 DUNRAVEN DRIVE PLYMOUTH

Appeal Proposal

2 first floor extensions one over the garage and one over rear extension

Case Officer

Rebecca Boyde

Appeal Category

REF

Appeal Type

Written Representations

Appeal Decision

Allowed

Appeal Decision Date

11/06/2014

Conditions

Award of Costs

Awarded To

Appeal Synopsis

Appeal allowed. The inspector did not agree that the set down and set back was significantly different compared to that allowed in a previous application.

Note:

Copies of the full decision letters are available to Members in the Ark Royal Room and Plymouth Rooms. Copies are also available to the press and public at the First Stop Reception.