



#plymplanning

**Democratic and Member Support**

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## PLANNING COMMITTEE

Thursday 21 September 2017  
2.00 pm  
Council House, Plymouth

**Members:**

Councillor Wigen, Chair

Councillor Mrs Bridgeman, Vice Chair

Councillors Ball, Sam Davey, Fletcher, Kelly, Mrs Pengelly, Sparling, Stevens, Kate Taylor, Tuohy, Winter and one vacancy (Conservative).

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

This meeting will be webcast and available on-line after the meeting. By entering the Council Chamber, councillors are consenting to being filmed during the meeting and to the use of the recording for the webcast.

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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 - 4)

The Committee will be asked to confirm the minutes of the meeting held on 24 August 2017.

#### 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.

##### 6.1 Land At Seaton Neighbourhood South of William Prance Road, (Pages 5 - 38) Plymouth - 17/01339/FUL

Applicant:	Persimmon Homes (Cornwall) Ltd
Ward:	Moorview
Recommendation:	Grant Conditionally

**7. Planning Application Decisions Issued (Pages 39 - 58)**

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 since the last committee 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 to view online at:  
<http://www.plymouth.gov.uk/planningapplicationsv4/welcome.asp>

**8. Appeal Decisions (Pages 59 - 60)**

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 these Delegated Planning Applications are available to view online at:

<http://www.plymouth.gov.uk/planningapplicationsv4/welcome.asp>

**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.

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## Planning Committee

Thursday 24 August 2017

### PRESENT:

Councillor Wigen, in the Chair.

Councillor Mrs Bridgeman, Vice Chair.

Councillors Ball, Sam Davey, Fry (substitute for Fletcher), Michael Leaves (substitute for Kelly), Mrs Pengelly, Sparling, Stevens, Tuffin (substitute for Kate Taylor), Tuohy and Winter.

Apologies for absence: Councillors Fletcher, Kelly and Kate Taylor.

Absent from the meeting: Councillor Cook

Also in attendance: Peter Ford (Head of Development Management, Strategic Planning and Infrastructure), Mark Lawrence (Lawyer) and Amelia Boulter (Democratic Support Officer).

The meeting started at 2.00 pm and finished at 2.38 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.*

### 34. Declarations of Interest

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

Name	Minute Number and Item	Reason	Interest
Councillor Wigen	40 – Sherwell House, 30 North Hill, Plymouth, PL4 8ET – I7/00760/FUL	Applicant is known to him	Personal

### 35. Minutes

Agreed the minutes of the meeting held on 27 July 2017.

### 36. Chair's Urgent Business

There were no items of Chair's urgent business.

37. **Questions from Members of the Public**

There were no questions from members of the public.

38. **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 Conservations Areas) Act, 1990.

39. **Land off Aberdeen Avenue, Plymouth - 17/01227/REM**

Mr David Matthews

Decision:

Application **GRANTED** conditionally.

(The Committee heard from the applicant)

40. **Sherwell House, 30 North Hill, Plymouth, PL4 8ET - 17/00760/FUL**

Mr Vince Rosson

Decision:

Application **GRANTED** subject to S106 Obligation with delegated authority to Assistant Director for Strategic Planning and Infrastructure to refuse if timescales are not met.

(Councillor Wiggins declared an interest and left the meeting for this item)

(Councillor Bridgeman Chaired this item)

(The Committee heard from the applicant)

41. **Planning Application Decisions Issued**

The Committee noted the report from the Assistant Director for Strategic Planning and Infrastructure on decisions determined since the last Committee.

**Schedule of Voting**

\*\*\*Please note\*\*\*

A schedule of voting relating to the meeting is attached as a supplement to these minutes.

## PLANNING COMMITTEE – 24 August 2017

## SCHEDULE OF VOTING

Minute number and Application		Voting for	Voting against	Abstained	Absent due to interest declared	Absent	Did not vote
6.1	Minute 39 Land off Aberdeen Avenue, Plymouth 17/01227/REM	Councillors Bridgeman, Ball, Sam Davey, Fry, Mike Leaves, Mrs Pengelly, Sparling, Stevens, Tuffin, Tuohy and Winter.				Councillor Cook	Councillor Wigens
6.2	Minute 40 Sherwell House, 30 North Hill, Plymouth, PL4 8ET 17/00760/FUL	Councillors Bridgeman, Ball, Sam Davey, Fry, Mike Leaves, Mrs Pengelly, Sparling, Stevens, Tuffin, Tuohy and Winter.			Councillor Wigens	Councillor Cook	

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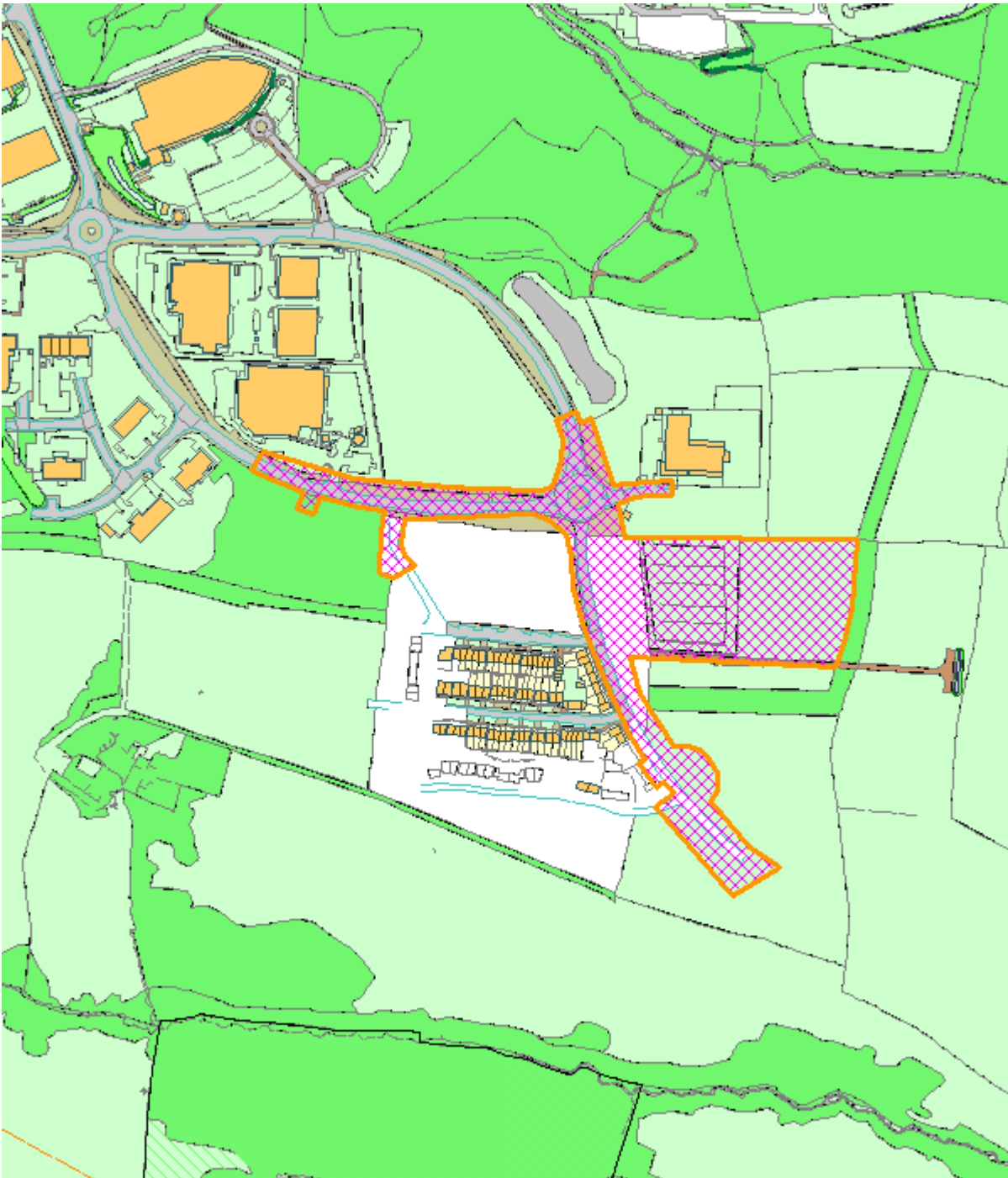


# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	17/01339/FUL	<b>Item</b>	<b>01</b>
<b>Date Valid</b>	14.07.2017	<b>Ward</b>	MOORVIEW

<b>Site Address</b>	Land At Seaton Neighbourhood South Of William Prance Road Plymouth		
<b>Proposal</b>	Further to outline permission 12/02027/OUT and reserved matters permission 14/01665/REM, full application for details of drainage, landscaping, surfacing and lighting for the east (southbound) side of the High Street (Pintail Way); detailed layout of junctions to provide access to future residential phases to the eastern side of the High Street, and details of pedestrian crossings and bus stops on the High Street and the signal controlled junction with William Prance Road, together with associated enabling earthworks, including land for a temporary construction compound and storage of fill		
<b>Applicant</b>	Persimmon Homes (Cornwall) Ltd		
<b>Application Type</b>	Full Application		
<b>Target Date</b>	<b>13.10.2017</b>	<b>Committee Date</b>	<b>21.09.2017</b>
<b>Extended Target Date</b>	<b>N/A</b>		
<b>Decision Category</b>	Major - More than 15 Public Comments		
<b>Case Officer</b>	Mr Alistair Wagstaff		
<b>Recommendation</b>	Grant Conditionally		



### **1. Description of Site**

The application site is located in the Derriford area of Plymouth, in an area known as Forder Valley. It consists principally of an enlarged area of land which includes the southern section of William Prance Road running east to the roundabout junction to Brest Road. It takes in the existing carriageway and parts of the wider highway land including pavements and verges in this area. This area is located towards the end of the Plymouth International Medical and Technology Park (PIMTP). At the roundabout which links William Prance Road, Brest Road and the High Street road of the wider Palmerston Heights development, it takes in the roundabout and additional area of highway and pavements. From the roundabout it extends north to include a short section of Brest Road and east to include the new road which leads to St. Matthews Primary School.

The site area then extends southwards into the Forder Valley and the early phases of the Palmerston Heights new residential development; this section of the site slopes downward to the south west into Forder Valley. The northern section of this area is adjoined by the existing works compound used for the construction of the residential development taking place. This area is set at a higher level than the application site as the road has been cut into the existing ground levels. To the east the land sits at the higher level again and this area is also included in the application area and is mostly grass land with a number of tree belts. This area is bounded on the north by the new road which serves St. Matthews School. The southern section of the High Street continues to slope down in a south east direction through Forder Valley. To the west is the recently completed Phase 5 of the Palmerston Heights residential development with two access roads serving the dwellings with residential properties fronting the street. To the east of the site the land again rises steeply.

### **2. Proposal Description**

The application is a full application which is further to details and layouts approved by outline permission 12/02027/OUT and reserved matters application 14/01665/REM. It includes details of drainage, landscaping, surfacing and lighting for the east (southbound) side of the High Street (Pintail Way); detailed layout of junctions to provide access to future residential phases to the eastern side of the High Street; details of pedestrian crossings and bus stops on the High Street and the signal controlled junction with William Prance Road, together with associated enabling earthworks, including land for a temporary construction compound and storage of fill.

The planning application principally relates to a series of highway works and earthworks associated with the full completion of this part of the road network to deliver the High Street element of the wider Forder Valley Link Road, granted consent in outline application 12/02027/OUT and the existing elements in 14/01665/REM.

The works include the following:

- A new access point on William Prance Road to the south into the future phase 13 of the wider outline scheme.
- A further access into Phase 6 of the outline consent, which is currently used for construction access, with a new dedicated right turn with additional lane introduced into Brest Road through the widening of the eastern part of the road. This is achieved through the widening of the existing carriageway principally through the reduction of the grass verge on the northern edge of the road. This widening extends to the junction with the roundabout (to be replaced) providing two east bound lanes approaching the new junction.
- Replacement of the existing roundabout which connects William Prance Road and Brest Road with the High Street and school access road (which leads on to future phases 8 and 11 of the outline application). A fully signal controlled junction with pedestrian crossings will replace the existing drop curb crossing on the school access road, William Prance Road and the High Street. It also re-provides the drop curb crossing to Brest Road which will in the future become a bus access only route.

With the exception on the junction connection on Brest Road, minimal change is proposed with the focus on widening the carriage way on the western side of the road. The school

access road will receive only minor alterations to provide the new junction connection and the new signalised pedestrian crossing.

In relation to the High Street, the works are twofold. The existing road already has consent for a two lane north bound road which is currently used to temporarily provide north and south bound access into the developing Palmerston Heights neighbourhood. This section will be altered principally to improve the location of the previously approved crossing points and the location of the bus stop to improve the accessibility of the site. To the east of the existing route, a new central reservation will be provided along with a new single lane south bound route (although this includes a right hand feeder lane to the southern route into phase 5). This section will require extensive excavation to provide the carriageway, a new cycleway and pavement. This section of works will also introduce two new left in, left out junctions to provide access into future phase 8 and 10 of the wider outline planning permission. The application also includes landscaping and drainage details for this side of the road with the landscaping detail emulating that approved on the western side of the road.

Finally the application seeks temporary consent for an area (located in the wider phase 8) to be used as a location for material storage. The application also sets out that the eastern part of the High Street will initially be constructed as a haul route for the forthcoming construction of the wider Forder Valley Link Road and once construction of that has taken place, it will be completed as an operational south bound route.

### **3. Pre-application enquiry**

A formal pre-application enquiry has not taken place. However officers have been working closely with Persimmon in relation to the wider delivery of the Palmerston Heights development and the delivery of the Forder Valley Link Road.

### **4. Relevant planning history**

12/02027/OUT - Outline application (all matters reserved) for a residential led mix of uses on 32.07 hectares of land including up to 873 dwellings (2, 3, 4 bedroom houses, 1, 2 bedroom flats); 8,000 sqm of business space (use class B1); 1000 sq m of non-residential institutions (use class D1); 2,000 sqm of commercial floor space to include a mix of shops (use class A1), financial and professional services (use class A2), restaurants, cafes (use class A3), drinking establishments (use class A4) hot food takeaways (use class A5) construction of a new link road and bridge across Forder Valley; Combined with a full application for the change of use of 38.67 hectares of agricultural land to public open space. – Granted conditionally subject to a S106 obligation.

14/01665/REM - Reserved matters application for the approval of the access, appearance, landscaping, layout and scale for Phase 5, Seaton Neighbourhood, for 105 dwellings and associated highways and drainage infrastructure and landscaping (following outline approval 12/02027/OUT). Granted conditionally.

15/01096/AMD- Non-material minor amendment: 1) Minimise levels of cut and fill across the site. 2) Minimise the height of the retaining wall between properties on the lower road and

those on the middle road 3) Co-ordinate with the revised drainage basin slope details already submitted to PCC in relation to conditions 2 from the RMA and 36 and 57 of the outline consent. For application 14/01665/REM. Granted.

16/01312/CDM – Application for discharge of conditions 32, 33, 34, 35, 36, 38, 39, 44, 46, and 47 of application 12/02027/OUT – under consideration.

16/00601/REM - Reserved matters application for the approval of the access, appearance, landscaping, layout and scale for Phase 7, Seaton Neighbourhood, for 119 dwellings and associated highways and drainage infrastructure, landscaping and play space (following outline approval 12/02027/OUT) Granted conditionally

### **5. Consultation responses**

Highways England - no objection

Environment Agency - The site is within the Plymouth Critical Drainage Area (CDA). Whilst we have been involved in recent applications here, the site is within the part of the CDA where we have agreed that the standard comments contained in our Plymouth CDA guidance will suffice as our consultation response in conjunction with your own consultation with the Lead Local Flood Authority (LLFA).

Archaeology - Recommend condition in relation to archaeological investigation.

Natural England - No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Lead Local Flood Authority (LLFA) - Calculations and modelling data are required showing that the defences and drainage system are designed to the required standard. Confirmation should be submitted that the drainage attenuation pond has been designed to accommodate the drainage discharge from the proposed highway and additional identified land area. The attenuation pond is currently not operating correctly. This should be rectified before any additional discharges are connected. A Construction Environment Management Plan (CEMP) incorporating method statements should be submitted to demonstrate how the new drainage system and water environment is protected during the demolition and construction phase. Detail of the management and maintenance of the system should be submitted.

Highways Authority – would not wish to raise any objections to application subject to the below matters being dealt with via conditions

The principle of the signal controlled junction was established in the outline planning permission. Updated traffic flow data relating to the use of the FVLR has been produced by PCC and has informed modelling work for the new junction. The results of the Linsig modelling indicates that the junction operates within capacity both in the am and pm peaks in 2020 but gets close to capacity at the am peak in 2030 (85.4% degree of saturation) and in the pm peak in 2030 the length of queue on William Prance Road approaching the new

signals would extend back beyond the non-signal controlled priority junction, thereby impacting traffic right turning into and out of this junction. However it is noted that there are alternative exits from the Seaton Neighbourhood site which could be utilised during busier periods. The arm of the junction from St Matthews school does have capacity issues in future years (2030) with the increased traffic, additional land will be required to improve this arm of the junction to increase movement through this arm.

The new signal controlled junction also allows for the creation of dedicated pedestrian crossing facilities which improves accessibility to and from St Matthews School from Seaton Neighbourhood.

The proposed change to a non-signalised junction on William Prance Road into Seaton Neighbourhood is considered acceptable.

The consultation identifies a range of technical improvements which need to be made to the proposals this includes:

- Demonstrating that buses can turn right from Brest Road
- Pedestrian dropped kerbs on the eastern access roads in close proximity to the bell mouths of the junction
- The bus stop south bound on William Prance Road needs to be maintained.
- Dedicated bus lay-by needs to be provided for south bound bus route on the High Street.
- Inter-visibility needs to be confirmed at all of the junctions and shown on the plans and to Design Manual for Roads and Bridges (DMRB).
- Traffic Regulation Orders will be required on the High Street section of the FVLR. These include double yellow lines, bus only for the short section of Brest Road, no U-turns at the new signal controlled junction and no loading at any time within the vicinity of the junction. The applicant will be required to fund these TRO's as part of the approved Section 278/38 Agreement.
- Confirm detail of adequate space on the central reservation for traffic signals into existing lower western access road to be provided.
- Construction Traffic Management Plan to be produced in consultation with both PCC and St Matthews School to mitigate impacts of the works, and how construction traffic will tie-in with the current road alignment should also be provided.

Strategic Transport - Strongly support the application recommends approval in line with Policy PLY40. Recommend that the application be conditioned to be completed by December 2019 to allow opening of the full Forder Valley Link Road. Conditions recommended for construction standard of the road given the role as a distributor road with a 40 year design life in accordance with Design Manual for Roads and Bridges(DMRB) and the standard of the Haul Road for construction vehicles. Details of the transition between the High Street Section and the southern section of the Forder Valley Link Road (FVLR) should also be provided. identifies need to demonstrate that main junction geometry allows movements between all arms of the junction, that inter-visibility between junctions on High Street is provided including one Planet Centre and that lay-by should be provided for south bound bus to stop on the High Street

Consultation also sets out Policy Context for the route including: Core Strategy, Local Transport Plan 2+3, new Joint Local Plan, National Government DfT / DEFRA report 'Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities Draft UK Air Quality Plan for tackling nitrogen dioxide' (May 2007), as mitigation to reduce NO<sub>2</sub> concentrations and improve local air quality.

Consultation notes importance for the environmental mitigation to coordinate with the Forder Valley Link Road.

Natural Infrastructure Team - No objection subject to appropriate mitigation and further information required. The junction to the One Planet Centre (OPC) is indicative only and does not secure its delivery. Current junction location would prejudice the delivery of phase 4 (the OPC) and be contrary to the approach set out in the Environment Statement relating to the wider community park and OPC and access should be amended.

An access path that connects the pedestrian crossing at the southern end of the high street to the community park needs to be provided. If the Council is minded to approve this application without these elements secured, suitable conditions to secure their design and implementation should be applied.

### Green Space

This development is related to implementation of policy PLY41 Derriford Community Park Strategic Greenspace and must provide the mitigation required by the approved ES that enables delivery of the Community Park.

### Biodiversity

The application is related to 12/02027/OUT and we are satisfied that the ecological considerations of this development are adequately addressed in the ES for 12/02027/OUT and the Ecological Mitigation and Environmental Management Sub plan Phase 5: Seaton Neighbourhood, Plymouth.

### Trees and Woodlands

The application is related to 12/02027/OUT and we are satisfied that the tree and woodland considerations of this development are adequately addressed in the information submitted.

Public Protection Department – The Construction and Environmental Management Plan (CEMP) needs to be more detailed and enhanced and to be approved by the Local Authority. This includes the provision of enhanced or new detail in relation to the following areas: specifying appropriate monitoring and control measures, identifying a lead for the monitoring of environmental issues during construction, areas of risk, more detailed method statements, environmental standards should be included, details of the storage area and its management, waste management plan, permits for the site for machinery, a complaints procedure and register should be kept, details of operating hours

A condition should be applied requiring an updated and improved CEMP containing the required information. The residential properties located close to the High Street and the

school are sensitive receptors, likely to be subjected to environmental impacts by the development if not managed appropriately. We recommend these areas be discussed in further detail with specific information about the management of the construction phase on these receptors and specific mitigation measures for these areas to control the environmental impacts. Safe access to the School is also imperative and further detail should be provided to the LPA for approval – specifically considering the junction area.

In relation to land contamination this has been satisfactorily dealt with in the information for Phase 5 development.

Identifies need for condition 60 to be complied with for Phase 5 of the wider development in relation to noise protection.

### **6. Representations**

In total 62 letters of representation have been received and a summary of the points raised is provided below.

While not a planning matter, a number of objections raise concern with when the site notices were displayed. The site notices were displayed once the application was valid and were placed at the school on the 20th July in advance of the actual start of the consultation period on the 25th July. The school office was notified and a meeting has been held with the School Business Manager.

Representations not raising planning matters:

- Not being aware of the scale of the road when houses were purchased or wider housing proposed in the area.
- Recommend alternative approach to a one way system through William Prance Road and Brest Road.
- Road works should be timed for school holidays only.
- Objection to length of road works will take.
- Since the school was built the council have failed to help and work with St Matthews to address the ongoing site/parking issues. As a school community, we cannot believe that the current gravel/parking area directly in front of the school has been approved and been sold to a housing developer for development directly in front of the school.
- Existing disruption from works on the surrounding road network.
- Existing school drop off area has been closed due to safety issues.
- The council should secure appropriate facilities for the school for the children to be dropped off and collected.
- When purchasing a property, the scale of the road was not advised.

60 representations have objected to the application

Objections include the following key areas of concern:

- Existing access to school is not satisfactory and the proposals do not improve this.
- Concern of access and egress from residential areas going north and south down the Forder Valley Link Road.
- The new road should only be single lane.



- Residential road will become rat runs for people avoiding traffic lights.
- Scheme will remove two way access to the residential roads.
- Object to the scale of the proposed route and amount of traffic using the route.
- Access to the school including parking during the construction works.
- Safety of parents and children accessing the school and limited parking.
- Further parking and drop of facilities for the school should be provided.
- Approving the scheme would mean the Local Authority would fail its duties under Road Traffic Act in relation safe access to the school and health impacts on the children.
- Impacts of the scheme including noise from traffic and pollution on residents.
- Impact of the scheme and traffic with increased number of children attending the school.
- School application failed to include travel plan this application does not address this issue.
- Concern over major road in close proximity to the school.
- Impact of the proposal on the school.
- Object to Brest Road being a bus only route.
- Impact of Forder Valley route on residents.
- Removal of right turn accesses in to the residential areas.
- Impacts on residents and school safety over road speeds, it should be controlled to 30mph, also suggested 20 mph.
- Pollution impacts on the school.
- The children attending the school cannot be safely dropped off and picked up at all times of the day.
- In line with the aspirations of the Plymouth Plan, children should be protected and people should be engaged in the process of planning the future of the city and their views taken into account in the decision making process.
- Object to the location of the bus stop opposite housing it should be relocated to William Prance Road, which is in reasonable walking distance and better located to users. An additional stop will impact bus frequency; the bus stop will cause disruption to residents, air quality impacts and pollution. It should be located close to the northern crossing.
- Bus stop on the sloped road will increase pollution and if additional buses stop together the road will be blocked.
- Buses stopping will block cycle route and conflict with these road users.
- The proposed tree planting is insufficient.
- Concern of access and egress from residential areas going north and south

In addition to the representation from members of the public, one has also been received from St Matthews School raising the following points.

- Impact of the scheme on the safe access of the school.
- Proposed changes will impact the school for an extended time.
- Application documents lack clarity over construction arrangement (the school should be engaged in the proposed works).
- Access should be maintained for the school at all times. The following times identify when school access is significant for safety of access 7:30 am - 8:55am, 11:30-1pm, 3-5:45pm and also 1pm-3pm on Fridays. Conditions should ensure road construction is undertaken at periods which are less busy.

- Principle access for parents to the school is by private car and parking is extremely difficult and disruption to the network makes this more challenging. School only has informal arrangements which adjoin the school and arrangement with Adrenalin as a location for, school drop off. The needs for dropping off and collection of children need to be factored into each stage of the development. Construction traffic should be separated from road network and parking in Brest Road.
- Attention to safety is important particularly during construction; route should be kept safe and well lit. Additional concern over air pollution during construction.

### **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 Plymouth and South West Devon Joint Local Plan (the JLP) will replace the Core Strategy and other Plymouth Development Plan Documents as the statutory development plan for Plymouth once it is formally adopted.

Annex 1 of the National Planning Policy Framework (the Framework) provides guidance on determining the weight in relation to existing and emerging development plan policies.

For Plymouth's current development plan documents, due weight should be given to relevant policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

For the JLP which is an emerging development plan, the weight is to be determined by the stage of its preparation, the extent to which there are unresolved objections, and its degree of consistency with the Framework.

The JLP is at an advanced stage of preparation having now been submitted to the Planning Inspectorate for Examination, pursuant to Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations. It is considered to be a sound plan, consistent with the policies of the Framework, and is based on up to date evidence. It is therefore considered that the JLP's policies have the potential to carry significant weight within the planning decision, particularly if there are no substantive unresolved objections. The precise weight will need to be determined on a case by case basis, having regard to all of the material considerations as well as the nature and extent of any unresolved objections on the relevant plan policies.

Other material considerations include the policies of the Framework itself, guidance in National Planning Practice Guidance (NPPG).

## **8. Analysis**

8.1 This application has been considered in the context of the Development Plan, the Submitted Joint Local Plan (JLP), the Framework and other material policy documents as set out in Section 7.

8.2 The key considerations for this application are the relationship to the provision of the wider scheme from outline application 12/02027/OUT including the Forder Valley Link Road, the highways implications of the proposal, accessibility, impact on amenity, design and landscaping and ecology.

### ***Environmental Statement and relationship to Outline Application 12/02027/OUT***

8.3 This application sits within the context of a wider multi-stage consent that is EIA development. Outline consent 12/02027/OUT was considered to be EIA development and was accompanied by an Environmental Statement. The reserved matters to that consent are as subsequent applications considered in the context of the outline and the environmental information contained in the Environmental Statement. This application is a full application. However, in undertaking the screening of the application, the Local Planning Authority has considered that in relation to the EIA regulations that the application is submitted in accordance with Part 3 section 9 of the EIA regulation as a subsequent application where environmental information has previously been provided in outline application 12/02027/OUT. This is due to the application falling under the definition of a subsequent application as defined in regulation 2 'Interpretation' of the 2017 EIA regulations. In this regard "subsequent application" means an application for approval of a matter where the approval –

(a) is required by or under a condition to which a planning permission is subject; and  
(b) must be obtained before all or part of development permitted by the planning permission may be begun.

8.4 Condition 47 'Delivery of the High Street' and condition 45 'Street Details' of outline application 12/02027/OUT together require the details of the High Street (the subject matter of this application) and its implementation in accordance with the delivery program secured in condition 47, prior to the commencement of other reserved matters in the outline planning permission. This is considered to mean that the application falls under the requirements of parts a and b of Part 3 section 9 (1) a. of the EIA regulations 2017. Officers have considered the content of the Environmental Statement and have concluded that further environmental information is not required as part of this full application and the information in the Environmental Statement will be taken into account in determining this application.

### ***Principle of Development***

8.5 The application scheme has two linked functions; one to provide improved access to the new residential community and school and two; to deliver the northern section of the Forder Valley Link Road.

8.6 The delivery of the Forder Valley Link Road, which the application forms part of and helps facilitate, is a fundamental part of the growth strategy of the City and in particular the Derriford and Northern Corridor Growth Area. This is identified in the consultation from Strategic Transport which identifies the importance in this application to the wider project. The Forder Valley Link Road was identified as a potential aspiration in the Local Transport Plans 2+3 and is identified in Area Vision 9 of the Core Strategy which sets out the strategy for the Derriford and Seaton Area, with objective 8 setting out the requirement to create key new transport linkages with surrounding areas, including the potential Forder Valley link. This vision set out the context for the new role for a connection route from Derriford to connect down to the A38.

8.7 Diagram 11 of the Core Strategy sets out a strategic Route Map for High Quality Public Transport for the City and also identifies two key routes utilising the Forder Valley for High Quality Public Transport Routes for connections. This includes The 'Forder Valley Route' Derriford via Hospital, Plymouth International Business Park (PIBP), Marsh Mills, Langage, Sherford and the City Centre and the 'Derriford Express' Sherford North Park and Ride to Derriford route. It is within this context that the outline planning application 12/02027/OUT for the Seaton Neighbourhood (now referred to as Palmerston Heights) which included the Forder Valley Link Road (FDLR) was considered and granted outline consent.

8.8 The approach set out in the Core Strategy and the outline consent has evolved through the development of the Plymouth Plan into the submission version of the JLP. In the JLP, the Forder Valley route forms a fundamental part of the JLP strategy as set out in its policies. Policy SPT8 identifies the support for investment in the strategic road network, including major improvements at the Forder Valley intersection. Figure 3.13 identifies the route as Strategic Transport Link and Figure 4.4 which sets out the Area Vision for Derriford and the Northern Corridor, identifies the Forder Valley Link as a 'New Road and Public Transport/Sustainable Transport Corridor'. This is further elaborated in Policy PLY40 of the JLP which deals specifically with Seaton Neighbourhood identifying the JLP's support for the existing consents (which includes 12/02027/OUT) and the strategic masterplan for the neighbourhood. Point 1 of the policy also identifies the importance of the section of the Forder Valley Link Road which runs through the Seaton Neighbourhood (Palmerston Heights) being completed before December 2019 to ensure the delivery of the full Forder Valley Link Road. This point is also identified in the consultation from Strategic Transport and Highways Authority, to facilitate the wider link roads delivery. The road is also specifically identified in Policy PLY47 as a Strategic Infrastructure Measure required to deliver the growth in the Derriford and Northern Corridor Growth Area.

8.9 The Core Strategy and the Submission JLP set a clear support for the principle of the highway elements of the proposal, and further more provides a key element of infrastructure for the wider Northern Corridor Growth Area and the wider connections to the City. These are also in principle approved through the granting of the outline application for the Seaton Neighbourhood which set out the location of the new route which this application is in conformity with. The reserved matters application 14/01665/REM for phase 5 of the residential development granted consent for the western section of the route in detail. Plan C14537/C/017 B was also approved which showed the full scheme envisaged including the

south bound lane, the works to Brest Road and William Prance Road and the new junction. However, due to restrictions on that application and time restrictions on the outline consents, the works to the east of the High Street and new junction and alterations require a fresh planning consent for their implementation.

8.10 Given the position set out in the Core Strategy and JLP and also the approvals set out in 12/02027/OUT and 14/01665/REM it is considered that the principle of the development is established and as such consideration of this application relates to the acceptability of the detail of the application.

### ***Provision of the wider scheme from Outline Application 12/02027/OUT including the Forder Valley Link Road***

8.11 As set out above the proposal forms a fundamental part of the outline scheme and the Forder Valley Link Road scheme. In relation to the outline the scheme, the High Street and wider Forder Valley Link Road provides the principal means of access to the wider development and the connection of the northern part of the development phases 2 - 12 across the Derriford Community Park (phase 1) to the southern element of Phase 14 and on to the A38. This will then form the new connection from the A38 to Derriford as set out above in the 'Principle of Development' section. At present the existing section of the High Street (two north bound lanes) is providing temporary access to the currently constructed parts of the Palmerston Heights development in phase 5 and 7. This temporary arrangement will cease once development set out in this application and the wider Forder Valley is constructed. Once the south bound route opens, the top two right turn lanes used to access the existing development will be removed. A significant amount of concern regarding this has been expressed by residents.

8.12 The applicant has submitted a range of plans which show how the wider scheme is proposed to develop. These plans show how the connectivity of the wider scheme is proposed, utilising connections from William Prance Road, of which two of the junctions are set out in this application, along with an additional connection to the North West which provides access into and through Phase 9. These plans articulate how access into the residential areas is proposed to work, which are considered to provide a choice of routes and a permeable form of development for both vehicle and pedestrian access. This ensures that the scheme works cohesively and importantly does not direct substantial additional volumes of traffic along the Forder Valley Link Road maintaining a free flow of traffic along this route. This is not considered to significantly impact the access to residential properties and in this context the proposed arrangements are considered acceptable.

8.13 In relation to the wider Forder Valley Link Road scheme as previously set out, this part of the development is a fundamental part of the wider scheme. It is important that it delivers a satisfactory route and that the connections are adequately provided to ensure that the southern section of the High Street aligns and connects correctly to the wider Forder Valley Link Road. To ensure that this is delivered, a planning condition will be required to ensure the connection details are provided as recommended by the consultation from Strategic Transport and the Highways Authority.

8.14 The timing of the provision of the new road network is also crucial to the delivery of the wider strategic connection of the Forder Valley Link Road. The applicants are working with the Council's Strategic Transport Team as part of this wider project. As set in policy PLY40 point 1, the delivery of the High Street application is fundamental to the construction of the wider Forder Valley Link Road and is required to be provided by December 2019 and must be fully completed. This is in order for the wider development to be fully built out. The wider outline application condition 47 restricted development in phases 5-9 to the submission and development of the High Street. This has recently had a new time frame agreed in 16/02433/CDM which secures the delivery of the High Street works by October 2019 by the applicant of this application. It is therefore important that subject to the acceptability of the matters set out in this application, that its approval enables these timeframes to be met in line with the requirements of Policy PLY40 to secure this wider strategic infrastructure. This is specifically identified in the consultation from the Strategic Transport Team. They have recommended that a planning condition be included which secures the delivery of the route by a set time period. This matter has also been identified by the Highways Authority, the roads delivery in an expedient manner is important, given that this application is a full stand alone application it is also considered that the timetable should be a condition of this consent including more construction specific impacts.

8.15 In relationship to the wider scheme proposals including the accessibility of residents and the delivery of the Forder Valley Link Road, given the consideration above it is considered that the scheme meets of requirements of CS02, CS34 of the Core Strategy and SPT2, SPT8 PLY40, DEV1 of the Submitted JLP subject to the imposition of conditions.

### ***Accessibility***

8.16 In relation to the role of the scheme in delivering strategic connectivity improvements, as set out in the principle section above, this scheme is part of the wider connectivity strategy for the north of the City and accords with the emerging policies in the JLP. A number of the representations have set out that an alternative route should be considered. However the position of the route is established and set out in the JLP and has the benefit of outline consent. It is not the role of this planning application to consider alternative provision or routes, the consideration is whether the proposals are acceptable in relation to both local and national policies.

8.17 It is important to ensure that the more localised aspects of accessibility are considered, particularly in relation to Policy CS01 Delivering Sustainable Linked Communities of the Core Strategy which seeks to deliver sustainable communities, with point 5 identifying the requirements for schemes to 'contribute to creating a well-connected, accessible, inclusive and safe community'. Policy SPT2 of the Submission JLP retains the sustainable communities approach, and point 6 requires development to be well served by public transport, walking and cycling opportunities. The High Street and new junction are fundamental to the wider connectivity of the new development and also the St Matthews School. Significant concern has been expressed in relation to the accessibility of the residential development and also the school. These are in relation to two areas; firstly the accessibility during the construction stage and secondly accessibility once the development is completed.

8.18 In relation to construction access to the residential dwellings during the building of the south bound lanes of the High Street, it will be important to ensure that existing access arrangements are retained to enable residents to access their properties. As such, a condition requiring this will be needed on the application; it is however considered reasonable that if an alternative route is able to be provided that this could also be considered. Again this will be able to be dealt with through a condition.

8.19 The implications of the works to alter the junction also have the potential to cause disruption to access to residential properties. They also have a potential implication on the operation and access to the school, however, unlike the construction of the south bound lanes, the works will need to take place during the operation of the junction. This has been a significant concern in the representations of how access to the school can be maintained particularly during key times when children arrive and depart. The applicants have noted this in their response to representations and their willingness to do this in a sensitive manner to the schools requirements. While this considerate approach is welcomed, it is however important that a safe access is secured and that given the high volumes of vehicle and pedestrian movements during school start and close period this will need to be considered in detail.

8.20 A Construction and Environmental Management Plan (CEMP) has been submitted alongside the application, however it is not sufficiently detailed in relation to its general approach, but also in relation to these specific matters. These concerns have been identified in detail by the consultation from the Public Protection Department and from the Highways Authority and as such will require further refinement. It is therefore considered that the CEMP should be further extended to ensure that access through the junction and its safe operation during construction can be embedded into the CEMP, whilst also ensuring access can be preserved during core times for the school in a safe manner. An additional condition requiring a Traffic Management Plan is also recommended by the Highways Authority to ensure the impacts on the school are appropriately managed (to be undertaken in consultation with the school). It is further considered that the detail of the works should be supported by a delivery programme to ensure that works are being undertaken in a considerate way and that the timing and duration of works are considered in relation to the school. Concern has also been expressed in relation to impact of the construction traffic and where vehicles are parked, this matter can be secured through an updated CEMP and Traffic Management Plan which will manage the construction process and are considered to present the best opportunity to ensure that the construction impact of the scheme on the school and residents is managed.

8.21 Turning now to the access issues by sustainable means, of the development as proposed, it is considered that once the development has taken place there will be significant improvements to the accessibility of the local area particularly in relation to access by suitable means. The proposal will provide a south bound separate pedestrian route and cycle way along the high street which will serve the future phases of development. It will also provide dedicated signalised pedestrian crossings connecting the east and west parts of the proposed housing and supporting facilities. Crossing facilities across the two new routes will

need to be provided and need to be along the desire lines for this route which runs along the high street. This matter is one of a number identified by the Highways Authority which need to be improved in the application. This detail has not been included in the application and as such will need to be a condition of the application.

8.22 The southern crossing on the High Street has had the location of the bus stop moved from that previously approved, to better relate to the crossing and encouraging use of the pedestrian crossing in a more formal manner. It also is in the area earmarked to connect into the Community Park and One Planet centre. However there is concern that this bus stop is in the highway and the Consultation from the Highways Authority requires that a Lay-by is provided in place of this. This is to be conditioned on the application. It has also been identified by the Natural Infrastructure team that a pedestrian route also needs to be provided in the North Eastern section of the Community park. The accessibility of the community park by residents is a key element of the role of the park and a component of the Environmental Statement which the application is considered in the context of. The route needs to be provided and to work alongside the connections routes in this application, this detail will need to be required by condition to ensure access is provided.

8.23 The northern crossing of the high street also links into the additional pedestrian crossings on William Prance Road and school access road. This provides a safer and more organised crossing arrangement for the growing community to access the school, reducing the potential for conflict with motor vehicles. It is also aligned with phases 6 and 8 which are mixed use phases which are likely to have the new Local Centre provided as part of the development. It is acknowledged that in the representations this element of the scheme has received significant objection particularly in relation to safety concerns. The safety of pedestrians and school users is of critical importance, particularly given the increase of movement which will be generated through the completion of the 14 phases covered by the outline consent. It is however the case that formal controlled crossings are considered a safer method of crossing the roads compared to the existing situation with dropped kerbs for informal crossing.

8.24 Significant concern has been set out in the letters of representation in relation to the accessibility of the school. As set out above, the proposals are considered to improve the provision of safe crossing of the junction and work alongside the existing and proposed pedestrian and cycle routes. Much of the concern relates to parents dropping off and collecting children safely, including the lack of available locations for this to take place and the conflict with increased traffic in the area. While the safe access to the school is an important issue, the provision of facilities for the school is not a matter for this application, which needs to be determined on its own merits. As set out above the provision of the crossing facilities improves the situation that is currently presented and provide a safe arrangement when the volumes of traffic increase once the FDLR is operational. The access to the school is altered from the existing situation but the new layout is considered an improvement on this. This is not dismissing the importance of the school and the situation created, but the consideration of this application focuses on the material considerations of the proposal not how matters associated with issues faced by the school can be rectified by this proposal.



8.25 The consideration of the application of the school was taken in the knowledge of the wider proposal of outline application 12/02027/OUT including the proposal for the Forder Valley Link Road as a main new route from the A38 into Derriford. In the granting of that application, the facilities for the school were considered adequate subject to the imposition of a number of conditions including the provision of a Park and Stride Facility (condition 5), a dedicated bus service (condition 6), car parking provision (condition 8). In relation to these conditions, the car parking provision has been provided, and at present the school has a temporary arrangement to the park and stride facility, however a permanent situation still needs to be provided in accordance with the planning permission. In relation to the bus provision, while a pre-commencement requirement, it has been agreed that the provision should be provided before the school reaches full occupation. As such, while not the subject matter of this application, for member's information there are measures in place to secure improvements to the operation of the school.

8.26 In relation to vehicle movement it is acknowledged that existing temporary arrangement will change and this will alter resident's routes. The information provided by the applicant does however provide a clear strategy for how it is envisaged the wider scheme will work providing numerous connections through the development both for vehicles and pedestrians. As such, in terms of how the proposals relate to the accessibility both strategically and on a more local community level, it is considered the proposal presents a positive addition to the area and, subject to conditions, complies with the requirements of CS01, CS02, CS28 and CS34 of the Core Strategy and SPT2, SPT8, PLY40, DEV1 of the Submission JLP.

### ***Highways Implications***

8.27 The key considerations in Highways terms are the impact of the scheme on the free-flow of the highway network and the proposals for the Forder Valley Link Road in this context. Consideration is also given to the delivery of the policy requirements of policy CS28 of the Core Strategy and Policy DEV31, PLY40 and PLY47 of the Submission Joint Local Plan. As previously set out above the proposal is an integral part of the wider growth strategy and improved highways network for Derriford, it provides part of the wider FDLR proposal and is in principal acceptable.

8.28 It is however the case that this application has made a number of changes to the previous proposals and provides further details of this section of the FDLR and one of its principle junctions. It is therefore important that these details are fully considered in the context of the wider scheme, the FDLR scheme and the impact on the operation of the highways network.

8.29 The scheme follows the same broad strategy previously approved with the roundabout junction of William Prance Road, Brest Road and the High Street being replaced with a new signalised junction. It does however alter the location of the access points from the High Street to the proposed properties to the East, provide a right turn facility into the existing southern access into properties to the West of the High Street and replace the previously

approved signal controlled junction on William Prance Road into Phase Six of the wider scheme. These changes and the details of the proposal have been considered by the Highways Authority and Highways England.

8.30 Highways England have offered no objection to the proposal and acknowledge in their response that the proposal forms part of the wider FDLR which will help redistribute the traffic in the City reducing pressure on the Manadon Junction. Colleagues in the Highways Authority have reviewed the information submitted including updated modelling informed by the latest modelling for the FDLR scheme. This includes the technical modelling which has been supplemented by sensitivity testing information from the Strategic Transport Team, who are delivering the remaining aspects of the FDLR. This provides comprehensive up to date information on the operation of this section in the context of the full FDLR. It is considered that the proposals are capable of forming a satisfactory arrangement. However there is concern from the Highways Authority regarding the specifics of the junction arm serving the school. In the future years (2030) this arm would be over capacity. The Highways Authority considers this can be addressed by the improvement of this arm through widening the exit lanes from this area. This would increase the capacity to reduce the queuing at this arm. In addition to this concern both the Strategic Transport Team and the Highways Authority have raised a number of specific issues with the details of the proposal. This includes detailed design of pedestrian crossings, junction designs and specification for traffic lights. This detail needs to be provided to ensure the scheme is technically satisfactory as part of the Highway network. Such information requires detailed design to be further refined as part of the Section 278 and/ or Section 38 approval process and to be undertaken in the context of the wider proposals for the FDLR. This technical detailed information is therefore required to be submitted as part of the full street details and other highway conditions once it has been worked up in detail. This will ensure that the scheme delivers a comprehensive addition to the Highway network as part of the FDLR.

8.31 There is however an additional matter which also needs to be amended this relates to how the bus network operates in the area. While this is yet to be evolved in detail and is separate to this application it is important to ensure it can operate safely in the context of the proposal to serve the new residential development and improve the connectivity of the North of the City down to the A38 and East of the City. As identified in the consultation responses from the Highways Authority and Strategic Transport the South bound bus stop on William Prance Road has been removed by the proposal and will need to be reinstated. It has also been identified that the proposal for a bus stop in the operational carriageway on the High Street south bound lane would disrupt the flow of traffic and a dedicated lay-by will need to be provided. These matters have been identified with the applicant and it is envisaged that updated plans will be provided prior to the Planning Committee. However it is the case that such matters can also be addressed in the Street Details condition already recommended.

8.32 Subject to the provision of this updated information through conditions it is considered that the scheme is acceptable in highways terms and meets the policy requirements of policy CS28 of the Core Strategy and Policy DEV31, PLY40 and PLY47 of the Submission Joint Local Plan.

### **Amenity**

8.33 The implications of the scheme on the surrounding occupiers is a key consideration and their amenity needs to be adequately preserved both during construction and in the completed development. These matters were part of the consideration in the Environmental Statement which was submitted with the outline application and were secured through specific conditions for the reserved matter applications through partial discharge of the conditions for each phase. However, as this is a full application it is also important that the amenity issues are adequately covered in this regard.

8.34 As set out in the sections above, the construction impact of the scheme has the potential to impact on the amenity of surrounding occupiers, given the close relationship of the work to both the school and residential properties. This matter has been a feature of the letters of representation submitted. It is acknowledged that construction of large schemes always has a temporary impact on those surrounding occupiers but this does need to be carefully managed. This is set out in the consultation response from Public Protection who require further information to protect sensitive receptors during the construction process. The securing of an improved CEMP which adequately preserves the amenity is important, and this is particularly relevant to the residential properties which front on to the High Street. When the excavation takes place for the southern lane of the High Street it will be important that the noise and other construction matters are handled in a considerate way. A similarly considerate approach will need to take place during the works to Brest Road, William Prance Road and the alterations to the junction, given the close proximity to the school and also the impacts on its access. It is considered, as advised by Public Protection, that ensuring the CEMP provides suitable control measures in relation to these specific matters is important and will preserve a satisfactory relationship. It will also ensure that user of the school can reach the school safely as identified in the consultation from the Highways Authority.

8.35 The operation of the proposed material store area has the potential to create impacts on the school. While there is a degree of distance between the area and the school it will be important to ensure that it is managed and limited in its scale to make sure the school is not impacted by the construction activity, these measures will need to be included in an updated CEMP for the scheme, as advised by Public Protection.

8.36 Consideration also needs to be given to the implications of the completed scheme in relation to the existing and future occupiers. This matter as set out above was part of the consideration of the outline scheme informed by the Environmental Statement. Planning condition 60 of the outline consent required a range of acoustic attenuation measures to the properties which were considered to be affected by road noise. This was based upon the acoustic information submitted with the outline consent, and also the consideration set out in the Environmental Statement. The applicant for this scheme (Persimmon) who constructed the houses has advised that these mitigation measures have not yet been implemented. This is a matter which the Authority needs to resolve with the applicant to ensure that the measures are provided. In relation to this application, it is important that this requirement is brought to the attention of the applicant and as such an informative is to be included to

ensure the applicants are aware of the need to deliver these measures to ensure that the dwellings are adequately protected by noise.

8.37 In relation to the future phases of residential development, the issue of the impact on amenity will be dealt with in relation to the condition 60 of the outline and in considering the final layout of proposals as part of determining the reserved matters application. In relation to the wider amenity considerations of the residents, these matters were considered in the granting of the outline consent 12/02027/OUT and also in detail in the determination of the reserved matters 14/01665/REM. It is not considered that the granting of this application which completes the route will substantially alter the amenity impacts on the existing residents from that already considered. One of the letters of representation does however raise concern over the proposed location of the bus stop, on the existing approved north bound lane of the High Street, in relation to the impact on air quality. While these concerns are noted it is not considered that a bus stop in this location would result in such a significant impact on these properties to warrant the refusal of the application. It is also the case that the bus stop is well related to the crossing proposed ensuring that existing and future residents can access the bus stop and that it also relates well to the access to the community park. Locating the stop within the residential area is further more considered a positive addition for promoting and enabling sustainable travel.

8.38 The amenity of the school is also an important consideration and concerns have been expressed by both the school and the other letters of representations. While the proposals are going to alter the relationship to the school, given the distance of the façade of the school from the proposed altered junction and the location of the playground and sports provision, it is not considered that the impacts of the scheme will have a detrimental impact on the amenity of the school and its users. The application also includes the proposal for the area of land to the south of the school to be used as a construction compound and area for the storage of material, as set out above, this can be dealt with through enhancements to the CEMP for the scheme.

8.39 In conclusion, subject to the adequate control of the construction impact of the proposal and along side those measures set out in the Outline application and subsequent reserved matters applications, it is considered that the proposal will preserve the amenity of the surrounding residential occupiers and the other occupiers including the school and complies with the requirements of policy CS34 of the Core Strategy and DEV1 and DEV2 of the JLP and inline with the consideration of the environmental statement.

### ***Design and Landscaping***

8.40 In terms of the of design of the scheme, it largely seeks to emulate the existing provision, be this the completion of the High Street element of the Forder Valley Link Road, or the existing features of Brest Road and William Prance Road. In principle, the approach is considered acceptable, however the details of features such as the traffic lights and material finishes will need to be secured. This will be undertaken through the Section 278 and Section 38 application process which secure the details, construction and finish of the highway works. The area with the most fundamental change is the completion of the High Street. In relation to the road, the approach mirrors the existing approval with a pavement, the tree lined

verges, then a cycle and carriageway with a new central reservation. This is considered a logical approach to enable the development to read cohesively. The landscaping also helps reduce the perception of the road and will ultimately, once the landscaping matures, provide a tree lined avenue which connects the development on the east and west. The new graded slope to the east of the new part of the road, including areas cut in to provide the access road, will alter the view from the existing properties. This is not considered to be unduly negative and follows the approach which has had to be taken in the wider residential element to facilitate new residential areas. The detail of this will come in the form of the detailed proposal for phases 8 and 10 of the Outline Scheme.

8.41 In conclusion, the design and landscaping are considered a positive addition to the wider area and are in accordance with the aspirations of policies CS02, CS09, and CS34 of the adopted Core Strategy as well as policies SPT1 and, DEV1, DEV2 and DEV20 of the Submission Joint Local Plan. As such the design of the proposal is considered appropriate for planning approval.

### ***Ecology***

8.42 As set out in the sections above, the application as a subsequent application, is considered in the context of the Outline application and the environmental information submitted in the accompanying Environmental Statement. This secured the provision of a number of measures including the provision of a new Community Park, Phase 1 of the development. This provides mitigation for the wider scheme including the road works. This is considered in principle to adequately mitigate the impacts of the proposal. This is further supported by the Ecological Mitigation and Environmental Sub Plan for Phase 5 of the development which extends to include the relevant parts of application area. As set out in the consultation response from the Natural Infrastructure Team, securing the implementation of that strategy will deliver the ecological mitigation for this proposal. It is therefore for considered that the proposal accords with the requirements of policies CS19 and CS20 of the Core Strategy and Policy DEV20 of the Joint Local Plan from an ecological perspective.

### ***Historic Environment***

8.43 The consideration of the wider outline scheme and the Environmental Statement consider the impacts on the wider historic environment including Bowden Battery (a Scheduled Monument) and a number of Listed Buildings. This full application sits within the context of that outline and is considered in the context of the Environmental Statement. In relation to the potential impacts of this as a full application, it is not considered to present any new impacts to that previously considered, or to result in significant harm to these heritage assets beyond that considered in the outline. It is however the case, as identified in the response from the Historic Environment Team, that a scheme of archaeological investigation should be undertaken to ensure that the impact on archaeology can be established. This will be a condition on the granting of the scheme.

8.44 Subject to the imposition of the condition, the scheme is considered acceptable in relation to the historic environment and to accord with the requirements of policies DEV21 and DEV22 of the JLP and policy CS03 of the Core Strategy.

### ***Flooding and Surface Water Drainage***

8.45 The application site is located in flood risk zone 1 which is defined as being at very low risk of flooding. It is however located in a critical drainage area. The application identifies that the highways drainage discharges through a sewer in to an existing attenuation basin which serves the residential development and the existing high street north bound lanes. While the EA have raised no objections to the application the Lead Local Flood Authority have raised a number of queries in relation to the proposed drainage strategy this includes requirement for calculations and modelling data to ensure that the defences and drainage system are designed to the required standard. They also require confirmation that the existing drainage attenuation pond has been designed to accommodate the drainage discharge from the proposed highway and additional identified land area. Concern has also been raised that attenuation pond is currently not operating correctly and that this will need to be rectified before any additional discharges are connected. Finally they have advised that A Construction Environment Management Plan (CEMP) incorporating method statements will need to be provided to demonstrate how the new drainage system and water environment is protected during the demolition and construction phase. Details of the long term management and maintenance of the system should also be submitted.

8.46 The applicants are currently seeking to provide this information, which should be received prior to the Planning Committee and will be reported in an addendum report. Subject to this information being acceptable it is considered that the scheme is acceptable and in accordance with the requirements of policies CS21 and CS34 of the adopted Core Strategy and DEV37 of the Submission Joint Local Plan. However a Construction and Environmental Management Plan (CEMP) will need to be up dated to demonstrate how the new drainage system and water environment is protected during the demolition and construction phases and a long term management plan.

### **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 application is not liable for any payment under Community Infrastructure Levy, nor is it liable for any contribution through a Section 106 Contribution. This is in part due to the ecological mitigation in the form of the Community park already secured. It is also the case that the provision of the Forder Valley Link Road and in particular the High Street Element of the original scheme was considered part of the mitigation for that scheme.

For Members information, as set out in the consultation from Strategic Transport, the provision of the High Street section of the route by the developer is part of the private investment local match contribution, which is required for the Local Authority to secure £22.5

million of funding from the Department for Transport for the remainder of the Forder Valley Link Road route.

### **11. Planning Obligations**

The proposal does not give rise to a requirement for a Planning obligation to be entered in to.

### **12. Equalities and Diversities**

The proposal provides pedestrian and cycle routes to serve the surrounding proposed development which links into the surrounding network. This includes dedicated pedestrian crossing facilities which include drop curbs to ensure that the pedestrian accessibility is secured and is suitable for disabled access and for people with mobility issues, and the needs of parents with young children.

### **13. Conclusions**

In considering the proposal, officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004. They have also in accordance with Part 3 Section 9. (2) of the Environmental Impact Assessment Regulations 2017 have taken in to account the information in the Environmental Statement submitted as part of 12/0207/OUT. It has been concluded that the proposal accords with policy and national guidance and specifically the requirements of paragraphs 24-27 of the NPPF, Policies AV09, CS01, CS02, CS03 CS09, CS19, CS20, CS21, CS28 and CS34 of the Core Strategy and Policies SPT1, SPT2, SPT8, S04, PLY40, DEV1, DEV2, DEV20, DEV21, DEV22, DEV28, DEV31, and DEV37, of the Submitted Joint Local Plan and the relevant paragraphs of the NPPF.

The proposal is considered to be in accordance with the wider strategy for the Derriford and Northern Corridor and the strategic infrastructure requirements set out in the Core Strategy and Joint Local Plan.

The proposal is considered to deliver a good quality of design which is appropriate in its surrounding context, the existing road network and wider growth planned in the area. It is considered to retain an appropriate relationship to the surrounding residential areas and proposed residential development. In relation to the school, the proposal is also considered acceptable subject to the control of the construction process.

The scheme will not have a negative impact on the local highway network (subject to specific details to be conditioned) as part of the wider proposals for the new neighbourhood. It is equally the case that the proposed approach to ecology is acceptable subject to conditions. It is therefore recommended that the application is suitable for conditional planning approval, subject to the conditions recommended and set out at the end of the report and further satisfactory information being provided in relation to the managing flood risk and surface water management. This will be provided to members as an addendum report in advance for the committee meeting.

**14. Recommendation**

In respect of the application dated **14.07.2017**  
it is recommended to **Grant Conditionally**

**15. Conditions / Reasons**

The development hereby permitted shall be carried out in accordance with the following approved plans:

**1      CONDITION: APPROVED PLANS**

- Drainage C14537/C/105 Rev E received 29/06/17
- Drainage C14537/C/107 Rev L received 29/06/17
- Drainage C14537/C/108 Rev A received 29/06/17
- Drainage C14537/C/109 Rev C received 29/06/17
- Road Detail C14537/C/129 Rev A received 22/06/17
- Tree Detail 312 Rev A received 22/06/17
- Landscape Management Plan 316 Rev A received 22/06/17
- Tree Detail D43 05 Rev P1 received 29/06/17
- Road Detail C14537/C/012 Rev E received 07/09/17
- Site Location Plan SK102 Rev P3 received 17/08/17
- Sections SK106 Rev P1 received 04/09/17
- Road Detail C14537/C/020 Rev A received 17/07/17
- Road Detail C14537/C/127 Rev C received 17/07/17

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.

**2      CONDITION: COMMENCE WITHIN 3 YEARS**



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.

### 3 **CONDITION: DETAILS OF NEW JUNCTIONS**

#### PRE-COMMENCEMENT

No works shall take place on the existing highway until details of the new junctions between the proposed service roads, William Prance Road and Brest Road and the Forder Valley Link Road have been submitted to and approved in writing by the Local Planning Authority; and the use of the South Bound lane of the High Street element of the final Forder Valley Link Road shall not commence until those junctions have 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 Policies PLY40, PLY47 and DEV31 of the Submitted Joint Local Plan.

Justification: To ensure that an appropriate and safe accesses are provided in the interests of public safety, convenience and amenity, before work commence in the Highway.

### 4 **CONDITION: ARCHAEOLOGICAL WORKS**

#### PRE-COMMENCEMENT

No construction shall be commenced until the applicant (or their agent or successors in title) has secured and implemented a programme of Archaeological work to include archaeological trial trench evaluation, aimed at providing information of the location, nature and extent of any

surviving archaeological remains which may be present.

The development shall be carried out in strict accordance with the approved scheme, or such other details as may be agreed in writing by the Local Planning Authority.

All of the above to be agreed in accordance with a written scheme of investigation (which shall previously have been submitted to and approved in writing by the Local Planning Authority)

Reason:

The site may contain archaeological deposits and/or human burial remains which would warrant appropriate investigation and/or recording in accordance with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, emerging policies DEV21 and DEV 22 of the Submission Plymouth and South Hams Joint Local Plan and paragraph 128 of the National Planning Policy Framework 2012.

Justification: The site may contain archaeological deposits and/or human burial remains which would warrant appropriate investigation and/or recording before development takes place.

### **5      **CONDITION: STREET DETAILS****

#### PRE-COMMENCEMENT

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. For the avoidance of doubt the agreed specification for the highway works shall be the Design Manual for Streets and Bridges (DMRB).

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard (DMRB) in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and policy DEV31 of the Submission Joint Local Plan

Justification: To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard (DMRB) to deliver the scheme as part of the comprehensive delivery of the Seaton Neighbourhood and Forder Valley Link Road.

### **6      **CONDITION: ACCESS (CONTRACTORS)****

## PRE-COMMENCEMENT

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.

Justification: To ensure safe access can be provided for contractors, reducing conflict with other road users.

## **7      **CONDITION: CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN****

### PRE-COMMENCEMENT

#### Part 1

Prior to the commencement of the development hereby approved, an updated detailed construction and environmental management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. This must include details which demonstrate how the new drainage system and water environment, is protected during the demolition and construction phase. The development shall be constructed in accordance with the management plan.

#### Part 2

Notwithstanding the requirements above prior to the commencement of work on the eastern section of the High street details of measures to protect the residential amenity of the existing properties shall be submitted to and approved in writing by the Local Planning Authority. The development of this section of the approved scheme shall be constructed in accordance with the updated management plan.

#### Part 3

Notwithstanding the requirements above prior to the commencement of work on William Prance Road, Brest Road and the Junction linking these roads to the High Street, details of measures to secure the safe operation and access to St. Matthews School shall be submitted to and approved in writing by the Local Planning Authority. The development of this section of the approved scheme shall be constructed in accordance with the updated management plan.

The detail require shall include:

- Ensuring access to the school during construction
- Operation hours of construction
- Measure to preserve the amenity of the school
- Safe pedestrian access routes
- Construction time table for the duration of the works

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.

Justification: To ensure that the construction impacts of the scheme are appropriately managed in relation to the surrounding users amenity.

### 8 **CONDITION: TRAFFIC MANAGEMENT PLAN**

#### PRE-COMMENCEMENT

The highway works 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 prior to the commencement of the highway works and shall include details relating to the detailed programme of works (which shall be agreed in consultation with the LPA in consultation with St Matthews School), details of construction vehicle movements including number, type and size of vehicles; construction operation hours; routes being used by construction vehicles and contractors parking arrangements. The highway works hereby proposed shall be carried out strictly in accordance with the approved CTMP.

Reason:

To ensure that the traffic impacts associated with the construction of the eastern side of the High Street and associated junctions does 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) and Policy DEV31 of the Joint Local Plan.

Justification: To ensure the safe operation of the highway and the proposed works during the construction phase.

### 9 **CONDITION: ACCESS COMMUNITY PARK**

#### PRE-COMMENCEMENT

Prior to the commencement of the section of the high street south of the southern most access road, shown on plan 2017SEAT/FVLR SK102 Rev P3, details of an access path which connect the pavement on the eastern side of the High Street into the North-eastern section of the Community Park shall be submitted to and approved by the Local Planning Authority. Development shall be thereafter completed in accordance with these approved details.

Reason:

To ensure that comprehensive development of the wider approved scheme can be implemented, ensuring access for residents into the Community Park (secured in Outline Application 12/02027/OUT), is not compromised by the development hereby approved. In accordance with Policies CS02, CS28, CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, DEV1, PLY40 and PLY47 of the Submitted Joint Local Plan.

### 10 **CONDITION: PROVISION OF ACCESS DETAILS PHASE 4**

#### PRE-COMMENCEMENT

Prior to the commencement of the section of the high street south of the southern most access road, shown on plan 2017SEAT/FVLR SK102 Rev P3, details which demonstrate that future access to the One Planet Centre, Phase 4 of Outline Permission 12/02027/OUT will not be impeded by the works hereby approved shall be submitted to and approved by the Local Planning Authority. Development shall be thereafter completed in accordance with these approved details.

Reason:

To ensure that comprehensive development of the wider approved scheme can be implemented, specifically ensures access in to Phase 4 of Outline Application 12/02027/OUT, is not compromised by the development hereby approved. In accordance with Policies CS02, CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40 and PLY47 of the Submitted Joint Local Plan.

### 11 **CONDITION: TIE IN DETAIL FORDER VALLEY LINK ROAD**

#### PRE-CONSTRUCTION

Prior to the construction of the section of the high street road south of the southern most access road, shown on plan 2017SEAT/FVLR SK102 Rev P3, details which demonstrate that the proposed road will tie in with the wider Forder Valley Link Road of Outline Permission 12/02027/OUT (or subsequent approved scheme for the Forder Valley Link Road) shall be submitted to and approved by the Local Planning Authority. Development shall be thereafter completed in accordance with these approved details.

Reason:

To ensure that comprehensive development of the wider approved scheme can be implemented, specifically the Forder Valley Link Road of Outline Application 12/02027/OUT, is not compromised by the development hereby approved. In accordance with Policies CS02, CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40 and PLY47 of the Submitted Joint Local Plan.

### 12 **CONDITION: MAINTENANCE AND MANAGEMENT OF DRAINAGE SYSTEMS**

Prior to the operation of the drainage and surface water measures hereby approved or the completion of the road works hereby approved, which ever is the sooner. Details of the long term management and maintenance of the drainage and surface water management systems shall be submitted to and approved in writing by the Local Planning Authority. Development shall be permanently managed and maintained in accordance with the approved scheme thereafter.

Reason:

To ensure that satisfactory infrastructure works are maintained in accordance with Policy CS21 and 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 and Policy DEV37 of the Submitted Joint Local Plan.

13 **CONDITION: ATTENUATION POND DETAIL**

Prior to the operation of the drainage and surface water measures hereby approved or the completion of the road works hereby approved, whichever is the sooner. Details shall be submitted to and approved by the Local Planning Authority which demonstrated that the Attenuation Pond is operating correctly to deal with the volumes of water created by the scheme. The Attenuation pond shall thereafter be managed and maintained to fulfil its function as part of the surface water and drainage strategy for the site.

Reason:

To ensure that satisfactory infrastructure works are provided in accordance with Policy CS21 and 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 and Policy DEV37 of the Submitted Joint Local Plan.

14 **CONDITION: RETENSION OF ACCESS**

The North Bound lanes of the High Street shall remain open with a north and south bound route, providing access to the residential properties already constructed, until the full completion of the scheme hereby approved.

Reason:

To ensure that satisfactory access to the existing residential properties is maintained, until alternative access arrangements are provided. In accordance with Policies CS02, CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40, and SPT2 of the Submitted Joint Local Plan.

15 **CONDITION: USE OF SOIL STORAGE AREA**

The uses of the area shown in green and marked 'soil storage' on plan 2017/SEAT/FVLR sk02 Rev P3 shall only be used for the storage of soil during the construction of the development hereby approved and its use shall cease following the completion of the work. The land shall be returned to grass land following the end of its use.

Reason:

The use is temporary and not an acceptable permanent addition to the landscape or the proposed future development of the wider site under Outline application 12/02320/OUT and in accordance with policies CS34 of the Core Strategy and PLY40 of the Submitted Joint Local Plan.

### 16 **CONDITION: BIODIVERSITY**

Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Mitigation and Environmental Management EMMP Implementation Review Phase 5: Seaton Neighbourhood, Plymouth dated November 2016.

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, Joint Local Plan Policies SPT11 & DEV28 and Government advice contained in the NPPF paragraphs 109, 118.

### 17 **CONDITION: HIGHWAY STANDARD**

The new proposed highway extending from and including the junction of William Prance Road, Brest Road and the High Street and running southeast to connect to the new Forder Valley Link Road, shall be constructed with a 40 year design life in accordance with Design Manual for Roads and Bridges.

Reason:

In the interests of highway and pedestrian safety and to ensure the safe long term operation and function of the Forder Valley Link Road as a distributor road and to reduce the need for closure of the linge lane south bound for maintenance purposes and 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 and Policies SO4, PLY40 and PLY47 of the Submitted Joint Local Plan.

### 18 **CONDITION: TREE REPLACEMENT**



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

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and are subsequently properly maintained, if necessary by replacement.

19 **CONDITION: LANDSCAPE WORKS IMPLEMENTATION**

PRE-OCCUPATION

All soft landscaping and planting shall be carried out in accordance with the approved details and plans 312 Rev A, 316 A,. The works shall be carried out prior to the completion of the scheme and maintained thereafter.

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.

**Informatives**

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

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).

2 **INFORMATIVE: CONDITIONAL APPROVAL NEGO**

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] [including a Planning Performance Agreement] and has negotiated amendments to the application to enable the grant of planning permission.

### **3      **INFORMATIVE: ROAD CONSTRUCTION****

The road should be constructed to have a 40 year design life as a Distributor Road in accordance with DMRB (Design Manual for Road and Bridges) which should be specified in the Section 278 Agreement for the Roads construction.

### **4      **INFORMATIVE: CONDITION 60 NOISE 12/02027/OUT COMPLIANCE****

The applicants attention is brought to the requirements of condition 60 of Outline Application 12/02027/OUT which needs to be complied with for the existing and newly constructed Dwellings. Action in this regard should take place within 3 months of the date of this planning permission.

### **5      **INFORMATIVE: PUBLIC HIGHWAY ENGINEERING DETAILS****

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 Highways for the necessary approval.

# Planning Applications Determined Since Last Committee

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
14/08/2017	Grant Conditionally	17/01242/FUL	Carnell	Replacement of existing windows	232 Cecil Street Plymouth PL1 5HP	Mrs Jess Maslen
14/08/2017	Grant Conditionally	17/01281/FUL	Mr & Mrs A Cheal	Alterations and extensions to rear tenements	7 And 8 Admiralty Cottages Admiralty Road Stonehouse Plymouth PL1 3RS	Mrs Jess Maslen
14/08/2017	Grant Conditionally	17/01318/FUL	Mr Joe Brown	Hip to gable roof conversion and front dormer and balcony	Gordonia Plymouth Road Plymouth PL3 6EE	Mr Mike Stone
14/08/2017	Grant Conditionally	17/01340/TPO	Mrs Maureen Perryman	Cut back overhanging branches of two Western Red Cedars by up to 2m (being careful not to go beyond green growth)	St Clements Lodge Franklyns Plymouth PL6 5JG	Mrs Jane Turner
14/08/2017	Grant Conditionally	17/01371/TPO	Mr Hilton	Various tree works to clear highway and BT cables	82 Granby Street Plymouth PL1 4BN	Mrs Jane Turner
14/08/2017	Grant Conditionally	17/01516/TPO	Mr David Wilson	Oak - crown reduce by 3 metres to natural growth points.	7 Culver Close Plymouth PL6 5NL	Mrs Jane Turner
14/08/2017	Refused	17/01256/FUL	Mr Korey Clough	Proposed hardstanding and retaining wall	191 Ham Drive Plymouth PL2 3RR	Mrs Alumecci Tuima
15/08/2017	Agreed Condition Details	17/01307/CDM	Mr Barrie Douglass	Condition Discharge: Condition 6 of application 16/01396/FUL	98 Vauxhall Street Plymouth PL4 0DD	Miss Amy Thompson

<b>Decision Date</b>	<b>Decision</b>	<b>Applicaition No:</b>	<b>Applicant</b>	<b>Proposal</b>	<b>Address</b>	<b>Case Officer</b>
15/08/2017	Agreed Condition Details	17/01313/CDMLB	Julie Boyes	Condition Discharge: Condition 10 of application 16/00343/LBC	Plymouth Market Market Avenue Plymouth PL1 1PS	Mrs Kate Price
15/08/2017	Agreed Condition Details	17/01325/CDMLB	Mr Cris Cowburn	Condition Discharge: Conditions 1-5 of application 17/00596/LBC	1 Hooe Manor Belle Vue Road Plymouth PL9 9NR	Mrs Kate Price
15/08/2017	Condition Decision Split	17/01293/CDM	Mr Cris Cowburn	Condition Discharge: Conditions 1-9 of application 17/00595/FUL	1 Hooe Manor Belle Vue Road Plymouth PL9 9NR	Mrs Kate Price
15/08/2017	Grant Conditionally	17/01306/FUL	Mrs Lyndsey Bright	Rear extension and alterations to garden (raised lawn)	317 Old Laira Road Plymouth PL3 6DH	Mrs Liz Wells
15/08/2017	Grant Conditionally	17/01337/FUL	Mr Kevin Noyce	First floor rear extension	68 Billacombe Road Plymouth PL9 7EX	Mrs Liz Wells
15/08/2017	Grant Conditionally	17/01377/FUL	Mr Christopher Maslen	Demolition of rear utility room, part rear extension including decking	123 Plymstock Road Plymouth PL9 7PH	Mrs Alumeci Tuima
15/08/2017	Grant Conditionally	17/01385/ADV	Mr Paul James (C/O PCL Planning Ltd)	Illuminated projecting sign	Sutton Harbour Car Park 4 Lockyers Quay Plymouth PL4 0LY	Mr Mike Stone
16/08/2017	Agreed Condition Details	17/01378/CDM	Mr John London	Condition Discharge: Condition 10 of application 16/00334/FUL	Plymouth Market Market Avenue Plymouth PL1 1PS	Mrs Kate Price

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
16/08/2017	Grant Conditionally	17/01356/TPO	Mrs Joanne James	Sycamore - 40% reduction of crown to natural growth points (below the previous reduction points) and shape leaving lower growth.	24 Powderham Road Plymouth PL3 5SG	Mrs Jane Turner
17/08/2017	Agreed Minor Amendment	17/01218/AMD	Mr P Webb	Non-material Minor Amendment: Lower the eaves height of nine housetypes, amend the location of side doors to the rear of two housetypes, and move a rooflight from the rear to the front elevation of one housetype for application 16/02233/FUL	Former Plympton Hospital, Market Road Plympton Plymouth PL7 1QR	Mr Simon Osborne
17/08/2017	Agreed Condition Details	17/01652/CDC	Natalie Kent	Confirmation that conditions from 79/03605/REM have been satisfied	Winifred Baker Court Addison Road Plymouth PL4 8LL	Mrs Katie Saunders
17/08/2017	Agreed Condition Details	17/01653/CDC	Natalie Kent	Confirmation that conditions from 78/02713/FUL have been satisfied	Winifred Baker Court Addison Road Plymouth PL4 8LL	Mrs Katie Saunders
17/08/2017	Grant Conditionally	17/01321/FUL	Mrs Claire Stewart	Rear extension and extension to raised decking	55 Glenholt Road Plymouth PL6 7JD	Mrs Liz Wells
17/08/2017	Grant Conditionally	17/01338/FUL	Mr Garerth Bray	Front porch	45 Moorland View Derriford Plymouth PL6 6AW	Miss Amy Thompson
17/08/2017	Grant Conditionally	17/01369/TCO	Mr Martin Kent	Conifer: Fell due to damage to wall	43 Valletort Road Plymouth PL1 5PH	Mrs Jane Turner
17/08/2017	Grant Conditionally	17/01428/ADV	Mr Colin Douglas	Company logo on building	Devonport Dockyard Saltash Road Keyham Plymouth PL1 4SG	Mrs Jess Maslen

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
17/08/2017	Grant Conditionally	17/01438/FUL	Mr & Mrs Mason	Hip to gable roof conversion and rear extension	9 Goodeve Close Plymouth PL9 9HH	Mr Mike Stone
17/08/2017	Grant Conditionally	17/01466/FUL	Mr Mason-Smith	Replacement rear windows and door	11 Shackleton Court Plymouth PL5 3UL	Mr Chris Cummings
17/08/2017	Grant Conditionally	17/01480/FUL	Mr & Mrs Thomas	Fencing (retrospective) (resubmission of 17/01079/FUL)	6 Carew Grove Plymouth PL5 3PD	Mr Chris Cummings
17/08/2017	Grant Conditionally	17/01494/FUL	Mr Paul Hicks	Installation of rapid electric vehicle charging station	Honicknowle Service Station Crownhill Road Plymouth PL5 3SL	Mr Chris Cummings
18/08/2017	Agreed Condition Details	17/01373/CDMLB	Julie Boyes	Condition Discharge: Conditions 9 & 11 of application 16/00343/LBC	Plymouth Market Market Avenue Plymouth PL1 1PS	Mrs Kate Price
18/08/2017	Grant Conditionally	17/00993/S73	Mr Steven	Vary condition 2 of application 15/02229/FUL to enable changes to access road and associated landscaping works	St Peters Convent George Lane Plymouth PL7 2LL	Mr Oliver Gibbins
18/08/2017	Grant Conditionally	17/01204/FUL	Mr & Mrs Bellwood	First floor side extension over garage	32 Oak Drive Plymouth PL6 5TZ	Mrs Alumecci Tuima
21/08/2017	Agreed Minor Amendment	17/01496/AMD	Mr Neil Howells	Non-material Minor Amendment: Revised cladding panels on the exterior face of building of application 15/01143/FUL	Beckley Court Armada Way Plymouth PL1 1LD	Mrs Katie Saunders

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
21/08/2017	Agreed Condition Details	17/00230/CDM	Mr John Gregory	Condition Discharge: Conditions 6, 11, 15, 16, 17 & 19 of application 13/01916/OUT	Former Toshiba Site, Ernesettle Lane Plymouth PL5 2TX	Mr Simon Osborne
21/08/2017	Agreed Condition Details	17/00664/CDM	Mr John Gregory	Condition Discharge: Conditions 5 & 7 of application 13/01916/OUT	Former Toshiba Site Ernesettle Lane Plymouth PL5 2TT	Mr Simon Osborne
21/08/2017	Agreed Condition Details	17/00890/CDMLB	Paul Channing	Condition Discharge: Conditions 4, 6 & 7 of application 15/02232/LBC	St Peters Convent George Lane Plymouth PL7 2LL	Mrs Rebecca Boyde
21/08/2017	Agreed Condition Details	17/01390/CDM	Mr Simon Wagemakers	Condition Discharge: Condition 41 of application 12/02027/OUT (in relation to Phase 9 of the development)	Land At Seaton Neighbourhood Plymouth	Mr Alistair Wagstaff
21/08/2017	Grant Conditionally	17/01332/FUL	Ms Julie Skitt	First floor side extension and rear extension	19 Lopwell Close Plymouth PL6 5BP	Mrs Alumecci Tuimala
22/08/2017	Grant Conditionally	17/00675/OUT	Plymouth City Council	Outline application for 4no. individual self-build plots	Land At Maidstone Place Plymouth PL5 2SG	Mr Oliver Gibbins
22/08/2017	Grant Conditionally	17/00726/FUL	Mr & Mrs Johnson	Proposed new single storey dwelling with detached garage	4 Delgany Villas Delgany Drive Plymouth PL6 8AG	Mr Robert McMillan
22/08/2017	Grant Conditionally	17/01320/FUL	Mr & Mrs Chris Stevens	Development of 4 bedroom detached house with detached garage	Land To The Front Of 56 Vinery Lane Plymouth PL9 8DE	Miss Amy Thompson

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
22/08/2017	Grant Conditionally	17/01381/FUL	Mr Terry Kerswell	Two storey rear extension including part side extension	11 Trewithy Drive Plymouth PL6 5TY	Mrs Alumeci Tuima
22/08/2017	Grant Conditionally	17/01398/FUL	Miss Kelly Lashbrook	Rear extension (Resubmission of 17/00703/FUL)	15 Kit Hill Crescent Plymouth PL5 1EW	Mr Chris Cummings
22/08/2017	Grant Conditionally	17/01401/FUL	Mr Robert Hingston	Proposed outbuilding to provide living space and gym area	52 Linketty Lane West Plymouth PL3 5RY	Mrs Alumeci Tuima
22/08/2017	Grant Conditionally	17/01455/FUL	Mr David Tytherleigh	Two storey rear extension	211 Dunraven Drive Plymouth PL6 6BA	Mrs Alumeci Tuima
23/08/2017	Report Issued	17/01553/ERS103	Akkeron Group LLP	Screening Opinion	Home Park Football Ground Higher Home Park And Western Gateway Sites Plymouth	Mr Chris King
23/08/2017	Agreed Condition Details	15/00531/CDM	Taylor Wimpey (Exeter)	Condition Discharge: Conditions 57, 58 & 59 (partial) of application 06/02036/OUT	Sherford New Community Land South-Southwest Of A38 Plymouth	Mr Ian Sosnowski
23/08/2017	Grant Conditionally	17/00015/FUL		Change of use to HMO (Class C4)	106 Hyde Park Road Plymouth PL3 4RD	Miss Amy Thompson
23/08/2017	Grant Conditionally	17/01384/FUL	Mr Liam James	Erection of a new, one-off 3 bedroom family dwelling. The proposal is for a dormer style bungalow	68 Sherford Road Plymouth PL9 8BW	Mr Chris King



Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
24/08/2017	Agreed Minor Amendment	17/01528/AMD	Cavanna Homes (Devon) Limited	Non-material Minor Amendment: Update decision notice to alter some incorrect approved plans for application 16/02303/FUL	Land Off Runway Road Plymouth PL6 8AL	Mr Robert McMillan
24/08/2017	Agreed Minor Amendment	17/01537/AMD	Miss Kate Baker	Non-material Minor Amendment: Additional window to Unit 45 on the western gable for application 14/00135/FUL	Land Off Towerfield Drive Plymouth	Mr Robert McMillan
24/08/2017	Agreed Condition Details	17/01326/CDMLB	Mr Adam Willets	Condition Discharge: Conditions 3 & 4 of application 16/01377/LBC	Melville Building Royal William Yard Plymouth PL1 3RP	Miss Katherine Graha
24/08/2017	Agreed Condition Details	17/01679/CDM	Mr Simon Wagemakers	Condition Discharge: Conditions 32, 33, 34 & 35 of application 12/02027/OUT	Phase 7, Seaton Neighbourhood, William Prance Road Plymouth	Mr Alistair Wagstaff
24/08/2017	Grant Conditionally	17/01023/S73	Mr Steven	Variation of Plot 7 of application 15/02231/LBC	St Peters Convent George Lane Plymouth PL7 2LL	Mrs Rebecca Boyde
24/08/2017	Grant Conditionally	17/01037/FUL	Mrs Nina Cleverley	Excavation of hard standing and dropped kerb	239 Bodmin Road Plymouth PL5 4AT	Mr Mike Stone
24/08/2017	Grant Conditionally	17/01263/FUL	Mr R Cole	Proposed rear dormer, side & rear extensions and a hardstanding	228 Miller Way Plymouth PL6 8UQ	Mrs Liz Wells
24/08/2017	Grant Conditionally	17/01536/FUL	Mr & Mrs King	Rear extension	26 Tor Crescent Plymouth PL3 5TW	Mr Chris Cummings

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
24/08/2017	Grant Conditionally	17/01543/FUL	M Perring	Two-storey rear extension (demolition of existing conservatory)	6 Grasmere Close Plymouth PL6 5HE	Mr Chris Cummings
24/08/2017	Not Determined	15/01746/MDPO	Mr P Gerry	Request to Discharge Section 106 Agreement A165/134 dated 31/12/1990 relating to planning application 90/01016/FUL. The obligations contained within the agreement relate to use of the land, including public access.	12 Pearn Road Compton Plymouth PL3 5JF	Mr Ben Wilcox
24/08/2017	Refused	17/00724/FUL	Mr Steve Billings	New dwelling with associated works	Land At Looseleigh Lane Plymouth	Mr Robert McMillan
25/08/2017	Grant Conditionally	17/01227/REM	Mr David Matthews	Application for reserved matters for 85 dwellings and associated roads, drainage, landscaping, open space and parking following outline consent 14/00152/OUT	Land Off Aberdeen Avenue Plymouth	Mrs Katie Saunders
25/08/2017	Grant Conditionally	17/01397/TCO	Mr Cox	Fell 1x Tulip tree (damage to wall)	19 Acre Place Plymouth PL1 4QR	Mrs Jane Turner
25/08/2017	Grant Conditionally	17/01399/TCO	Mr Fraser	2x Apple trees: Prune (routine maintenance)	86 Durnford Street Plymouth PL1 3QW	Mrs Jane Turner
25/08/2017	Refused	17/01387/FUL	Mr Jonathan Sims	Erection of 9no. detached dwellinghouses (resubmission of 16/01868/FUL)	Land At Thirlmere Gardens Thirlmere Gardens Plymouth PL6 5HG	Mr Jon Fox
29/08/2017	Agreed Condition Details	17/00754/CDM	Miss Katie Slack	Condition Discharge: Conditions 3, 4 & 5 of application 14/01815/FUL	Fort House Fort Terrace Plymouth PL6 5BU	Mrs Rebecca Boyde

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
29/08/2017	Grant Conditionally	17/00730/FUL	Ms Wenhui Zhang	Continue use of premises as restaurant (Class A3)	112 Cornwall Street City Centre Plymouth PL1 1NF	Mr Jon Fox
29/08/2017	Grant Conditionally	17/01000/FUL	Mr & Mrs A Old	Two storey rear extension and side extension	27 Radford Park Road Plymouth PL9 9DN	Mr Mike Stone
29/08/2017	Grant Conditionally	17/01265/FUL	Mr Glenn Price	Two storey side extension	Jessops Fore Street Tamerton Foliot Plymouth PL5 4NF	Mrs Alumeci Tuima
29/08/2017	Grant Conditionally	17/01392/FUL	Mr Justin Walder	Two storey side extension, rear and front extensions including porch	30 Furzehatt Road Plymouth PL9 8QS	Mrs Alumeci Tuima
29/08/2017	Grant Conditionally	17/01441/FUL	Mr Maurice Lamb	Front hardstanding	75 Fairview Avenue Plymouth PL3 6DP	Mr Chris Cummings
29/08/2017	Grant Conditionally	17/01482/FUL	Mr & Mrs El Morshdy	Two storey side extension	11 Hazel Close Plymouth PL6 6HL	Mrs Alumeci Tuima
30/08/2017	Agreed Minor Amendment	17/01620/AMD	Mr M Ellis	Non-material Minor Amendment: Reduction in footprint, re-orientation perpendicular to boundary and re-location slightly toward roadway to avoid neighbour's kitchen window and single door instead of pair of application 16/00936/FUL	39 Reddicliff Road Plymouth PL9 9NF	Mr Mike Stone
30/08/2017	Agreed Condition Details	17/00281/CDM	Mr Paul McGuire	Condition Discharge: Conditions 5 & 17 of application 13/02419/FUL	Vision Zones J, K, And M Chapel Street Plymouth PL1 4DP	Miss Katherine Graha

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
30/08/2017	Agreed Condition Details	17/00627/CDM	The Abbeyfield Society	Condition Discharge: Conditions 17, 18, 22, 23, 27, 28, 38 & 44 of application 14/01448/OUT	Plot C2, Millbay Plymouth	Miss Katherine Graha
30/08/2017	Condition Decision Split	17/00875/CDMLB	Mr Adam Willets	Condition Discharge: Conditions 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 & 13 of application 16/01377/LBC	Melville Building Royal William Yard Plymouth PL1 3RP	Miss Katherine Graha
30/08/2017	Grant Conditionally	17/01226/FUL	Miss Hathaway	Conversion of single dwelling into 2no self contained flats (C3).	66 Wilton Street Plymouth PL1 5LU	Mr Mike Stone
30/08/2017	Grant Conditionally	17/01422/FUL	Mr Abbott	Single storey side and rear extensions to ground floor retail unit and rear external staircase to first floor flat	26-28 Morshead Road Plymouth PL6 5AH	Miss Amy Thompson
30/08/2017	Grant Conditionally	17/01437/S73	WM Morrison Supermarket PLC	Removal of conditions 4 & 5 from application 16/01914/S73	282 Outland Road Plymouth PL3 5UQ	Mr Chris King
30/08/2017	Grant Conditionally	17/01527/FUL	Mr & Mrs M Scoble	Single storey front and rear extensions, first floor extension, and conversion of garage to create annex	8 Coniston Gardens Plymouth PL6 5HS	Mr Chris Cummings
31/08/2017	Agreed Condition Details	17/01096/CDM	Mr Mark Jefferies	Condition Discharge: Conditions 3, 4, 7, 14 & 15 of application 16/00039/FUL	Ridgeway School Moorland Road Plymouth PL7 2RS	Mr Jon Fox
31/08/2017	Grant Conditionally	17/01450/FUL	Mr Andrew Younger	Front and side extension, rear infill and balcony	84 Radford Park Road Plymouth PL9 9DX	Mrs Alumeci Tuima

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
31/08/2017	Grant Conditionally	17/01470/LBC	Mr Ian Cox	Alterations & rear extension	19 Acre Place Plymouth PL1 4QR	Mrs Alumeci Tuima
31/08/2017	Grant Conditionally	17/01515/FUL	Mr & Mrs P Lindley	Rear extension, garage and rear garden alterations	32 Canefields Avenue Plymouth PL7 1XH	Mr Mike Stone
31/08/2017	Grant Conditionally	17/01574/FUL	Mr & Mrs Stockdale	First floor side extension	37 Venn Crescent Plymouth PL3 5PJ	Mr Mike Stone
31/08/2017	Refused	17/01467/FUL	Mason - Smith	Replacement front windows and door	11 Shackleton Court Plymouth PL5 3UL	Mr Chris Cummings
31/08/2017	Refused	17/01476/FUL	Vicky Fitzpatrick	Front and side extension	6 Castle Bank Gardens Plymouth PL3 6DZ	Mrs Alumeci Tuima
01/09/2017	Grant Conditionally	17/01239/FUL	Carnell	Replacement of existing windows	12 Ashley Place Arundel Crescent Plymouth PL1 5DZ	Mrs Liz Wells
01/09/2017	Grant Conditionally	17/01316/FUL	Mr Thomas Alford	Rear conservatory with basement access (Retrospective)	60 Shute Park Road Plymouth PL9 8RF	Mrs Alumeci Tuima
01/09/2017	Grant Conditionally	17/01395/TCO	Mrs Janis	T1 Beech (actully Ash) - crown raise to 2m above ground and reduce lower branches by 1.5m T2 Hazel - reduce spread by 1.5m T3 Pittisporum - reduce crown by 1.5m T4 Cherry - reduce crown by 1.5m T5 and T6 small Beech - tip prune over garden	29 Fore Street Plympton Plymouth PL7 1LZ	Mrs Jane Turner

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
01/09/2017	Grant Conditionally	17/01435/TCO	Mrs Laura Stevens	T1 Small Pittosporum - Remove to ground level	12 Park Street Plymouth PL3 4BL	Mrs Jane Turner
01/09/2017	Grant Conditionally	17/01452/TCO	James Giblett	2x Holm Oak - fell (significant damage to boundary wall).	4 Berkeley Cottages Collingwood Road Plymouth PL1 5QT	Mrs Jane Turner
01/09/2017	Grant Conditionally	17/01519/TCO	Mrs Helen Fisher	Copper Beech - reduce crown by maximum of 3m to natural growth points	3 Albemarle Villas Plymouth PL1 5QZ	Mrs Jane Turner
01/09/2017	Grant Conditionally	17/01520/TCO	Mr Henry Sells	Copper Beech - reduce crown by maximum of 3m to natural growth points.	4 Albemarle Villas Plymouth PL1 5QZ	Mrs Jane Turner
01/09/2017	Grant Conditionally	17/01532/TPO	Mr Michael Willacy	Ash - reduce crown by 7m	Land To The North East Of 38 Burleigh Manor Plymouth PL3 5NT	Mrs Jane Turner
01/09/2017	Grant Conditionally	17/01545/FUL	Mr & Mrs Dorrall	Two-storey side & single-storey rear extensions (demolition of existing garage & conservatory)	82 Furzehatt Road Plymouth PL9 8QT	Mr Chris Cummings
01/09/2017	Grant Conditionally	17/01556/FUL	Mr Paul Cottenham	Replacement and extension to existing hardstanding	40 Medway Place Plymouth PL3 6HB	Mr Chris Cummings

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
01/09/2017	Granted Conditionally subject to S106	17/01409/S73M	Drake Circus Leisure Limited	Variation of conditions 2 (approved plans); 9 (Extinguishment of Highway); 13 (surface water drainage); 18 (cycle storage) & 24 (Charles Cross works), and removal of conditions 19 (canopy); 31 (toilets) and 32 (food drainage) of application 15/01163/FUL (as varied by 16/01015/AMD & 17/00956/AMD), to allow for minor material amendments to the design and layout of buildings, landscaping and associated highway works	Bretonside Bus Station Bretonside Plymouth PL4 0BG	Mr John Douglass
01/09/2017	Refused	17/01123/OUT	Mr Staddon	Outline application with details of access for detached dwelling (self build) with creation of native woodland	Land At Drunken Bridge Hill R/O 2 - 30 Copse Road Plympton PL7 1UG	Mr Jon Fox
04/09/2017	Grant Conditionally	17/01195/LBC	Mr Dan Stones	Change of use from offices (Class B1) to 4no apartments (Class C3)	Pryn Court 9 Craigie Drive Plymouth PL1 3JB	Mr Alan Hartridge
04/09/2017	Grant Conditionally	17/01273/LBC	Mr Dan Stones	Internal works and alterations	Pryn Court 9 Craigie Drive Plymouth PL1 3JB	Mr Alan Hartridge
04/09/2017	Grant Conditionally	17/01445/FUL	Mr Andrew Cotterell	Single storey extension to create new retail (Class A1) and food & drink unit (Class A3)	1 Carnock Road Plymouth PL2 3SG	Miss Amy Thompson
04/09/2017	Grant Conditionally	17/01447/FUL	Mr D Ballard	Replacement of two windows	Flat 38, Harbourside Court Hawkers Avenue Plymouth PL4 0QT	Mrs Kate Price
04/09/2017	Grant Conditionally	17/01510/FUL	Mr & Mrs Don Wing	Side extension	61 Merafield Drive Plymouth PL7 1TP	Mrs Alumeci Tuima

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
05/09/2017	Grant Conditionally	17/00757/FUL	Mrs Bee Lay Lam	Change of use of ground floor from shop (Class A1) to hot food takeaway (Class A5) and restaurant (Class A3) and installation of external flue	28 Percy Terrace Alexandra Road Mutley Plymouth PL4 7HG	Mrs Karen Gallacher
05/09/2017	Grant Conditionally	17/01007/FUL	Michele Vandike	Single storey self build dwelling	1 Delgany Villas Delgany Drive Plymouth PL6 8AG	Miss Amy Thompson
05/09/2017	Grant Conditionally	17/01468/FUL	Carnell	Replacement of all windows	4 Carlton Terrace Eldad Hill Plymouth PL1 5EA	Mrs Kate Price
05/09/2017	Grant Conditionally	17/01469/FUL	Mr Ian Cox	Alteration and additions to existing rear extension	19 Acre Place Plymouth PL1 4QR	Mrs Alumeci Tuima
05/09/2017	Grant Conditionally	17/01475/FUL	Mr Dave Salmon	Rear and side extension	1 Furzehatt Road Plymouth PL9 8QU	Mrs Alumeci Tuima
05/09/2017	Grant Conditionally	17/01477/ADV	Mr Darren Rigby	New illuminated fascia signs, non-illuminated window graphics and poster frames	234 - 236 Miller Way Plymouth PL6 8UQ	Mrs Jess Maslen
05/09/2017	Grant Conditionally	17/01491/FUL	Mr & Miss James & Chiswell	Hip-to-gable roof, loft conversion, front and rear dormers, part side and rear extensions	Sandhurst Rocky Park Avenue Plymouth PL9 7DJ	Mrs Alumeci Tuima
06/09/2017	Agreed Condition Details	17/01547/CDC	Robert Twigg	Confirmation that condition 16 of 04/02313/FUL has been satisfied	Unit 4 Crownhill Retail Park Tavistock Road Plymouth	Mr Chris King



Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
06/09/2017	Grant Conditionally	17/01194/FUL	Mr Dan Stones	Change of use from offices (Class B1) to 4no apartments (Class C3)	Pryn Court 9 Craigie Drive Plymouth PL1 3JB	Mr Alan Hartridge
06/09/2017	Grant Conditionally	17/01417/FUL	Miss Catherine McGinty	First floor rear extension.	35 Ashery Drive Plymouth PL9 9PB	Mrs Alumeci Tuima
06/09/2017	Split Decision	17/01408/ADV	Mr Paul James	Non illuminated sign	Sutton Harbour Car Park 4 Lockyers Quay Plymouth PL4 0LY	Mrs Jess Maslen
07/09/2017	Agreed Condition Details	17/01799/CDM	Mr & Mrs Hanley-Wildman	Condition Discharge: Condition 3 of application 16/01935/FUL	6 Finches Close Plymouth PL9 8DP	Mr Mike Stone
07/09/2017	Grant Conditionally	17/01143/FUL	Sarah-Jane Pesland	First floor/two storey side extension and rear extension to form residential annexe	1 Hopton Close Plymouth PL6 5JJ	Mr Chris Cummings
07/09/2017	Grant Conditionally	17/01333/FUL	Mr Richard Chapman	Replacement boiler with associated works	6 The Terrace Devonport Dockyard Saltash Road Keyham Plymouth PL1 4SB	Mrs Jess Maslen
07/09/2017	Grant Conditionally	17/01334/LBC	Mr Richard Chapman	Replacement boiler with associated works	6 The Terrace Devonport Dockyard Saltash Road Keyham Plymouth PL1 4SB	Mrs Jess Maslen
07/09/2017	Grant Conditionally	17/01432/FUL	Mr N Nicholas	Change of use of ground floor from financial institution (Class A2) to restaurant (Class A3)	Anglia House 10 Derrys Cross Plymouth PL1 2SH	Miss Amy Thompson

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
07/09/2017	Grant Conditionally	17/01490/FUL	Mr & Mrs Goulden	Rear and side extension	1 Hedingham Gardens Plymouth PL6 7DX	Mrs Alumeci Tuima
07/09/2017	Grant Conditionally	17/01508/S73M	Mr Davis	Vary condition 2 (approved plans) of application 16/02027/FUL	The Old Dispensary 36 Craigie Drive Plymouth PL1 3JB	Mr Chris King
07/09/2017	Grant Conditionally	17/01544/FUL	Mr S Dolan	Side extension and internal alterations	31 Burnett Road Plymouth PL6 5BH	Mrs Alumeci Tuima
07/09/2017	Grant Conditionally	17/01562/FUL	Mr Jakub Piast	Single storey rear extension and front hardstanding	111 Royal Navy Avenue Plymouth PL2 2AH	Mr Chris Cummings
07/09/2017	Grant Conditionally	17/01586/FUL	Mr & Mrs Jones	Two-storey rear extension and part two- storey, part single storey rear extension	18 Parkstone Lane Plymouth PL7 2DF	Mr Mike Stone
07/09/2017	Grant Conditionally	17/01596/FUL	Knapman Family Independent Funeral Directors Limited	Change of use from Estate Agents (Class A2) to Funeral Directors (Class A1) with Cold Room (Sui Generis) and external alterations to rear	20 Mannamead Road Plymouth PL4 7AA	Mr Mike Stone
07/09/2017	Grant Conditionally	17/01597/ADV	Knapman	Fascia signage	20 Mannamead Road Plymouth PL4 7AA	Mr Mike Stone
07/09/2017	Grant Conditionally	17/01631/FUL	Mr Josh Cook	First floor rear extension	70 Stuart Road Plymouth PL1 5LW	Mr Chris Cummings

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
08/09/2017	Report Issued	16/00598/ESR10	South West Water Limited	Request for an EIA Screening opinion for additional infrastructure plant and machinery plant at Ernesettle Waste Water Treatment Works	Ernesettle Waste Water Treatment Works, Ernesettle Lane Plymouth PL5 2TY	Mrs Katie Saunders
08/09/2017	Grant Conditionally	17/00969/FUL	Plymouth College	Enclosed link extension between The Haven House and Roville House	Plymouth College Ford Park Plymouth PL4 6RN	Miss Amy Thompson
08/09/2017	Grant Conditionally	17/01365/TPO	Cumberland Park Gardens Management Ltd	Various tree management works detailed on report dated 02/06/17 by R Ross with the exception of T13 Alder - this tree is to be retained, no work required	22A Madden Road Plymouth PL1 4NE	Mrs Jane Turner
08/09/2017	Grant Conditionally	17/01472/LBC	Miss Amanda Cusack	Internal alterations to provide additional bedroom	Flat 4, 216 Citadel Road Plymouth PL1 3BB	Mrs Kate Price
08/09/2017	Grant Conditionally	17/01495/TCO	Mr Torbuck	T1 - Sycamore tree reduce to 1 meter above previous reduction points.T2 - Ash r/o 24 Castlehayes Gardens crown reduce by upto 2 m to natural growing points	26 Castlehayes Gardens Plymouth PL7 1GB	Ms Joanne Gilvear
08/09/2017	Grant Conditionally	17/01499/TCO	Tiller	Willow (T1) - Crown reduce to 2m below BT line and prune lateral spread over garden and service road	149 Molesworth Road Stoke Plymouth PL3 4AJ	Ms Joanne Gilvear
08/09/2017	Grant Conditionally	17/01513/TCO	Mrs Amanda Brooks	Magnolia - Reduce crown by 2m in height and lateral spread	163 Citadel Road Plymouth PL1 2HU	Ms Joanne Gilvear
08/09/2017	Grant Conditionally	17/01523/FUL	Mr M Conyers	Part 2, part 3 storey side extension to create annexe	4 Woodlands End Plymouth PL6 7RE	Mr Mike Stone

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
08/09/2017	Grant Conditionally	17/01524/TCO	Mr Eric Bates	2x Sycamore - reduce to previous reduction points	Andely Lodge Fernleigh Road Plymouth PL3 5AN	Ms Joanne Gilvear
08/09/2017	Grant Conditionally	17/01531/TPO	Mr Alan Hart	Ash - Crown reduce by maximum of 4-7m to natural growth points and lift lower branches over lamp and BT pole.	St Matthews Church Sherford Road Plymouth PL9 8DQ	Mrs Jane Turner
08/09/2017	Grant Conditionally	17/01533/TPO	Mr Michael Willacy	Ash - redcue crown by maximum of 7m to natural growth points	19 Cheshire Drive Plymouth PL6 6SQ	Mrs Jane Turner
08/09/2017	Grant Conditionally	17/01554/TPO	Mrs Emily Mahon	Oak tree (T1) - pollard the tree to a point just below the failed boughs, leaving the epicormic growth	70 Reddicliff Road Plymouth PL9 9NF	Mrs Jane Turner
08/09/2017	Granted Conditionally subject to S106	17/00760/FUL	Mr Bryce and Mr Rosson	Erection of building containing 7 Houses of Multiple Occupation (HMOs) (Class C4 and Sui Generis) and 7 flats (Class C3) and associated bike & bin storage (demolition of existing coach house)	Sherwell House 30 North Hill Plymouth PL4 8ET	Mr Chris King

## Planning Applications Determined Since Last Committee, cont'd

Decision Date	Decision	Applicaition No:	Applicant	Proposal	Address	Case Officer
17/08/2017	Lawful Certificate Issued	17/01355/PRDE	Dr Eleanor Hodgson	Rear extension	19 Parker Road Plymouth PL2 3EB	Mr Chris Cummings
23/08/2017	Report Issued	17/01553/ERS103	Akkeron Group LLP	Screening Opinion	Home Park Football Ground Higher Home Park And Western Gateway Sites Plymouth	Mr Chris King
24/08/2017	Lawful Certificate Issued	17/01601/PRDE	Mr & Mrs Chadwick	Porch, rear dormer, rooflight and window alterations, installation of door and external chimney	35 Slade Close Plymouth PL9 9UQ	Mr Chris Cummings
24/08/2017	Prior Approval Refused	17/01572/GP1	Mr Michael Fesler	A single-storey rear extension which extends beyond the rear wall of the original dwellinghouse by 4.5m, has a maximum height of 4m, and has an eaves height of 3.3m	2B Glendower Road Plymouth PL3 4LA	Mr Chris Cummings
29/08/2017	Prior Approval Refused	17/01640/GP1	Mr Troy Nelson	A single-storey rear extension which extends beyond the rear wall of the original dwellinghouse by 4.6m, has a maximum height of 3.5m to ridge, and has an eaves height of 2.4m	19 Kingston Drive Plymouth PL7 2UZ	Mrs Alumeci Tuima
04/09/2017	Lawful Certificate Issued	17/01264/PRDE	Mr & Mrs M J Wilson	Roof alterations and rear dormer	9 Woodford Avenue Plymouth PL7 4QN	Mr Chris Cummings
04/09/2017	Prior Approval Not Required	17/01605/GP1	Mr J Brown	A single-storey rear extension which extends beyond the rear wall of the original dwellinghouse by 6.0m, has a maximum height of 4.0m, and has an eaves height of 2.45m	201 Crownhill Road Plymouth PL5 3SN	Mr Mike Stone

<b>Decision Date</b>	<b>Decision</b>	<b>Applicaition No:</b>	<b>Applicant</b>	<b>Proposal</b>	<b>Address</b>	<b>Case Officer</b>
08/09/2017	Report Issued	16/00598/ESR10	South West Water Limited	Request for an EIA Screening opinion for additional infrastructure plant and machinery plant at Ernesettle Waste Water Treatment Works	Ernesettle Waste Water Treatment Works, Ernesettle Lane Plymouth PL5 2TY	Mrs Katie Saunders
08/09/2017	Lawful Certificate Issued	17/01578/PRDE	Mr Colin Moss	Side/Rear Extension	22 Deveron Close Plymouth PL7 2YF	Mr Ben Wilcox

## PLANNING APPEALS

App no	Decision	Address	Proposal	Case Officer	Appeal Type	Decision Date	Synopsis
16/01212/F UL	ALLOWED WITH CONDITIONS	41-43 CHAPEL STREET DEVONPORT, PLYMOUTH, PL1 4DU	Conversion of former hotel to provide 10no residential units and café (Class A3) at ground floor	Chris King	Written Representations	28/07/2017	The Inspector acknowledges the role of Core Strategy polices CS28 and CS34 and the Development Guidelines SPD when assessing parking demand and provision, but goes on to state that the SPD is only a 'starting point' and wider assessment of the it is actual impact of the proposed development on parking availability in the surrounding area to judge whether there would be material harm to highway safety should be undertaken. The appellant submitted a parking survey demonstrating to the Inspector that there were available spaces 200m form the site to meet the demands of the development. The Local Planning Authority discredited these surveys with its own evidence however in the Inspectors view this was insufficient. The Inspector considered that the proposal would not be detrimental to highway safety or would materially impact on the amenity of surrounding residential occupiers. As such, they found no conflict with Polices CS28 or CS34 which seek to guard against such harm., PLYMOUTH, and South West Devon Joint Local Plan polices have not been considered as part of this appeal decision as they were not referred to when determining the planning application.
17/00703/F UL	ALLOWED WITH CONDITIONS	15 KIT HILL CRESCENT, PLYMOUTH, PL5 1EW	Residential annexe in rear garden.	Mike Stone	Written Representations	15/08/2017	Planning permission was refused for a detached residential annexe as it was felt to have the possibility of creating a separate sub-standard unit of accommodation. The Council considered this to be contrary to Local Development Framework Core Strategy Policy CS34 and Policy DEV10 of the draft , PLYMOUTH, and South West Devon Joint Local Plan. It was also considered contrary to guidance on residential annexes contained in the Council Development Guidelines Supplementary Planning Document (First Review) and the National Planning Policy Framework. The Councils view was that a standard condition on ancillary use would not give the planning authority the necessary control over the future use of the property. Having reviewed the application, the Inspector accepted that the principles of the SPD were broadly applicable, but felt that, with appropriate controls through the use of conditions, the proposal would not create a self-contained unit and was not therefore in conflict with the SPD, or with Policy CS34.No applications were made for costs by either side and no costs were awarded by the Inspector.

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