



#plymplanning



Oversight and Governance

Chief Executive's Department
Plymouth City Council
Ballard House
Plymouth PL1 3BJ

Please ask for Democratic Support
T 01752 305155
E democraticsupport@plymouth.gov.uk
www.plymouth.gov.uk/democracy
Published 11 August 2020

PLANNING COMMITTEE

Thursday 20 August 2020
4.00 pm
Virtual Committee

Members:

Councillor Stevens, Chair

Councillor Tuohy, Vice Chair

Councillors Allen, Mrs Bridgeman, Corvid, Sam Davey, Michael Leaves, Nicholson, Mrs Pengelly, Rebecca Smith, Vincent, Ms Watkin and Winter.

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

This meeting will be webcast and available on-line for playback once the meeting has concluded. By joining the meeting, councillors are consenting to being filmed during the meeting and to the use of the recording for the online viewing.

The Council is a data controller under the Data Protection Act. Data collected during this webcast will be retained in accordance with authority's published policy.

For further information on attending Council meetings and how to engage in the democratic process please follow this link – [Get involved](#)

Tracey Lee

Chief Executive

Planning Committee

1. Apologies

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

2. Declarations of Interest

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

3. Minutes (Pages 1 - 6)

The Committee will be asked to confirm the minutes of the meeting held on 23 July 2020.

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 Service 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. 1 Zion Street, Plymouth, PL1 2HX - 20/00545/FUL (Pages 7 - 18)

Applicant: Mr Chris Morris
Ward: St Peter and the Waterfront
Recommendation: Grant conditionally

6.2. 95 Plymbridge Road, Plymouth, PL6 7LD - 20/00589/FUL (Pages 19 - 32)

Applicant: Mrs Rosemary Anne Hayes
Ward: Moorview
Recommendation: Grant conditionally

6.3. Turnchapel Wharf, Barton Road, Plymouth, PL9 9RQ - **(Pages 33 - 58)**
I9/01810/FUL

Applicant: Mr Ryan Bonney
Ward: Plymstock Radford
Recommendation: Grant conditionally

7. Planning Enforcement (Pages 59 - 60)

8. Planning Application Decisions Issued (Pages 61 - 72)

The Service 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 meeting –

- 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>

This page is intentionally left blank

Planning Committee

Thursday 23 July 2020

PRESENT:

Councillor Stevens, in the Chair.

Councillor Tuohy, Vice Chair.

Councillors Allen, Mrs Bridgeman, Corvid, Sam Davey, Michael Leaves, Nicholson, Mrs Pengelly, R Smith, Vincent, Ms Watkin and Winter.

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

The meeting started at 4.00 pm and finished at 6.16 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.

16. Declarations of Interest

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

Name	Minute	Reason	Interest
Councillor Nicholson	21	Will speak as Ward Councillor on behalf of residents.	Private
Councillor Mrs Bridgeman	21	Brother lives on Trelawny Road.	Personal
Councillor Rebecca Smith	21	Went to school with the applicant but have not seen them for a number of years.	Personal

17. Minutes

Agreed the minutes of the meeting held on 18 June 2020.

18. Chair's Urgent Business

There were no items of Chair's urgent business.

19. Questions from Members of the Public

There were no questions from members of the public.

20. **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.

21. **36 Trelawny Road, Plympton , PL7 4LJ - 20/00362/S73**

Mr and Mrs Willcocks

Decision:

Application GRANTED conditionally and to include an additional condition stating that no fixed external security flood lighting shall be installed at first floor height on the rear east, west and south elevations of the dwelling house at any time, and where installed at ground floor height shall be angled towards the ground.

Councillor Mrs Bridgeman proposed this condition and was seconded by Councillor Winter.

Councillor Ms Watkin proposed to refuse planning consent this was not seconded.

(The Committee heard from Councillor Nicholson, Ward Councillor).

(The Committee heard from Mr Garry Kitchen, in objection to the application).

(The Committee heard from Mrs Nikki Willcocks, on behalf of the application).

(Councillor Nicholson declared an interest and took no part in the discussion).

(A site visit was held on 22 July 2020 in respect of this item).

22. **66 Ridgeway, Plymouth, PL7 2AL - 20/00392/FUL**

Mr Ibrahim Peik

Decision:

Grant conditionally.

Councillor Nicholson proposed and Councillor Mrs Bridgeman seconded to defer the item. The vote was lost.

(The Committee heard from Councillor Mrs Beer, Ward Councillor).

(The Committee heard from Mr Andrew Briggs, in objection to the application).

(Mr Ibrahim Peik was registered to speak but due to technical issues was unable to join the virtual meeting).

23. **Planning Enforcement**

Members noted the Planning Enforcement Report and highlighted the rise in the number of cases that were currently being dealt with. It was reported that Officers were prioritising the cases, however, Members requested that additional resources be put in place to ensure that delays in processing cases were minimised.

24. **Planning Application Decisions Issued**

The Committee noted the report from the Service Director for Strategic Planning and Infrastructure on decisions issued since the last meeting.

25. **Appeal Decisions**

The Committee noted the schedule of appeal decisions made by the Planning Inspectorate. It was reported that all the appeals were dismissed and Members thanked officers for their professionalism in dealing with the appeals.

VOTING SCHEDULE 23 JULY 2020 (Pages 5 - 6)

This page is intentionally left blank

PLANNING COMMITTEE – 23 July 2020**SCHEDULE OF VOTING**

Minute number and Application		Voting for	Voting against	Abstained	Absent due to interest declared	Absent
6.1	<p>36 Trelawny Road, Plymouth, PL7 4LJ 20/00362/S73</p> <p>Councillor Mrs Bridgeman proposed to accept the current planning structure and was seconded by Councillor Winter.</p> <p>Councillor Ms Watkin proposed to refuse planning consent this was not seconded.</p> <p>Granted conditionally with conditions.</p>	Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mrs Pengelly, Rebecca Smith, Vincent and Winter.	Councillors Michael Leaves and Ms Watkin		Councillor Nicholson	
6.2	<p>66 Ridgeway Road, Plymouth, PL7 2AL 20/00392/FUL</p> <p>Councillor Nicholson proposed and Councillor Mrs Bridgeman seconded to defer the item.</p> <p>The vote was lost.</p>	Councillors Mrs Bridgeman, Nicholson, Mrs Pengelly, Rebecca Smith and Ms Watkin.	Councillors Stevens, Tuohy, Allen, Corvid, Davey, Michael Leaves, Vincent and Winter.			
6.2	<p>66 Ridgeway Road, Plymouth, PL7 2AL 20/00392/FUL</p> <p>Grant conditionally</p>	Councillors Stevens, Tuohy, Allen, Corvid, Davey, Rebecca Smith, Vincent and Winter and Ms Watkin	Councillors Mrs Bridgeman, Michael Leaves Nicholson and Mrs Pengelly.			

This page is intentionally left blank

PLANNING APPLICATION OFFICERS REPORT



Application Number	20/00545/FUL	Item	01
Date Valid	16.04.2020	Ward	ST PETER AND THE WATERFRONT
Site Address	1 Zion Street Plymouth PL1 2HX		
Proposal	3 no. sets of external stairs		
Applicant	Mr Chris Morris		
Application Type	Full Application		
Target Date	11.06.2020	Committee Date	20.08.2020
Extended Target Date	31.08.2020		
Decision Category	Councillor Referral		
Case Officer	Mr Sam Lewis		
Recommendation	Grant Conditionally		



This application was called to Planning Committee by Cllrs. Penberthy, McDonald, and Tuffin.

1. Description of Site

The application site is a block of flats in an L shape that mostly front onto Zion Street managed by Plymouth Community Homes (PCH). Hoe Street borders the site to the east, with a car park that serves the Crowne Plaza hotel sitting to the west. Zion Street is just off Citadel Road, so the site is close to Plymouth Hoe - which sits to the south. While the site is close to the Hoe, Barbican, and City Centre conservation areas, it does not actually fall into any of them.

2. Proposal Description

The proposal is to install three sets of external fire-escape stairs on the L-shaped building's three vertices. Site 1 (as per the plans), towards the south of the site, is proposed to be approx. 2.9m high to the walkway level, with a privacy screen of 1.8m to protect the privacy of the properties to the south on Citadel Road. Site 2 is directly north of Site 1 at the other end of the building and will be

approx. 5.5m high. Again, privacy screens of 1.8m are to be installed on the eastern 'landing' portions to protect the privacy of the nearby flat windows. Site 3 is on the eastern end of the L and it is proposed to be approx. 5.8m high. The differing heights take into account the sloping site, which slopes downward from the south to the north.

Openings will be made into the gable ends of the building to accommodate the stairs and create doorways to access them. One-way 'exit only' doors are proposed to reduce the level of foot traffic on the stairs. The stairs are intended to provide an alternative means of escape in the event of a fire and not as a general means of accessing the upper flats - hence the one-way doors.

There are a number of mature trees towards the east of the site, close to Site 3. These trees are proposed to be retained as part of the scheme - although some pruning will be necessary to accommodate the stairs' installation. No privacy screens are proposed at Site 3 as a result of the natural screening that the trees will provide.

The application's original 21-day consultation period ran from 13th May 2020 to 9th June 2020. Following concerns raised by members of the public, ward councillors, and statutory consultees negotiations were held with the applicant to attempt to overcome the concerns. New information was then submitted by the applicant to provide a general rationale for the scheme, provide privacy screening on some of the proposed stairs, and to provide information regarding the proposed tree works that are deemed necessary. A new 21-day consultation period started on 28th July 2020 to advertise this new information, which is due to finish on 18th August 2020.

3. Pre-application Enquiry

None.

4. Relevant Planning History

The Application Site

99/01150/FUL - Installation of replacement windows and new external cladding (Granted Conditionally).

Similar Schemes

18/02105/S73 - Variation of Condition 2 (Approved Plans) of Planning Permission 15/01251/FUL to provide a separate means of escape and external and internal alterations (Granted Conditionally).

19/00557/FUL - External three-storey fire escape (Granted Conditionally).

The above two applications are somewhat similar schemes that have recently been considered by the Local Planning Authority. The former, at 47A North Road East, was also discussed at Planning Committee. It is not the view of Officers that either set a precedent in the context of this application, but comparisons can be drawn from them - particularly in the mitigation approved.

5. Consultation Responses

Hoe Neighbourhood Forum (HNF) - During the initial consultation period, the HNF objected to the application on the grounds of a lack of information provided by the applicant as to why the stairs were needed. They also cited a lack of engagement with the residents by the applicant. No response has been received from the HNF regarding the new information in the second consultation period at the time of publishing.

Historic Environment Officer - No objections.

Designing Out Crime (DOC) Officer - The DOC Officer objected to the application during the initial consultation period, again citing a lack of information and justification provided for the stairs -

as well as general concerns regarding how the stairs would actually be used. Following the submission of new information however, including some clarification as to the design and overall implementation of the scheme, the DOC Officer has removed their objection.

Natural Infrastructure Team - The Natural Infrastructure Team objected to the application originally due to a lack of information about how the proposal would impact on the trees on site. Following the submission of further information however, and discussions between the applicant and the Natural Infrastructure Officer, the objection has been removed subject to appropriate mitigation being included within the application. They have requested two conditions: one to request an Arboricultural Method Statement to be submitted and agreed prior to work commencing; and one to protect the existing line of trees on site.

Building Control - The Council's Building Control Team were asked for a comment during the second consultation period, but at the time of publishing no response has been received.

An addendum report will be produced prior to the committee to update Members on any additional responses received.

6. Representations

During the time period surrounding the initial consultation period eighteen separate letters of representation were received, although some letters name checked more than one household. There was delay in advertising the application due to COVID-19 restrictions, but the residents of the flats were already aware of the proposals due to the applicant sending out letters to them all. As a result, some of the letters were received before the formal consultation period started. The material issues raised in the representations include:

- Overlooking from those using the stairs;
- Loss of light from the stairs' massing;
- Issues surrounding security from adding an additional means of accessing the building;
- Loss of on-site green and other amenity space;
- Noise etc. from the stairs' use.

Other issues raised which are not material to the planning application include:

- The proposal does not address the issues raised in the building's Fire Risk Assessment;
- The 'need' for the staircases;
- A lack of consultation and engagement from the applicant prior to submitting the application.

At the time of publishing, a further two letters of representation have been received since the start of the second consultation period. One objects to the scheme on similar grounds to the above, and one supports the scheme but requests that the proposed one-way doors contain obscure glass to help protect privacy of nearby residents.

An addendum report will be produced prior to the committee to update Members on any additional representations received.

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. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council

and West Devon Borough Council (other than parts South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 of the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government of their choice to monitor at the whole plan level. This is for the purposes of the Housing Delivery Test and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019. This confirmed the Plymouth, South Hams and West Devon's revised joint Housing Delivery Test Measurement as 163% and that the consequences are "None". It confirmed that the revised HDT measurement will take effect upon receipt of the letter, as will any consequences that will apply as a result of the measurement. It also confirmed that that the letter supersedes the HDT measurements for each of the 3 local authority areas (Plymouth City, South Hams District and West Devon Borough) which Government published on 19 February 2019.

Therefore a 5% buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.4 years at end March 2019 (the 2019 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2019 (published 26 July 2019). The methodology and five year land supply calculations in the Housing Position Statement are based on the relevant changes in the revised National Planning Policy Framework published 19 February 2019 and updates to National Planning Practice Guidance published by the Government in September 2018, subsequently amended by NPPG Housing Supply and Delivery published 22 July 2019.

As a result of Government policies and guidance regarding lockdown due to Covid-19, the 2020 Housing Survey was delayed by approx. 2 months as site visits could not take place. The 2020 5YLS update is therefore delayed by 2 months and will now be published in September 2020. The impact from Covid-19 is likely to slightly reduce the supply identified for 2020/21 due to 2-3 months of limited/nil construction activity during lockdown. This however would not have the effect to result in a material change to the JLP Authorities 5YLS position, given the substantial 5YLS position at the 2019 monitoring point i.e. 6.4YLS which represents a surplus of 1,977 deliverable dwellings above what is required over the period 2019-2024 to demonstrate a 5YLS.

Other material considerations include the policies of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) and National Design Guidance. Additionally, the following planning documents are also material considerations in the determination of the application:

- o Plymouth and South West Devon Joint Local Plan 2014-2034: Supplementary Planning Document (SPD) (July 2020)

8. Analysis

8.1 This application has been considered in the context of the development plan, the adopted Joint Local Plan, the Framework and other material policy documents as set out in Section 7.

8.2 Fire Safety

8.2.1 The rationale behind the scheme is to allow each flat to have two directions of escape in the event of a fire. Some of the flats already have this, but some do not - particularly the maisonettes on the building's top floor. While the proposed staircases are not required by building regulations, as modern standards are not applied retrospectively to older buildings, the applicant nevertheless wants to make improvements to the property in an attempt to improve the means of escape. It is the understanding of Officers that the applicant undertakes risk assessments of their buildings on a fairly

regular basis and, where possible, seeks to make improvements to address concerns raised and to meet modern standards.

8.2.2 While the 'need' for a fire escape is not a material planning consideration, as such issues are dealt with under building regulations, Officers note that it is likely to become such in the future under the proposed Fire Safety Bill. Officers consider, however, that improved fire escape routes contribute to an increase in the overall amenity of the properties for those living there, which is a material planning consideration.

8.3 Consultation Undertaken by the Applicant

8.3.1 Many of the letters of representation received state that part of their reason for objecting to the scheme is because of a lack of engagement from the applicant. While it is often helpful if an applicant, especially a housing provider such as PCH, engages with affected residents prior to submitting a scheme to the Local Planning Authority for formal consideration, it is not a requirement for them to do so. The planning process provides a vehicle for affected members of the public to engage with proposals formally, so the applicant's alleged lack of consultation is not a material planning consideration.

8.3.2 It is noted however that letters were sent to the residents of the flats on both 16th March 2020 and 17th April 2020 alerting them of their intention to submit a planning application (with details of the scheme included) and to the validation of the same application respectively. It is Officers' understanding that two video calls took place with some of the residents in May 2020, and a follow-up letter was sent out on 28th May 2020. It is therefore clear that some attempt at consultation took place both before and after the submission of this planning application, but it is not the place of Officers to assess whether this consultation was sufficient.

8.4 Design

8.4.1 The stairs are proposed to be made out of galvanised steel to match other materials already used on site, and they are to be of a fairly typical fire escape-type design - with a zigzag-like pattern occurring as they descend (with the exception of Site 1 which is more of a simple bridge-like design). While the SPD would often presume against external staircases (see paragraph 4.150) and states that they should be accommodated internally, Officers do not consider that creating additional internal staircases would be practically possible or desirable in this instance. There is no space within the building to accommodate the staircases, so creating new internal staircases would require substantial extensions to the building.

8.4.2 Location wise, The Zion Street flats are set back from the main roads and pedestrian thoroughfares in the area; and they are not located in any of the nearby conservation areas. Site 1 will not be readily visible from public areas, apart from a side-on view down the existing footpath, and Sites 2 and 3, despite being more visible, are not considered to be in particularly prominent locations. While metal fire escapes are never the most attractive of structures, Officers consider that their locations are discreet enough for them to be considered acceptable - especially when considering the benefits from creating an additional means of escape for all residents. Site 2 is sandwiched between two blocks of flats, meaning that they will only be visible by those using the walkways and road to the north of the site; and Site 3 will largely be screened by the existing tree line. The Council's Historic Environment Officer was consulted on the scheme due to the site's proximity to a number of conservation areas and they did not raise any objections.

8.4.3 As a result of the staircases' locations, their compact design, and their overall benefit, Officers do not wish to raise any objections regarding their design.

8.5 Amenity

8.5.1 Many of the material planning concerns raised in the letters of representation revolve around the impact of the stairs on the residents of the flats and other nearby properties.

8.5.2 Overlooking concerns are the most prevalent, particularly from Site 1 and its bridge-like design. The original design of the Site 1 would have allowed for some overlooking over the gardens and rear windows of the properties on Citadel Road to the south. A 1.8m privacy screen was proposed by the applicant to overcome these concerns, and the new drawings show such a screen on the southern side of Site 1 - which Officers consider is an acceptable way to overcome the privacy concerns from the residents on Citadel Road. It could be argued that the manner in which Site 1 exits onto the greenspace to the west of the building could lead to overlooking of some of the windows of the flats on the west elevation. Officers acknowledge that this is possible, but as the stairs are descending at this point and situated away from the building it is considered that opportunities for overlooking are minimal.

8.5.3 Site 2, with its zig-zag design, is to be situated fairly close to some windows on the northern elevation. The landing areas where the stairs turn back on themselves could therefore lead to some overlooking into those windows, although the angle means that any overlooking would be somewhat obscured. Nevertheless, the applicant has proposed similar privacy screens as on Site 1 on the eastern landings to help protect the privacy of the adjacent flats. Officers again consider this to be an acceptable mitigation measure.

8.5.4 No significant overlooking concerns are raised by Officers in regards to Site 3 due to the natural screening the trees will provide and the fact that the stairs will be situated away from any windows.

8.5.5 Loss of light concerns, as well as general massing concerns, have also been raised by in some of the letters of representation. Officers acknowledge that at times the stairs' massing may seem large, but on balance their size and positioning is considered to be acceptable. When viewed from the Citadel Road properties, Site 1 could appear to be quite large - but it is the view of Officers that the flats themselves already create quite an overbearing presence to residents of those properties. The massing of Site 1 will be subsumed by the existing massing of the flats, leading Officers to conclude that Site 1's presence is not going to lead to any significant increase of overbearing feelings for residents of Citadel Road. This is also the case regarding light, as the gardens and rear windows of the Citadel Road properties are north-facing and already quite enclosed on all sides by high walls and the flats themselves.

8.5.6 It is the view of Officers that Site 2 has the potential to create some massing and loss of light concerns, but consider that they will not be of a significant-enough level to warrant a refusal of planning permission. Perhaps ironically, the privacy screens proposed on the eastern landings of Site 2 will lead to something of a blank façade outside some of the windows adjacent to the stairs. While Officers acknowledge that this is not ideal, the site's context leads to the conclusion that the impact will not be significant. The windows adjacent to Site 2 are also north-facing, and again they are enclosed by high walls on all sides. The building's own wall to the east limit the windows' access to light, and the wall at the end of the Sussex Place properties to the west provides a barrier to light. Flats that front onto Notte Street are situated directly to the north too, so it is considered that these windows are already fairly limited when it comes to accessing natural light. This leads Officers to conclude that the stairs' installation will not significantly alter the current situation, despite breaching the 45 degree rule (see paragraph 13.31 of the SPD).

8.5.7 Issues surrounding security and noise from the stairs' use were also raised in a number of the letters of representation. While Officers acknowledge that the stairs have the potential to be used for more than their intended purpose as a fire escape, it is considered that the mitigation put in place

is sufficient. One-way fire doors are to be installed at the top of each set of stairs to discourage their general use. While they could still be used as a means of exit, the one-way doors are likely to reduce any additional use to a low level. The one-way doors will also help to avoid anti-social behaviour. The stairs have been designed with no large landing areas to prevent congregation and all three sites, despite their relatively secluded locations, have natural surveillance over them from properties or public spaces. It is also noted that the upper floors of the flats can be easily accessed by anyone who wishes to at the moment in any case, so the addition of these stairs is not considered to alter the status quo - especially as they cannot be used for entry.

8.5.8 The final amenity issue to consider is the loss of some on-site green and other amenity space. Site 1 in particular will lead to a loss of a small amount of green space where the stairs will actually be constructed, and all three sites will lead to alterations of the walkways - portions of which have been used as outdoor amenity space by some of the residents over the years. While Officers understand why concerns have been raised regarding the loss of some green space and these informal amenity spaces, it is not considered that their loss is significant enough to warrant a refusal of planning permission. Plymouth Hoe is situated just to the south of the site which provides a lot of easily-available green space, and the walkway amenity space has been allowed by PCH informally over the years at their discretion - but as they are maintained by PCH, the applicant can reasonably ask residents to clear them at any time.

8.5.9 Overall, on amenity grounds, Officers consider that the stairs are, on balance, acceptable. While Officers acknowledge that there are likely to be some impacts in relation to massing and loss of light, it is considered that on balance the planning application is acceptable for the reasons discussed. As also discussed previously, it is the view of Officers that the addition of the stairs contributes to the overall amenity of the flats which helps to contribute to the view that, on balance, they are acceptable.

8.6 Impact on Trees

8.6.1 There is an existing row of nine trees to the east of the site, near the location of Site 3. The Council's Natural Infrastructure Team originally objected to the scheme as there was no information provided by the applicant about how these trees would be protected. Information, however, was provided by the applicant following discussions, which has satisfied that Natural Infrastructure Team's concerns. It is thought that around 3m of some of the trees' canopies will need to be pruned to accommodate the stairs, and the structure of the stairs will be spaced out enough to protect the trees' roots. An Arboricultural Method Statement has been conditioned so that the necessary tree work can be agreed in more detail at a later date, and confirmed by the Local Planning Authority prior to work commencing on site.

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

None.

11. Planning Obligations

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting

planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

Planning obligations are not required due to the size of the proposal.

12. Equalities and Diversities

This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and has concluded that the application does not cause discrimination on the grounds of gender, race and disability. This is because the proposed stairs are intended for emergency use only and therefore seen as a positive addition to the building rather than something integral to their access. There are no lifts in the building, so disabled access is already limited to the building's upper floors, meaning that this proposal does not alter the status quo.

13. Conclusions and Reasons for Decision

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal is acceptable and accords with policies DEV1, DEV20, and DEV28 of the Plymouth & South West Devon Joint Local Plan, and national guidance. It is considered that the design and siting of the proposed stairs are acceptable. It is acknowledged that the proposals could lead to some massing and loss of light to nearby windows, particularly near to Site 2, but these impacts are not considered to be significant enough to warrant a refusal of planning permission. On balance, Officers consider that the scheme is acceptable from a planning perspective and recommend that it is approved subject to the below conditions.

14. Recommendation

In respect of the application dated 16.04.2020 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**

Proposed Elevations 1/2 201 Rev A received 23/07/20
Proposed Elevations 2/2 202 Rev A received 23/07/20
Proposed Plans 211 Rev A received 23/07/20
Site Location Plan 001 - received 14/04/20
Existing Elevations 1/2 101 - received 14/04/20
Existing Elevations 2/2 102 - received 14/04/20
Existing Plans 111 - received 14/04/20

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with the Plymouth & South West Devon Joint Local Plan 2014–2034 (2019).

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: ARBORICULTURAL METHOD STATEMENT

PRE-COMMENCEMENT

No development shall take place until an Arboricultural Method Statement and Tree Protection Plan have been submitted to and approved in writing by the Local Planning Authority in relation to the installation of Staircase 3 and its foundations. The statement shall detail how trees are to be protected during construction and any special measures/pruning required in relation to the installation of the staircase. It shall include measures for protection in the form of barriers to provide a 'construction exclusion zone' and ground protection in accordance with Section 6.1 of BS: 5837:2012 Trees in relation to Design, Demolition and Construction - Recommendations. The measures contained in the approved statement shall be fully implemented and shall remain in place until construction work has ceased.

Reason:

To ensure that the trees on site are protected during construction work in accordance policy DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 127, 170 and 175 of the National Planning Policy Framework 2019.

Justification:

To ensure the trees are protected throughout the scheme.

4 CONDITION: TREES/HEDGEROWS TO BE RETAINED/PROTECTED

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

A: No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any pruning approved shall be carried out in accordance with BS 3998: 2010 Tree Work Recommendations.

B: If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or pruned in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

C: The erection of barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with Section 6.2 of BS 5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that the trees on site are protected during construction work in accordance with policy DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 127, 170 and 175 of the National Planning Policy Framework 2019.

5 CONDITION: ONE-WAY DOORS

The one-way doors shown on approved plans 201 REV A and 202 REV A shall be installed before the stairs' first use and they shall then be maintained in perpetuity.

Reason:

In order to protect the privacy and amenity enjoyed by the occupiers of the flats and adjacent properties in accordance with Policy DEVI of the Plymouth and South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework 2019.

6 CONDITION: PRIVACY SCREENS

The privacy screens shown on approved plans 201 REV A and 202 REV A shall be installed before the stairs' first use, out of the materials detailed on the same plans, and they shall then be maintained in perpetuity.

Reason:

In order to protect the privacy and amenity enjoyed by the occupiers of the flats and adjacent properties in accordance with Policy DEVI of the Plymouth and South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework 2019.

7 CONDITION: USE RESTRICTION

The approved staircases, shown on approved plans 201 REV A and 202 REV A, shall only be used in the event of an emergency or planned fire drill and at no time shall it be used as a general means of access or egress to the property.

Reason:

In order to protect the privacy and amenity enjoyed by the occupiers of the flats and adjacent properties in accordance with Policy DEVI of the Plymouth and South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework 2019.

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 (NEGOTIATION)

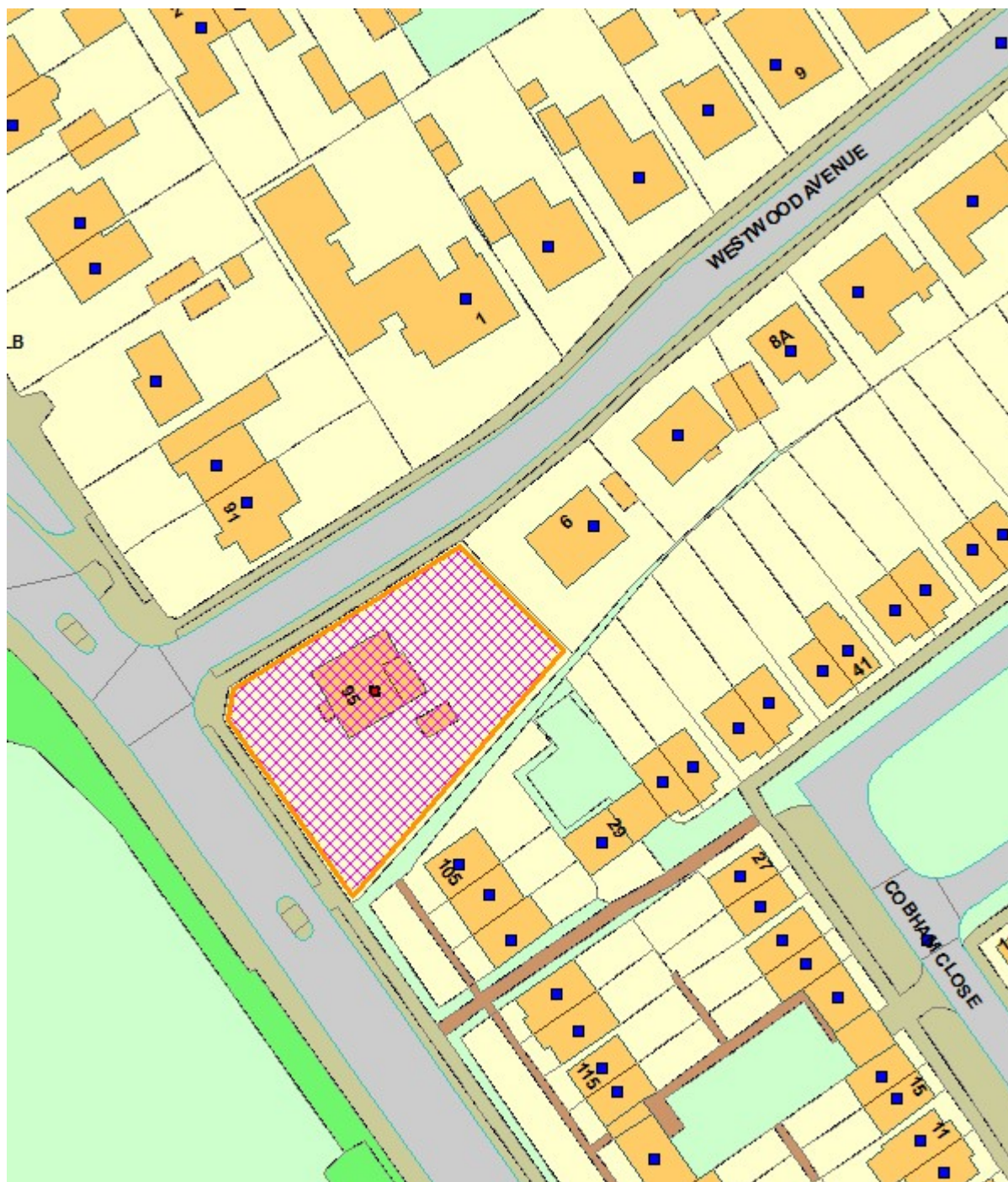
In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the National Planning Policy Framework 2019, the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.

This page is intentionally left blank

PLANNING APPLICATION OFFICERS REPORT



Application Number	20/00589/FUL	Item	02
Date Valid	28.04.2020	Ward	MOORVIEW
Site Address	95 Plymbridge Road Plymouth PL6 7LD		
Proposal	Demolition of existing bungalow and the erection of 4 dwellings of residential accommodation and associated landscaping		
Applicant	Mrs Rosemary Anne Hayes		
Application Type	Full Application		
Target Date	23.06.2020	Committee Date	20.08.2020
Extended Target Date	27.08.2020		
Decision Category	Councillor Referral		
Case Officer	Mr Jon Fox		
Recommendation	Grant Conditionally		



This planning application has been referred to Planning Committee by Cllr Bridgeman

I. Description of Site

The site comprises just over a 1/10th of a hectare of land situated on the south-eastern side of the junction of Plymbridge Road with Westwood Avenue, in the Glenholt area of the city. The site contains a substantial bungalow with parking fronting onto Plymbridge Road. The remainder of the site is given over to a front and rear garden. There is a mature hedgebank on the south-eastern site boundary, which includes a number of attractive deciduous trees. The south-western and north-western boundaries are marked by mainly conifer trees of limited merit. The surrounding residential development includes a mix of new, multi-storey dwellings to the south, (the Cobham development off Glenholt Road), and older, detached bungalows and semi-detached houses, to the north. The property immediately to the rear contains a detached bungalow and, to the east, on the other side of the mature hedgebank, there is one of the newer, terraced houses.

2. Proposal Description

The proposal is for demolition of the existing bungalow and the erection of four dwellings of residential accommodation and associated landscaping.

3. Pre-application Enquiry

None.

4. Relevant Planning History

19/00732/FUL - Demolition of the existing single storey dwelling and the erection of five dwellings. This application was refused on grounds of harm to the character of the area, harm to trees and biodiversity, and lack of outside amenity space.

5. Consultation Responses

Local Highway Authority

No objection subject to conditions.

Lead Local Flood Authority

No objection subject to details of surface water management.

Natural Infrastructure Team

No objection subject to conditions and repositioning of soakaway.

Public Protection Service

No objection subject to conditions.

Urban Design

No objection, following redesign of proposals including reducing scale of buildings and simplifying design of proposed semis on the corner of Plymbridge Road and Westwood Avenue.

6. Representations

One letter received during the initial public consultation period, which raises objections on the following grounds:

1. Overlooking leading to loss of privacy.
2. Dust, noise and odour problems and construction vehicles in street during the build.
3. There is too much development in the area, and Westwood Avenue in particular would be harmed by the development and associated car parking.
4. The development overdevelops the plot and would be out of keeping.
5. Overburdening of foul drainage system.
6. Impact exacerbated by the height and design of development.
7. Parking problems in Westwood Avenue.

The application has been amended twice. Following publicity of the latest plans, a 38-signature petition has been received, which raises objections on the grounds of:

- a. Development not in keeping with Westwood Avenue and Plymbridge Road.
- b. Overcrowding of Westwood Ave as exiting and entering via Plymbridge Road, for both vehicles and pedestrians.
- c. Loss of sight of open space.
- d. Loss of privacy.
- e. Loss of sunlight.
- f. Overdevelopment of the site, especially in view of ageing population in the area.

- g. Loss of on-street car parking, and new properties would not have adequate parking.

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. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government (MHCLG) of their choice to monitor at the whole plan level. This is for the purposes of the Housing Delivery Test (HDT) and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019. This confirmed the Plymouth, South Hams and West Devon's revised joint Housing Delivery Test Measurement as 163% and that the consequences are "None". It confirmed that the revised HDT measurement will take effect upon receipt of the letter, as will any consequences that will apply as a result of the measurement. It also confirmed that that the letter supersedes the HDT measurements for each of the 3 local authority areas (Plymouth City, South Hams District and West Devon Borough) which Government published on 19 February 2019. On 13th February 2020 MHCLG published the HDT 2019 measurement. This confirmed the Plymouth, South Hams and West Devon's joint HDT measurement as 139% and the consequences are "None".

Therefore a 5% buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.4 years at end March 2019 (the 2019 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2019 (published 26 July 2019). The methodology and five year land supply calculations in the Housing Position Statement are based on the relevant changes in the revised National Planning Policy Framework published 19 February 2019 and updates to National Planning Practice Guidance published by the Government in September 2018, subsequently amended by NPPG Housing Supply and Delivery published 22 July 2019.

As a result of Government policies and guidance regarding lockdown due to Covid 19, the 2020 Housing Survey was delayed by approx. 2 months as site visits could not take place. The 2020 5YLS update is therefore delayed by 2 months and will now be published in September 2020. The impact from Covid 19 is likely to slightly reduce the supply identified for 2020/21 due to 2-3 months of limited/nil construction activity during lockdown. This however would not have the effect to result in a material change to the JLP Authorities 5YLS position, given the substantial 5YLS position at the 2019 monitoring point i.e. 6.4YLS which represents a surplus of 1,977 deliverable dwellings above what is required over the period 2019-2024 to demonstrate a 5YLS.

Other material considerations include the policies of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) and National Design Guidance. Additionally, the Plymouth and South West Devon Supplementary Planning Document (SPD) is also a material consideration in the determination of the application.

8. Analysis

This application has been considered in the context of the development plan, the adopted Joint Local Plan, the Framework and other material policy documents as set out in Section 7.

8.1 Principle of Development

8.1.2 The site and surroundings are characterised by residential development, which includes the relatively recent Cobham development, off Glenholt Road. The current proposal is to redevelop the site of a single dwelling into a site for four dwellings, i.e. one less than previously proposed in the refused application 19/00732/FUL. Policy DEV10 (Delivering high quality housing) states that housing developments should be designed to be integrated with the adjacent developments and not appear to be an unrelated addition to the rest of the town, village and neighbourhood. This is to be achieved in the quality of the building design, materials and layout. DEV10 also says that development of garden space will only be permitted where it does not adversely affect the character and amenities of the area, and where the proposal can demonstrate that it contributes to the creation of sustainable linked neighbourhoods. In this case the increase in the number of on-site dwellings, from one to four, is a marked change to the pattern of development in Westwood Avenue. However, the site is adjacent to the newer, more densely designed housing layout, just to the east, and consequently officers consider it would not appear at odds with the density of development in the area generally. Therefore, subject to satisfactory layout, design and protection of amenities officers consider the principle of redevelopment is accepted.

8.3 Design

8.3.1 The previous scheme proposed five dwellings fronting onto Plymbridge Road, which is similar to the newer houses further along the street. Turning the houses around, so that four now face Westwood Avenue, is not considered harmful providing the corner plot addresses the main road adequately in design terms. The site is located on the corner of Plymbridge road and Westwood Avenue and should therefore form the connection between the different built characters, i.e. mainly bungalows in Westwood Avenue, two-storey housing in Plymbridge Road and the distinctive new builds of the Cobham development. The proposed corner building stands forward of the building line in Plymbridge Road. However, officers consider it is acceptable for the corner building not to follow the street building line, provided it still follows the principal design of the street and does not project so far forward as to appear intrusive in the street scene. This means using good quality, consistent materials throughout the street, thus giving it a sense of coherent identity.

8.3.2 With regard to the corner part of the site, the design of the pair of semis has been simplified from the original submission and includes an attractive elevation facing Westwood Avenue, which steps down from three storeys to two storeys in deference to the scale of the bungalows further along this street. The Plymbridge Road elevation of the building now includes a simple pitched roof that reflects the newer houses to the east.

8.3.3 Officers consider that the proposed semis on the Westwood Avenue side of the site should follow a simpler design that relates to the scale of the existing bungalows. The design of these buildings has been revised, by lowering the eaves and consequently fitting the first floor accommodation partly into the roof space. The roof has also been fully hipped on both sides of the building. In this case the building, although still a two-storey house, appears to step down adequately to the scale of the bungalow housing in the street.

8.3.4 Overall, the proposed buildings are considered by officers to fit in well with the streets in which they sit. Their scale and design is considered to strike the right and sympathetic tone with the site's location at the junction of new and old housing areas. The materials include the use of natural stone on the ground floor elevations, natural slate roofs and hanging and aluminium windows. Officers therefore consider that the proposals are in accordance with policy DEV20 (Place shaping and the quality of the built environment) of the JLP.

8.4 Amenity

8.4.1 With regard to amenity, the internal dimensions of the houses meet the Government space standards, and all properties are provided with 100m² or more of outside amenity space, in accordance with the guidance in the SPD. The back-to-back distances, to the houses in the Cobham development, are also in line with the SPD: the distance between the rear elevations of the proposed semis, in Westwood Avenue, and the rear of 29 Cobham Close, is approximately 25 metres; and the distance to the side of 105 Plymbridge Road, from the pair of semis proposed on the corner, is approximately 17 metres. The new SPD states that the corresponding separation distances should be 21 metres and 12 metres respectively. The impact on the bungalow to the north appears less than significant, providing there are no clear glazed windows on the north elevation of the nearest proposed unit. The front of the proposed semis on Westwood Avenue would be approximately 15.3 metres from the side boundary of 91 Plymbridge Road and the upstairs bedroom windows would overlook that neighbour's rear garden. However, there is a hedge running along the neighbour's side boundary, which helps to preserve a degree of privacy. Officers consider the pair of semis on the corner with Plymbridge Road would be too far forward to cause overlooking. On balance, it is considered that the overlooking of No.91's rear garden and house would not lead to an unreasonable loss of privacy. Officers do not consider that the proposed buildings would significantly reduce sunlight to neighbouring properties. The proposals are not therefore in conflict with policy DEV1 (Protecting health and amenity) and DEV10 (Delivering high quality housing) of the JLP.

8.5 Natural Infrastructure

8.5.1 The main issue is that of providing an adequately landscaped site, part of which would include mitigating for the loss of the four trees, which in accordance with the SPD equates to approximately 14 replacement trees on site, based on the stem diameter of the trees to be removed. Overall, and subject to conditions, the scheme is considered to provide a reasonably well landscaped site that would complement the character and appearance of the area. The scheme also includes a natural stone bank boundary and natural stone wall, which would add quality to the boundaries of the site. Officers therefore consider the proposals are in accordance with policies DEV20, DEV26 (Protecting and enhancing biodiversity and geological conservation) and DEV28 (Trees, woodlands and hedgerows) of the JLP.

8.6 Other Impacts

8.6.1 Public comments raise the issue of parking and access off Westwood Avenue. However, the Highway Authority raises no objection to the level and position of off-street parking spaces, nor the loss of on-street parking resulting from the proposed new driveway entrances. Overall, the proposals are considered to provide adequate off-street parking facilities without prejudice to on-street parking and highway safety, in accordance with policy DEV29 of the JLP.

8.6.2 With regard to noise and other construction related issues, construction should abide by the Council's Public Protection Service Code of Practice. However, regard should be had to the Government legislation about extending hours of working owing to Covid-19. Concern has been expressed about whether the foul drainage system has the capacity to deal with the development. However, this is a matter for South West Water.

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 Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended).

11. Planning Obligations

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

Planning obligations not required due to the nature and size of proposal.

12. Equalities and Diversities

This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and has concluded that the application does not cause discrimination on the grounds of gender, race and disability. In this respect the site is fairly level thereby minimising difficulties for disabled people. The proposals do not include bungalows, but nevertheless are not considered by officers to be discriminatory to older sections of the population.

13. Conclusions and Reasons for Decision

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal has overcome previous objections based on overdevelopment and is now in accordance with policies DEV1, DEV10 and DEV20 of the Plymouth and South West Devon Joint Local Plan and national guidance and is therefore recommended for conditional approval.

14. Recommendation

In respect of the application dated 28.04.2020 it is recommended to Grant Conditionally.

15. Conditions / Reasons

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

I CONDITION: APPROVED PLANS

1800mm Timber Framed Ledged and Braced Gate PRD BPC XX XX DR A 050 026 Rev P1 - received 23/07/20

Location Plan PRD BPC XX XX DR A 050 013 Rev P1 - received 23/07/20

Site Plan Demolition Works PRD BPC XX XX DR A 050 015 Rev P1 - received 23/07/20

1800mm Close Board Timber Fence PRD BPC XX XX DR A 050 024 Rev P1 - received 23/07/20

1800mm Close Board Fence with Trellis PRD BPC XX XX DR A 050 025 Rev P1 - received 23/07/20

1400mm Devon Hedge Bank and Braced Gate PRD BPC XX XX DR A 050 027 - received 23/07/20

Tree Protection Plan 05243 TPP 17.4.20 - received 23/04/20

Tree Constraints Plan 05243- TCP - 28.03.19 - received 23/04/20

Proposed Site and Block Plan PRD BPC XX XX DR A 050 016 Rev P3 - received 03/08/20

Tree Removal and Retention PRD BPC XX XX DR A 050 017 Rev P3 - received 03/08/20

Proposed Ground Floor Plan PRD BPC XX XX DR A 050 018 Rev P2 - received 03/08/20

Proposed First and Second Floor Plan PRD BPC XX XX DR A 050 019 Rev P3 - received 03/08/20
Proposed Street Scene and Elevations PRD BPC XX XX DR A 050 020 Rev P3 received 03/08/20
Proposed House Type 3B - 5P PRD BPC XX XX DR A 050 021 Rev P3 - received 03/08/20
Proposed House Type 4B - 7P PRD BPC XX XX DR A 050 022 Rev P3 - received 03/08/20
Proposed Landscaping Scheme PRD BPC XX XX DR A 050 023 Rev P3 - received 03/08/20

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with the Plymouth & South West Devon Joint Local Plan 2014–2034 (2019).

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: SURFACE WATER DRAINAGE**

PRE-COMMENCEMENT

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

- a) A surface water drainage strategy or flood risk assessment should be submitted that demonstrates that the proposed drainage system, including any attenuation, can provide a 1% AEP standard of protection plus a 40% allowance for climate change. Calculations and modelling results should be produced in support of any drainage design, including infiltration test results to support the chosen drainage strategy. Details are required for all proposed drainage features prior to planning approval.
- b) The Plymouth Local Flood Risk Management Strategy requires that infiltration tests should be completed in accordance with BRE365, located where the proposed soakaway devices are to be situated and below any made ground.

It's recommended that the test sites be shown clearly on a plan. It is recommended by BRE365 to not include infiltration through the base of any infiltration device in the design of a surface water drainage system.

- c) For infiltration drainage systems a ground investigation study should be completed, including an assessment of the underlying geology to assess and confirm the anticipated path the water will take having been discharged to the proposed soakaway. This is to confirm that water will not follow a pathway that ultimately impacts upon third party land or property.

- d) In an extreme event that exceeds the design standard, a surface water exceedance flow route should be identified on a plan that shows the route exceedance flows will take both on and off site from the point of surcharge, and demonstrating that these flows do not increase the risk of flooding to properties on and off the site and or to Third Party Land including the Public Highway. Exceedance flows should be intercepted and contained on site as far as this is reasonably practicable and safe to do so, ensuring that flows are directed away from public access areas.

e) Details should be submitted of how and when the system is to be managed and maintained, and any future adoption proposals should be submitted.

f) A construction environment management plan incorporating method statements should be submitted to demonstrate how the new drainage system and water environment is protected during the construction and demolition phases.

Prior to occupation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason:

To reduce the risk of flooding to and from the development, and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory surface water management and disposal during and after development. The drainage provisions within the development are adequately provided for before development commences and does not cause undue problems to the wider drainage infrastructure in accordance with policy DEV35 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework.

Justification: This is necessary because of the essential need to ensure the drainage provisions within the development are adequately provided for before development commences and does not cause undue problems to the wider drainage infrastructure and water environment.

4 **CONDITION: ARBORICULTURAL METHOD STATEMENT**

PRE-COMMENCEMENT

No development shall take place until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority in relation to the no-dig parking area to provide parking space 1 and 2 in the SE corner. The statement shall detail how trees are to be protected during construction. It shall include measures for protection in the form of barriers to provide a 'construction exclusion zone' and ground protection in accordance with Section 6.1 of BS: 5837:2012 Trees in relation to Design, Demolition and Construction - Recommendations. The measures contained in the approved statement shall be fully implemented and shall remain in place until construction work has ceased.

Reason:

To ensure that the trees on site are protected during construction work in accordance policy DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 127, 170 and 175 of the National Planning Policy Framework 2019.

Justification: to ensure the trees are protected throughout the scheme.

5 **CONDITION: ASBESTOS REMOVAL**

PRE-COMMENCEMENT

No demolition works shall commence unless and until a plan detailing methods, controls and management procedures relating to removal of all Asbestos Containing Materials associated with the development site and any former structures within it, has been confirmed and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved plan. Following completion of measures identified in the approved plan, verification documentation that

demonstrates the effectiveness of any removal works carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

To protect the residential and general amenity of the area from noise emanating from the business and avoid conflict with Policies DEVI (Protecting health and amenity) and DEV2 (Air, water, soil, noise, land and light) of the Plymouth and Southwest Devon Joint Local Plan 2014-2034 and the National Planning Policy Framework. Justification: To ensure that risks to health through contamination are properly considered and addressed before building works commence

6 CONDITION: PROVISION OF SIGHT LINES

PRE-COMMENCEMENT

No development shall take place until details of the sight lines to be provided at the junction between the means of access and the highway showing front boundary walls of no more than 1000mm in height when measured from the surface of the public footway have been submitted to and approved in writing by the Local Planning Authority. No foliage shall be allowed to grow above the height of the approved sight lines. The approved sight lines shall be provided before the is first dwelling is occupied and thereafter maintained.

Reason:

To provide adequate visibility between the driver of an emerging car and pedestrians walking along the fronting public footway in the interests of public safety in accordance with Policy DEV29 of the adopted Plymouth & Southwest Devon Joint Local Plan 2014 – 2034 and the National Planning Policy Framework. Justification: To ensure that the development can ensure the safety of road users and pedestrians can be maintained.

7 CONDITION: HIGHWAY DILAPIDATION SURVEY

PRE-COMMENCEMENT

No works shall commence on-site until the applicant has undertaken a highway dilapidation survey in consultation with the Local Highway Authority. The survey shall assess the existing condition of all highway infrastructure adjoining the site which will be impacted upon through the construction activities associated with the development hereby approved. This shall also include routes to and from the site being used by construction traffic.

Reason:

To ensure that any damage to the existing highway infrastructure arising from the construction of the proposed development is properly recorded and addressed by the developer on completion of the works in the interests of the safety of all users of the highway in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework. Justification: To ensure that the development can ensure the safety of road users and pedestrians can be maintained.

8 CONDITION: EXTERNAL MATERIALS

PRE-DPC LEVEL

The development shall not proceed above damp proof course level until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted (including natural stone, slate cladding, windows/doors) have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy DEV20 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework.

9 CONDITION: DETAILS OF BOUNDARY TREATMENT

PRE- DPC LEVEL

Notwithstanding the submitted details the development shall not proceed above damp proof course level until there has been submitted to and approved in writing by the Local Planning Authority details of the design and materials of the natural stone wall to be erected on the Westwood Avenue frontage of the site. The boundary treatment including the 'Devon Hedge' specified on the Plymbridge Road frontage shall be completed before the building is first occupied. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy DEV20 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework.

10 CONDITION: CAR PARKING PROVISION & GATES

PRE-OCCUPATION

The dwellings shall not be occupied until the designated car parking areas and turning area shown on the approved plans has been drained and surfaced in accordance with the approved details, where no more than two cars shall be parked at each property at any time, and the turning area serving the access from Plymbridge Road shall be kept available at all times for the turning of cars only, the parking spaces and turning area shall not thereafter be used for any purpose other than the designated parking and turning of cars. No driveway gates, barriers or other form of enclosure shall be permitted or fixed to the driveway entrances/exits on Westwood Avenue, that shall remain open at all times.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the safe free flow of traffic on the highway in accordance with Policy DEV29 of the adopted Plymouth & Southwest Devon Joint Local Plan 2014 – 2034 and the National Planning Policy Framework.

11 CONDITION: TREE PLANTING

PRE-OCCUPATION

Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of the proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include confirmation of location, species and size to accord with emerging SPD guidelines and provide net gain in canopy cover. All tree planting shall be carried out in accordance with those details.

Any tree/s that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with DEV 23 and policy DEV28 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework 2019.

12 CONDITION: EXISTING TREE/HEDGEROWS TO BE RETAINED/PROTECTED

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

A: No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any pruning approved shall be carried out in accordance with BS 3998: 2010 Tree Work Recommendations.

B: If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or pruned in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

C: The erection of barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with the approved plans from Tree Protection Plan ref: 05243 TPP 17.4.20 and/or in accordance with Section 6.2 of BS 5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that the trees on site are protected during construction work in accordance with policy DEV28 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework.

13 CONDITION: UNEXPECTED CONTAMINATION

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2 above, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3 above.

Reason:

To ensure that risks from land contamination to the environment, future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors; and to avoid conflict with Policies DEVI (Protecting health and amenity) and DEV2 (Air, water, soil, noise, land and light) of the Plymouth and Southwest Devon Joint Local Plan 2014-2034 and the National Planning Policy Framework.

14 CONDITION: RESTRICTIONS ON PERMITTED DEVELOPMENT

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), no development falling within Classes A (the enlargement, improvement or other alteration of a dwellinghouse), B (the enlargement of a dwellinghouse consisting of an addition or alteration to its roof), C (any other alteration to the roof of a dwellinghouse), D (erection or construction of a porch), E (the provision within the curtilage of the dwellinghouse of any building or enclosure, swimming or other pool, or container used for domestic heating purposes) and F (hard surfaces) of Part 1 of the Schedule to that Order shall be carried out unless, upon application, planning permission is granted for the development concerned.

Reason:

In order to preserve tree roots and the character of the area and the amenities of neighbours in accordance with Policies DEVI, DEV10, DEV20, DEV23 and DEV28 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework.

INFORMATIVES

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

The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended). Details of the process can be found on our website at www.plymouth.gov.uk/CIL. You can contact the Local Planning Authority at any point to discuss your liability calculation; however a formal Liability Notice will only be issued by the Local Planning Authority once "planning permission first permits development" as defined by the CIL Regulations. You must ensure that you submit any relevant forms and get any pre-commencement details agreed before commencing work. Failure to do so may result in surcharges or enforcement action.

Further information on CIL can be found on our website here:

<https://www.plymouth.gov.uk/planninganddevelopment/planningapplications/communityinfrastructurelevy>

More information and CIL Forms can be accessed via the Planning Portal:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy/5

More detailed information on CIL including process flow charts, published by the Ministry of Housing, Local Communities and Government can also be found here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

2 INFORMATIVE: CONDITIONAL APPROVAL (NEGOTIATION)

In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the National Planning Policy Framework 2019, the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.

3 INFORMATIVE: CODE OF PRACTICE

The site is located in a residential area and is surrounded by sensitive receptors. Therefore, the applicant should adhere to the Public Protection Service Code of Practice, and demolition or construction works should not take place outside 08:00 hours to 18:00 hours Mondays to Fridays 08:30 hours to 13:00 hours on Saturdays nor at any time on Sundays or Bank Holidays. The aim of this informative is to prevent or control any nuisance or negative impact on the environment and residential amenity arising from any work carried out. A copy of the Public Protection Service, Code of Practice for Construction and Demolition is available to be downloaded via: <http://www.plymouth.gov.uk/sites/default/files/ConstructionCodeOfPractice.pdf>

4 INFORMATIVE: PUBLIC HIGHWAY APPROVAL & ACCESS TO SITE

This planning permission does not authorise the applicant to carry out works from the publicly maintained highway. An Access to Site Permit is likely to be required so before development works start the applicant should contact Plymouth Highways for the necessary further approval.

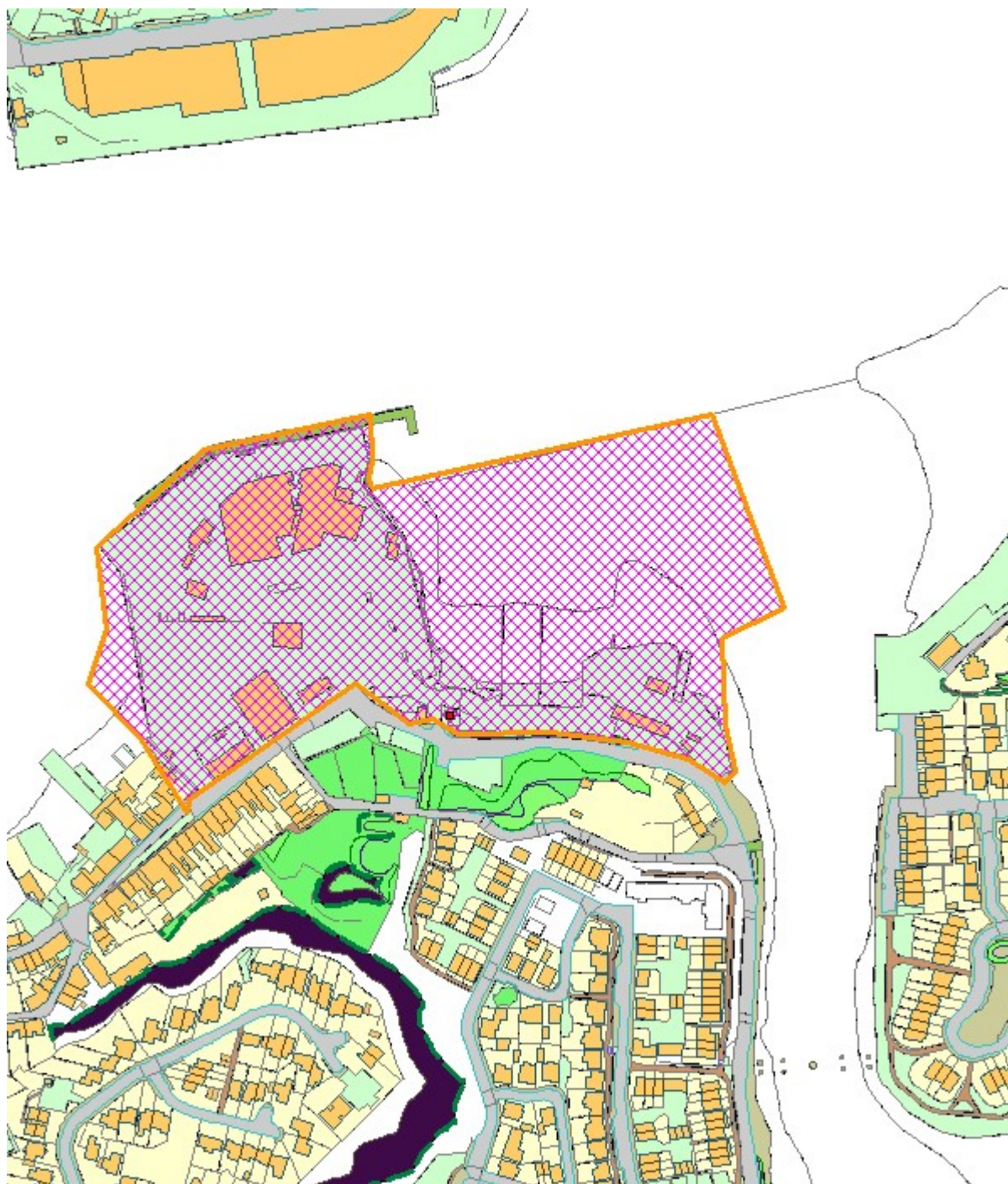
5 INFORMATIVE: KERB LOWERING

Before the new accesses hereby approved are first brought into use it will be necessary to secure dropped kerbs and vehicle footway crossings with the consent of the Local Highway Authority. The applicant should contact Plymouth Highways for the necessary approval and to agree the precise details of all works within the public highway.

PLANNING APPLICATION OFFICERS REPORT



Application Number	19/01810/FUL	Item	03
Date Valid	20.01.2020	Ward	PLYMSTOCK RADFORD
Site Address	Turnchapel Wharf Barton Road Plymouth PL9 9RQ		
Proposal	Demolition of Unit 38 and construction of a new industrial unit		
Applicant	Mr Ryan Bonney		
Application Type	Full Application		
Target Date	16.03.2020	Committee Date	20.08.2020
Extended Target Date	27.08.2020		
Decision Category	Committee Deferral		
Case Officer	Mr Dan Thorning		
Recommendation	Grant Conditionally		



This application has been referred to Planning Committee by Councillor Watkin.

The application was presented to Planning Committee on the 18th June 2020 and the decision was:

Item deferred to enable officers to explore with the applicant opportunities to lower the ground level on the application site and an option for a flat roof rather than a pitched roof. The purpose of the amendments would be to reduce the impact of the development on the Turnchapel Conservation Area and the listed buildings on Boringdon Terrace.

Officers held subsequent meetings with the applicant on the 30th June 2020 and the 7th July 2020. The applicant has confirmed that it is unable to lower the ground level due to flood risk considerations (refer to paragraph 67).

In addition, the applicant has confirmed that it is unable to reduce the height of the roof as this would compromise the proposed use of the development (refer to paragraph 21). The applicant has provided a Gantry Crane Details Plan to justify the pitched roofs and demonstrate why a flat roof would not be suitable for the proposed use.

Officers challenged the applicant to consider alternative locations within Turnchapel Wharf. The applicant confirmed that it is unable to relocate the development as the site is constrained by underground services; and buildings, jetties and slipways need to remain accessible (refer to paragraph 22). A Site Constraints Plan and a Services Plan have been submitted to support this.

The applicant has provided further details on the construction materials including revised Rear Elevation Plans (refer to paragraphs 23-24). These plans are supported by a 3D Visualisation showing the proposed rear elevation treatment from Boringdon Road.

The Urban Design Officer and Historic Environment Officer were re-consulted on the revised Rear Elevation Plans. Both consider that the revised rear elevation treatment represents an improvement that will help to mitigate the impact on the street scene and designated heritage assets. The Historic Environment Officer considers that the revised plans reduce the level of harm from 'substantial' to 'less than substantial.'

The Ward Councillors and the Turnchapel Residents Association were notified of the new information. A further 53 representations were submitted following a social media campaign and street canvassing, all of which objecting to the proposal. Of these, 29 objections were from persons who had yet to submit a representation whilst a number of objections came from non-UK addresses. A number of objections raised concerns regarding noise and artificial light pollution from the windows on the rear elevation. These concerns are addressed in paragraphs 53-54. Otherwise no new objections were raised.

Officers recommend:

- * Adding the Proposed Rear Elevation Plan to the list of approved plans in Condition 1 (Approved Plans).
- * Removing Condition 3 (External Materials) as details of the materials to be used in construction have been submitted and are considered acceptable.
- * Adding a new Condition 12 (Windows), which requires the windows on the rear elevation to remain opaque and non-opening at all times.

For ease of reference the report below has been amended from the original report presented to Planning Committee in the following respects:

- * The Consultation and Representations sections have been updated.
- * The Relevant Policy Framework section has been updated as the Plymouth and South West Devon Joint Local Plan 2014-2034 Supplementary Planning Document 2019 has been adopted since the Planning Committee meeting of the 18th June 2020.
- * The points raised in the Addendum Report dated 17th June have been incorporated into the relevant sections of the Analysis.
- * The Analysis has been amended following the submission of revised plans, a 3D Visualisation image, consultation responses and representations.
- * The Conclusion has been amended to reflect the reduced level of harm caused to designated heritage assets.
- * Conditions have been amended.

The officers' recommendation remains to grant conditionally.

1. Description of Site

Turnchapel Wharf is a waterfront business park covering approximately 6 hectares in the Plymstock Radford ward of Plymouth. The site was home to 539 Royal Marines Assault Squadron and its feeder unit, 10 Loading Craft, until these units relocated in early 2013. The site was declared surplus to military requirements and acquired by Yacht Havens in 2014. Since then, the site has undergone a major transformation into a modern, thriving business park providing offices, workshops and warehouses for a wide range of local, national and international marine businesses.

The site has one large vehicular access gate and can be accessed from the sea via the Cattewater. The site is relatively flat whilst predominantly hard surfaced. There are a mix of historic stone warehouses and modern metal industrial units within the business park and car parking is provided on site.

The site borders the Turnchapel Conservation Area, which comprises predominantly residential use, and it is immediately adjacent to grade II listed Mansion House, 1 Boringdon Terrace (list entry 1330578) and numbers 2-12 (consecutive) Boringdon Terrace (list entry 1330580).

2. Proposal Description

The application proposes to demolish Unit 38 and construct a new detached industrial unit in the south west corner of Turnchapel Wharf.

3. Pre-application Enquiry

19/01089/MOR - Pre-application for industrial unit: positive advice was provided although further information was required to enable full consideration of the impacts on residential amenity, designated heritage assets, the marine environment, protected species, flood risk and highways considerations.

4. Relevant Planning History

16/01839/FUL - Erection of 18 BI(b) (Research and Development) and BI(c) (Light Industrial) units, ancillary café, office and parking, including demolition of 3 existing buildings - Grant Conditionally

15/00606/FUL - Extension to pontoon (Please also see associated marine management organisation application MLA/2015/000157) – Grant Conditionally

14/01337/FUL - Construction of residential institution for maritime training events (Demolition of former MOD police station) - Grant Conditionally

5. Consultation Responses

Economic Development Department – strongly supports the application.

Environment Agency – no objections.

Historic England – no comment.

Historic Environment Officer – objects as the proposal neither conserves nor enhance the Conservation Area contrary to Policy DEV21 (Development affecting the historic environment). The proposal would cause less than substantial harm to the setting of designated heritage assets.

Lead Local Flood Authority – no objections subject to securing conditions.

Local Highway Authority – no objections subject to securing conditions.

Natural England – no comment (which according to Natural England’s consultation response implies that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes).

Natural Infrastructure Team – no objection subject to securing conditions.

Public Protection Service – no objection subject to securing conditions.

Urban Design Officer – objects as it is considered contrary to Policy PLY20 (Managing and enhancing Plymouth’s waterfront).

No responses were received from the Queens Harbour Master, Cattewater Harbour Commissioner and the National Amenity Societies.

6. Representations

The application was advertised for a period of 21 days from the 28th January 2020. The applicant met with residents and representatives of the Turnchapel Residents Association, a Ward Councillor and officers on the 4th March 2020 to discuss residents’ objections and seek ways to ameliorate the impacts of the development. The applicant amended the design in response to this meeting and these changes are outlined in more detail in paragraph 19. The revised plans were advertised for a period of 14 days from the 10th March 2020.

Following the Planning Committee meeting on the 18th June 2020, the Turnchapel Residents Association and Ward Councillors were alerted of the revised plans and comments were requested by the 10th August 2020.

In total, the Local Planning Authority received one letter of support and 211 letters of objections from 119 members of the public. The letter of support stated that the design is in keeping with the surrounding buildings; it would not result in loss of views; it would create jobs; and result in increased spending to support local businesses. The main reasons for the objections include:

- * Impacts on designated heritage assets including the character and setting of grade II listed buildings and the Turnchapel Conservation Area. Multiple objections questioned the methodology and disputed the findings of the Heritage Statement and highlighted the absence of a Turnchapel Conservation Area Appraisal and Management Plan.

- * Loss of public views from Boringdon Road, which forms part of the South West Coast Path.

- * Height, scale, massing and industrial design.

- * Increased traffic and car parking pressures, particularly given the absence of pavements on Barton Road. Objectors disputed the figures provided in the Transport Statement relating to historic vehicular movements during the MoD’s occupation of the site. In addition, objections stated that HGV’s towing boats are unable to manoeuvre around the mini roundabout at the junction of Reddicliff Road and Hooe Road in Hooe.

- * Impacts on residential amenity including loss of light, outlook, pollution and noise with the latter exacerbated by the inability of owners to install modern windows in the grade II listed dwellings on Boringdon Terrace.

- * Public protection concerns including increased pollution, noise, dust, hazardous materials and fire hazards, particularly given the proposal will fall under use class B1b business (research and development).

- * Loss of earnings to local businesses that would be affected by a reduction in the number of visitors/tourists using the South West Coast Path.
- * The height of the proposal has not been justified. Instead it appears to take its height from the adjacent building (Unit 16), which was Crown development, thus it was built without the requirement to secure planning permission. The gantry cranes do not occupy the apex space for the adjacent units.
- * Piecemeal development within Turnchapel Wharf.
- * The unit is not required as there is an available unit at Mount Batten and there will be new units available at Oceansgate Phase 2 from November 2020.
- * A nearby application (reference 09/01529/FUL) was refused on impact to the South West Coast Path.
- * There is a South West Water pipe underground.
- * Impacts on bats.
- * Archaeological impacts including potential damage to an early nineteenth century graving/dry dock that is located beneath the application site.
- * The development should be located on another part of the site.
- * Concerns regarding impacts on the setting of the stonewall that forms the boundary of the Turnchapel Conservation Area.
- * The consultation response supplied by the Economic Development Department has been challenged, specifically the number of jobs created and typical salaries in the marine and defence sectors.
- * The proposal will result in the loss of jobs at Turnchapel Wharf as there will be significantly less space available.
- * Representations challenge the accuracy of the 3D Visualisations that have been supplied by the applicant. More specifically, representations suggest that the development appears smaller than in the elevation plans, and with viewpoints that do not provide a true perspective of the massing.
- *Overdevelopment.
- * Non-material planning matters.

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. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 of the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government of their choice to monitor at the whole plan level. This is for the purposes of the Housing Delivery Test and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019. This confirmed the Plymouth, South Hams and West Devon's revised joint Housing Delivery Test Measurement as 163% and that the consequences are "None". It confirmed that the revised HDT measurement will take effect upon receipt of the letter, as will any consequences that will apply as a result of the measurement. It also confirmed that that the letter supersedes the HDT measurements for each of the 3 local authority areas (Plymouth City, South Hams District and West Devon Borough) which Government published on 19 February 2019.

Therefore a 5% buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.4 years at end March 2019 (the 2019 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2019 (published 26 July 2019). The methodology and five year land supply calculations in the Housing Position Statement are based on the relevant changes in the revised National Planning Policy Framework published 19 February 2019 and updates to National Planning Practice Guidance published by the Government in September 2018, subsequently amended by NPPG Housing Supply and Delivery published 22 July 2019.

Other material considerations include the policies of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) and National Design Guidance. Additionally, the following planning document is also material considerations in the determination of the application:

* The adopted Plymouth and South West Devon Joint Local Plan 2014-2034 Supplementary Planning Document (SPD) 2019

8. Analysis

1. This application has been considered in the context of the development plan, the adopted Joint Local Plan (JLP), the Framework and other material policy documents as set out in Section 7. The application turns upon Policies SPT4 (Provision for employment floorspace), SPT11 (Strategic approach to the historic environment), SPT14 (European Sites – mitigation of recreational impacts from development), PLY1 (Enhancing Plymouth's strategic role), PLY2 (Unlocking Plymouth's regional growth potential), PLY3 (Utilising Plymouth's regional economic assets), PLY20 (Managing and enhancing Plymouth's waterfront), PLY60.6 (Site allocation for Former MoD site Turnchapel Wharves, Turnchapel), DEV1 (Protecting health and amenity), DEV2 (Air, water, soil, noise, land and light), DEV14 (Maintaining a flexible mix of employment sites), DEV20 (Place shaping and the quality of the built environment), DEV21 (Development affecting the historic environment), DEV23 (Landscape Character), DEV26 (Protecting and enhancing biodiversity and geological conservation), DEV29 (Specific provisions relating to transport), DEV31 (Waste management), DEV35 (Managing flood risk and water quality impacts) and DEV36 (Coastal Change Management Areas) of the JLP.

2. The primary planning considerations for this application include the principle of development, the economy, design, impacts on designated heritage assets, amenity, highways considerations, flood risk, biodiversity and water quality.

Principle of Development and Economic Development Considerations

3. This application proposes to develop a new industrial unit for use for the research and development of marine autonomous systems (Use Class B1b). Officers understand that the unit has been designed to meet the operational requirements of Thales Group, which is a French

multinational company that serves the aerospace, space, ground transportation, digital identity and security, and defence and security sectors. Thales already occupies Units 5 (first floor), 10 and 16 on Turnchapel Wharf. Officers understand that the proposal represents an expansion of Thales' location operations, thus it is proposed by the applicant that Thales will continue to occupy Units 5, 10 and 16 if the new development completes.

4. Policy 60.6 (Site allocation for Former MoD Site, Turnchapel Wharves) of the JLP allocates the wider Turnchapel Wharves site for marine employment uses (B1b, B1c, B2 and B8), stating that wharves and slipways are to be retained for marine use purposes. The proposed use aligns with site allocation, thus the principle of development is considered acceptable.

5. The following JLP policies and objectives for economic development are considered relevant to the consideration of this application:

* Policy SPT4 (Provision for employment floorspace) seeks to provide a net increase of at least 61,100 sqm of B1/B2 industrial floorspace within the Plymouth Policy Area to drive economic growth;

* Strategic Objective SO2 seeks to consolidate Plymouth's role as major regional city by strengthening the role of the waterfront as a regional and economic driver and by growing the marine sector;

* Policy PLY2 (Unlocking Plymouth's regional growth potential) supports a co-ordinated approach to economic development, spatial planning and infrastructure planning within the growth areas;

* Policy PLY3 (Utilising Plymouth's regional economic assets) states that the City will work with the Heart of the South West Local Enterprise Partnership and the Plymouth and the Southwest Peninsula City Deal to strengthen its higher value industries including marine, advanced manufacturing and knowledge based economic sectors;

* Policy PLY20.6 (Managing and enhancing Plymouth's waterfront) safeguards port functions and key infrastructure to support the priority marine employment sector and development that requires proximity to the sea; and

* DEVI4 (Maintaining a flexible mix of employment sites) requires employment sites with access to wharves and/or deep water facilities, quays and pontoons to be protected for marine related uses appropriate to the site and location.

6. Plymouth promotes itself as a global centre of excellence for marine science and technology with one of the largest clusters of expertise in Europe. Marine and defence industries provides 17,108 FTE jobs in Plymouth (2017) and create £993 million of GVA for the local economy (2017). Therefore the marine and defence sectors and their growth are economically important to Plymouth.

7. Turnchapel Wharf is a 6 hectare marine business park that is located alongside 200 metres of deep water berthing. The proposal will create an additional 567 square metres of B1b business (research and development) floorspace within the marine employment sector. The applicant has advised that it will create 7-12 permanent jobs and 20 temporary jobs and it will attract around 30 customers/clients within the first two years. At a GVA per job of approximately £60,000 per annum, the additional GVA of this proposal could be well over £1 million per annum to the local economy.

8. The Heart of the South West Local Enterprise Partnership has recently put marine autonomy as a Department of Trade high value opportunity with Plymouth at the centre of that proposition; and the City's ask is to be the national centre for marine autonomy, with Turnchapel Wharf playing a key role in that proposal.

9. The Economic Development Department strongly supports the application for the reasons outlined above. It advised that there are no other sites in the city which are currently available and that have the facilities for the particular type of high-tech investment. The application site has the combination of the flat layout and access to deep water and slipways. As an ex-military site it provides a secure location for sensitive research and development for the defence sector and it has a cluster of like-minded businesses co-located. Oceansgate Phase 2, which is due to complete in November 2020 does not provide access to the water, thus it is considered unsuitable for the proposed use, and Oceansgate Phase 3 will not be available for some time yet. Nevertheless, the Turnchapel Wharf and Oceansgate Phase 3 sites are considered complimentary. Therefore it is the view of the Economic Development Department that if planning permission is refused, the City would likely lose wider marine investment.

10. The Economic Development Department considers that the proposed units will underpin the expansion of activity through the area's Marine Business Technology Centre initiative and Plymouth as a National Centre of Excellence in marine autonomy. It also adds that Thales is a key investor in the marine autonomous test zone, Smart Sound, which is a project that has just secured £1.8 million from the Local Enterprise Partnership to help build a national testing asset for marine autonomous systems in Plymouth Sound. It believes that this space not being available could well add risk to the funding and delivery of the Smart Sound project and additional Department for Digital, Culture, Media and Sport funding that the City is bidding for to further support Smart Sound.

11. Several objections challenged the job creation figures provided by the applicant, and their contribution to the local economy. The employment figures have been supplied by the applicant on the basis that the unit is occupied by Thales. These job numbers have been corroborated by Thales. According to the Advanced Modelling of Regional Economies (AMORE) Tool (Impact, 2018), the GVA per FTE in the marine and defence sector was £58,043 per annum in 2017. The average salary in the marine and naval defence sectors was £30,500 per annum in 2019. It is important to note that GVA and typical salaries are not the same. Therefore officers cannot ensure that salaries of £58,043 will be realised by the development. The difference between the GVA and typical salaries demonstrates that the marine sector is a high value sector.

12. One objection stated that the proposal will result in the loss of jobs at Turnchapel Wharf as there will be significantly less space available. The existing unit is used for storage by a company that is located in Roborough. Officers understand that the existing storage unit does not employ any staff, and the applicant has confirmed that no jobs will be lost. Therefore officers consider that the proposal will result in an increase in the number of employment opportunities on the site.

13. Finally, a number of public objections suggested that the loss of the waterfront vistas will result in adverse impacts on tourism and spending in Turnchapel's businesses including accommodation and the local pubs/restaurants. Officers consider that the proposal is likely to enhance village economy by virtue of creating high-earning employment opportunities and clients/customers that will likely stay in local accommodation.

14. To summarise, the proposal is to demolish an underutilised storage unit and create additional marine employment floorspace within a marine business park that has been allocated in the JLP for marine employment uses. The proposal safeguards this important deep water facility for marine sector uses and it will help to promote Plymouth as a major regional, and perhaps international city, by growing the marine sector through high-tech marine autonomous systems. The proposal aligns

with Plymouth and the Local Enterprise Partnership's co-ordinated approach to economic development. Officers consider that the proposal will result in substantial public benefits in terms of high value job creation, inward investment and new technologies that would not otherwise be realised due to the lack of other suitable sites.

15. Officers recommend securing a condition to restrict use to marine employment uses falling under use class B1b business (research and development) in line with the allocation and to prevent this valuable site being lost to uses not appropriate to the site nor location.

16. Officers therefore consider that the proposal aligns with Policies SPT4 (Provision for employment floorspace), PLY1 (Enhancing Plymouth's strategic role), PLY2 (Unlocking Plymouth's regional growth potential), PLY3 (Utilising Plymouth's regional economic assets), PLY20.6 (Managing and enhancing Plymouth's waterfront), PLY60.6 (Site allocation for Former MoD site Turnchapel Wharves, Turnchapel) and DEVI4 (Maintaining a flexible mix of employment sites) of the JLP.

Design and Siting

17. Turnchapel Wharf comprises a mix of nineteenth century stone buildings and modern metal warehouses. The application site is currently occupied by a metal warehouse (Unit 38) with a shallow double-pitched roof measuring approximately 5.5 metres high, 26.5 metres wide and 7.7 metres deep, and with a gross internal floor area of approximately 204 square metres. There is a significant change of levels between Turnchapel Wharf and Boringdon Road to the south/southeast. These are separated by a stone retaining wall approximately 6.2 metres in height.

18. The application proposes to demolish the existing Unit 38 and construct a new industrial warehouse unit. The proposed unit will appear as three units with three double-pitched gabled roofs separated by valleys. The initial plans proposed to orientate the building to face towards the southwest corner of the site with the three ridgelines running parallel to the dwellings on Boringdon Terrace. The ridge height was proposed to be approximately 9.6 metres with an eaves height of 6.3 metres and 6.7 metre high valleys.

19. Following a meeting between the applicant, residents and representatives of the Turnchapel Residents Association, a Ward Councillor and officers on the 4th March 2020, the applicant has re-orientated the unit by 90 degrees so that it faces towards the Cattewater, and reduced the height of the ridge by 1 metre. Therefore the unit will have a ridge height of approximately 8.6 metres, an eaves height of 6.3 metres and 6.7 metre high valleys. The unit will be 29.1 metres wide and 19.5 metres deep with a gross floor area of 567 square metres. The proposed unit will be approximately 3.1 metres higher and 2.6 metres wider than the existing unit whilst the gross floor area will be 2.8 times larger.

20. Following the Planning Committee meeting of the 18th June 2020, officers have challenged the applicant to reduce the ground levels and the height of the roof. The applicant confirmed that it is unable to excavate the concrete hardstanding to reduce ground levels due to flood risk considerations. This is discussed in more detail in the Flood Risk section of this report (paragraph 67), however officers consider that a significant reduction in ground levels would not be supportable.

21. In addition, the applicant has confirmed that it has already reduced the height by 1 metre and it is unable to make any further reductions without compromising the proposed use. The applicant has supplied plans showing details of the proposed gantry cranes, which are located in the apexes of the building. The plans indicate that a flat roof would prevent the tenant from craning equipment on to and off the vessels. The equipment illustrated in the Site Gantry Details Plan is 2 metres in height although the applicant has advised that equipment can be in excess of 2 metres.

22. Officers have challenged the applicant to consider relocating the development to another part of Turnchapel Wharf. The applicant has confirmed that it is unable to relocate the development due to the location of underground services and the need to ensure that buildings, jetties and slipways remain accessible. The applicant has provided a Site Constraints Plan to demonstrate that there is no other suitable location for the development. The plan shows that the north and western parts of the site contains jetties and cranes for lifting vessels and materials such as pontoons into and out of the water. The Site Constraints Plan and Services Plan show that there are services beneath the central and eastern parts of the wharf (beneath the car parking areas and access road). In addition, the eastern part of the site provides slipway access and delivery access for Building 4, which is occupied by Princess Yachts. Therefore officers accept that the development could not reasonably be located on another part of the site.

23. Officers have also encouraged the applicant to consider strategies to reduce the bulk of the building, particularly as experienced from Boringdon Terrace, including redesigning the top of the building to be more lightweight in appearance. The Urban Design Officer suggested that it could perhaps be opaque-glazed and/or reflective in appearance to reduce the apparent bulk of the building. The applicant has responded positively by providing revised Rear Elevation Plans and a 3D Visualisation showing the proposal in context, viewed from Boringdon Road. The revised plans propose to include triangular windows on the rear gable elevation top sections. The applicant initially proposed uPVC window frames, however these were changed to marine-grade aluminium frames (colour agnate RAL 708) following negotiations with officers. The windows are opaque black glass due to the sensitive nature of the activity taking place inside the development. The steel framed building will be clad with profiled metal sheeting panels (colour agnate grey RAL 7038) to the walls and roof with translucent roof panels providing natural lighting.

24. The Urban Design Officer was consulted on the revised plans and advised that opaque glazing gives the triangular gable sections a degree of visual interest and a more lightweight appearance that will likely introduce reflections of Boringdon Terrace and the surrounding environment. The development still largely blocks the open, attractive and far-reaching public waterfront views but the changes are considered to reduce the negative visual impact on the street scene to some extent. The Urban Design Officer did suggest consulting an independent design review panel given the sensitive context of the site. However, the applicant is not prepared to engage a design review panel and officers acknowledge this is not a requirement for considering the application.

25. Internally, the unit will be separated by three folding or sliding partitions to create three separate units, each served by roller shutter doors to the front and steel doors to the front and rear of the building. The unit will be industrial and utilitarian in appearance with the design, colour and materials closely matching those of the adjacent modern warehouses located on the southern part of the site.

26. Officers consider that the development will conflict with the architectural style of the surrounding residential dwellings within Turnchapel Village. However, the industrial foreshore forms part of the established setting and contributes to the character of the Conservation Area (as discussed in detail in the following section). Turnchapel Wharf is already in use as a marine business park and there are a number of similar metal warehouses, including on the application site. Officers consider that the applicant has demonstrated that it is unable to reduce the ground level, roof level or change the location of the development and the applicant has made reasonable attempts to mitigate the impact on the street scene since the Planning Committee meeting on the 18th June 2020. Furthermore, the site has been allocated for marine employment uses, therefore some degree of architectural contrast is to be expected. Therefore on balance, officers consider the design of the development appropriate to its location within a marine business park. As such, the proposal is not considered to conflict with Policy DEV20 (Place shaping and the quality of the built environment) of the JLP.

Heritage Impacts

27. The application site is located immediately adjacent to the boundary of the Turnchapel Conservation Area and a combined terrace of grade II listed residential dwellings known as Mansion House, 1 Boringdon Terrace and numbers 2-12 (consecutive) Boringdon Terrace. The proposal will affect the setting of designated heritage assets, therefore Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraphs 189 to 202 of the NPPF apply. The sections/paragraphs relevant to this proposal include:

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66:

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72:

Special attention shall be paid to the desirability of preserving or enhancing the character or appearance of any buildings or other land in a conservation area.

NPPF

Paragraph 189:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 190:

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.

Paragraph 192:

In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets; the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194:

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of grade II listed buildings should be exceptional.

Paragraph 195:

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be

demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

Paragraph 196:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

28. The applicant has submitted a Heritage Statement in support of the application. The Historic Environment Officer considers that the Heritage Statement is proportionate and in accordance to paragraph 189 of the NPPF. However, a number of public representations disputed the methodology and findings of the Heritage Statement, and the Turnchapel Residents Association has commissioned its own Assessment of Character and Special History in support of its representation. Therefore officers have taken both the applicant's and the Residents Association's heritage reports into account in consideration of this application.

29. According to a conservation study commissioned by the Council in around 1990, Turnchapel was designated a Conservation Area because of its historical associations and its attractive grouping of predominantly residential dwellings against the natural setting of the waterside and the steep limestone quarry face that provides a backdrop to the village. The character of Turnchapel derives principally from its layout and built form comprising predominantly nineteenth century buildings and interesting architectural features including limestone boundary walls, iron railings and pavements of limestone, granite and yellow brick. The development pattern of the village is terraced properties orientated toward views of the Cattewater on either side of St John's Road and Boringdon Road.

30. The formal grade II listed Boringdon Terrace is the key architectural group within the village and it comprises 12 consecutive terraced dwellings that were built in the earliest phase of village development in the early nineteenth century. These are two storeys with an attic and dormer to a steep slate roof. Their formality and architectural quality give a grander appearance than the otherwise traditional smaller terraced cottages and they have architectural features including incised stucco render, tripartite windows, door architraves and steep slate roofs with a dormer. These dwellings are painted different colours to give the village a distinctive character that can be found in some coastal settlements.

31. Numbers 1-7 Boringdon Terrace benefit from an open outlook across Turnchapel Wharf and the Cattewater towards Cattedown. There are also distant views towards Queen Anne Battery, the Barbican and the eastern part of the Hoe, although these views are obscured by passing vessels and boat masts from the Clovelly Bay Marina.

32. Views towards Boringdon Terrace and the Conservation Area can be experienced from Turnchapel Wharf and Cattedown Wharves, including from the South West Coast Path. Beyond that, views of the site appear limited, with the colourful Boringdon Terrace just about visible from Queen Anne Battery, Madeira Road, Tinside Lido and Smeaton's Tower.

33. The Heritage Statement assesses the significance of the Conservation Area and the listed buildings including the contribution made by the setting of these heritage assets. It states that the established setting of the listed buildings comes from its consistency of architectural group and its group value, and that it can be appreciated from within the village. The Conservation Area significance comes from the appreciation of the raised formal terrace in contrast to the street enclosure and smaller cottage style homes elsewhere in the village.

34. In addition, the Heritage Statement and the Assessment of Character and Special Interest commissioned by the Turnchapel Residents Association state that publically accessible views to and from Boringdon Terrace contribute towards the special interest of the Conservation Area. Looking towards the Conservation Area, Boringdon Terrace appears as a formal planned terrace with a good level of architectural consistency. The steep slate roofs with dormers provide a consistent ridgeline and the palette of colours provide a striking vertical emphasis to the individual dwellings, which are set against a backdrop of limestone quarry walls and industrial and maritime operations in the foreground.

35. At present, these views towards Boringdon Terrace are uninterrupted but for passing vessels and boat masts as the existing Unit 38 ridgeline is below the stonewall on Boringdon Road. The original plans proposed a 9.6 metre high warehouse with a ridgeline running parallel to Boringdon Terrace. This development would have projected over the stonewall by approximately 3.4 metres substantially blocking views to and from Boringdon Terrace. Despite this, the Heritage Statement concluded that the significance, setting and character of the heritage assets would undergo some less than substantial harm that would be outweighed by the public benefits of providing increasing commercial floor space and employment opportunities.

36. Officers have since negotiated with the applicant following significant public objection to the proposal and the development has been rotated clockwise 90 degrees so that gabled front elevation is orientated towards the Cattewater, and the height of the apexes have been reduced by 1 metre. Officers and members of the Planning Committee have challenged the applicant but officers understand that it is unable to reduce the building height any further as it would be unable to accommodate the gantry cranes required to enable work on vessels. Therefore the ridgelines and valleys will project approximately 2.4 metres and 0.5 metres above the stonewall on Boringdon Road, respectively.

37. The applicant has provided a Google Earth model to enable 3D visualisations of the proposal from various eye-level viewpoints, including from on the water. A number of objections challenge the accuracy of the 3D Visualisations, stating that the development appears smaller than in the plans. Officers consider that the 3D Visualisations are not scaled drawings, but visual representations of how the development may appear from various viewpoints. The 3D Visualisations have therefore been used to complement, not replace the scaled plans.

38. Officers consider that views towards Boringdon Terrace and the Conservation Area will be relatively unaffected by the proposal as the principal viewpoints are elevated above the application site and the valleys allow glimpses of Boringdon Terrace. As such, Boringdon Terrace will continue to be perceived as a formal terrace with a continuous roof line and vertical bands of colour set against the backdrop of the limestone quarry walls, and with the maritime business park in the foreground.

39. However, officers consider that the proposal will impact on the quality of the street scene and townscape as it will limit the open, attractive and far-reaching waterfront views. The Rear Elevations Plans and 3D Visualisations reveal that glimpses of distant views may be possible through the valley sections but these are limited in comparison to the existing open vista, which contributes to the street's character. In addition to the street's open vista being lost, it is considered that the scheme, by virtue of its height, would have a negative impact on the character and appearance of the street scene and the character of the Conservation Area.

40. A substantial number of representations objected to the application, stating that the proposal would result in irreparable damage to the grade II listed Boringdon Terrace (including Mansion House and 2-12 Boringdon Terrace), the Conservation Area and the character of Turnchapel Village.

41. The Urban Design Officer was consulted on the application and objected, stating that it is considered contrary to Policy PLY20, which seeks to protect iconic and historic landscapes and sites that enable a visual and physical connection to the water environment, and seascapes and views that define the city, whilst enhancing the relationship between Plymouth and the surrounding landscapes that provide its enviable setting. The proposal is also considered to conflict with JLP Policy DEV23 (Landscape character), which protects townscape character and visual quality.

42. In addition, the Historic Environment Officer has objected, advising that the proposal will neither conserve nor enhance the Conservation Area contrary to Policy DEV21 (Development affecting the historic environment) of the JLP. The Historic Environment Officer advised that the initial proposal would result in 'substantial harm' to the designated heritage assets including the Turnchapel Conservation Area and listed buildings. However, the Historic Environment Officer has advised that the revised rear elevation treatment will go some way towards mitigating the harm caused to the heritage assets. Therefore the level of harm has been reduced to 'less than substantial harm' in line with the applicant's Heritage Impact Assessment.

43. Officers have taken account of the available evidence and any necessary expertise and representations in line with the Planning (Listed Buildings and Conservation Areas) Act 1990, paragraph 190 of the NPPF and Policies DEV31 (Development affecting the historic environment) and SPT11 (Strategic approach to the historic environment) of the JLP. As substantial harm to designated heritage assets had initially been identified, the proposal was required to provide a clear and convincing justification with substantial public benefits outweighing the substantial harm (paragraphs 194 and 195 of the NPPF). In addition, to override the substantial harm there must have been particularly strong countervailing factors and the development must be deemed necessary to the location (*Barnwell Manor Wind Energy v East Northamptonshire DC (2014)* and *Whitby v Secretary of State for Transport (2015)*).

44. Following revisions to the rear elevation treatment, officers consider that the level of harm has been reduced from substantial to less than substantial, yet the public benefits remain substantial, particularly as the City seeks to recover from the prevailing economic downturn following the COVID-19 pandemic. In this case, the clear, convincing and substantial public benefits include skilled employment opportunities and GVA to the local economy as detailed in paragraph 7, the promoting of Plymouth as a national centre for marine autonomy, and inward investment.

45. Furthermore, officers consider that there are a number exceptional circumstances relevant in considering whether the location of the development is necessary:

- * The site is located within a marine business park that has been allocated in the JLP as a marine employment site, therefore some intensification of use is to be expected.
- * The proposed use must be located adjacent to a deep water facility and officers consider there are no other suitable locations available at present. Oceansgate Phase 2 does not provide access to the water and Phase 3 will not be available for some time. Officers consider that upon completion, the two developments will be complimentary in terms of growing Plymouth's marine sector.
- * The proposal is considered suitable to its locations and it will help to safeguard key infrastructure and public assets including a deep water berthing for marine sector use.
- * The maritime/industrial foreground is considered to contribute towards the character and setting of the Conservation Area.

46. Officers have demonstrated reasonable efforts to mitigate the extent of the harm and the applicant has reduced the harm as far as is reasonable to allow a marine employment use to be realised. Given the exceptional circumstances, officers consider that less than substantial harm is necessary in this location to achieve development that accords with the JLP and to safeguard key

infrastructure to support the priority marine employment sector and development that requires proximity to the sea.

47. There is a risk that Thales does not occupy the development and that public benefits are not realised. However, Thales has assured officers that it is committed to expanding its maritime operations at Turnchapel Wharf regardless of the prevailing economic downturn. On the balance of probability, officers consider that the building will likely be used by Thales for the research and development of new marine sector technologies. Nevertheless, officers recommend securing a condition to restrict use to B1b business (research and development) use in the marine sector to ensure that the development is safeguarded for uses that are appropriate and necessary for the location, and that continue to outweigh substantial harm to the historic environment.

48. Objections raised concerns regarding the potential to damage the remains of a historic graving/dock that is situated beneath the application site. The development will be bolted to the concrete hardstanding, thus there will be no foundations, and groundworks are considered minimal. However, the applicant may be required to divert an underground combined sewer if South West Water does not permit development to take place over its sewer. Officers therefore propose to include a condition to ensure that no part of the development shall commence until a construction methodology and schedule of works has been submitted to the Local Planning Authority for consideration. If intrusive groundworks are required, for example to divert the combined sewer, then development should take place in accordance to a written scheme of investigation that has been approved by the Local Planning Authority.

49. In addition, objections raised concerns regarding impacts on the setting of the stonewall that forms the boundary of the Turnchapel Conservation Area. Officers consider the stone wall and iron railings a feature that contributes towards the special interest of the Conservation Area and these have been taken into consideration. Another objector stated that planning regulations prevent new buildings from being higher than 5 metres if within 10 metres of the curtilage boundary. This planning regulation refers to permitted development rights for warehouses and industrial buildings. Permitted development rights are not considered relevant to this full planning application.

50. To summarise, the substantial public benefits of the development are considered, on balance, to outweigh the less than substantial harm to designated heritage assets, thus the application is considered to comply with Policy DEV21 (Developing affecting the historic environment) of the JLP and paragraphs 189-202 of the NPPF.

Amenity

51. Officers consider that the development will have a negative impact on the outlook of the residential dwellings on Boringdon Terrace and on public views from the South West Coast Path. The rear elevation of the development will be approximately 10.3 metres from the front of the dwellings on Boringdon Terrace with the roof apex projecting approximately 2.4 metres above the stonewall. Paragraphs 13.28-13.29 of Appendix 1 of the SPD states there should normally be a minimum of 12 metres of separation between a habitable room window and a blank wall, with an extra 3 metres of separation provided for every 2 metres increase in height. However, the site is located approximately 6.2 metres below the stonewall on Boringdon Road and the valleys will reduce the massing to allow restricted views.

52. The outlook from Boringdon Terrace is north/northwest facing and officers consider that the proposal is unlikely to result in a significant loss of daylight or sunlight to habitable rooms. In addition, the proposal is unlikely to result in overlooking or loss of privacy impacts to existing residents or visitors to the South West Coast Path. Whilst public views from the South West Coast Path will undergo harm, other waterfront views are available from Turnchapel's slipways and from St John's Road.

53. A number of objections referred to noise concerns as occupiers of the grade II listed dwellings on Boringdon Terrace are unable to install modern double glazed windows. Representations also raised concerns that the windows on the rear elevation may increase noise and light pollution to adjacent dwellings. The Construction Environmental Management Plan, which should be conditioned, states that construction hours will be limited to 08:00 till 17:00 on Mondays to Friday and 08:00 till 13:00 on Saturdays (unless otherwise agreed by the Public Protection Service).

54. The Noise Impact Assessment that was submitted with the application states that whilst the exact noise levels are not yet known, the development is expected to afford sufficient attenuation to ensure that external noise levels should not exceed existing levels. Given the exact noise levels are not known, officers recommend securing a condition to ensure that noise levels from the development do not exceed 5 decibels above the background level at the façade of the nearest residential dwelling. The information supplied by the acoustic consultant suggests that this will be met but the condition is required to ensure future operations remain as quiet as predicted. Officers also recommend securing a condition that ensures the windows on the rear elevation remain non-opening and opaque to prevent noise and light pollution from the development adversely impacting upon adjacent dwellings.

55. There was no requirement for a Contaminated Land Assessment as the applicant proposes to bolt the development to the existing reinforced concrete hardstanding, thus there will be minimal disturbance to the underlying ground. However, officers recommend securing an unexpected contamination condition requiring the developer to report any contamination to the Local Planning Authority and provide a remediation scheme where necessary.

56. A number of objections raised concerns regarding fire hazards and health and safety. The site is not considered a major hazard site, a licensed explosive site or a nuclear installation. Separate health and safety laws are in place that require businesses to have policies for managing health and safety. Therefore health and safety concerns shall be managed under this health and safety legislation.

57. On balance, officers consider that the proposal accords with Policy DEVI (Protecting health and amenity) and DEV2 (Air, water, soil, noise, land and light) of the JLP.

Highways Considerations

58. The application proposes to provide 6 car parking spaces in addition to the 110 spaces that are already provided on the Turnchapel Wharf site. The applicant has provided a Transport Statement which includes information on the number of vehicular trips along Barton Road during the Royal Marine's occupation of the site, as identified by the Defence Infrastructure Organisation (DIO). The Statement indicates that there were 40-60 HGV movements per day consisting of predominantly 6-8 tonne trucks. There would typically have been 100 cars parked on site per day, which would have generated around 200 two-way trips, with significantly more around ten times a year during military operations. These figures are significantly more than the 16-20 two-way car movements per day and one two-way HGV movement per month suggested by the applicant for this proposal.

59. The Local Highways Authority was consulted on the application and raised no objections, subject to securing conditions to provide car parking and cycle provision prior to occupation of the unit. The Local Highways Authority advised that the SPD indicates that for a B1 business use, one space per 30 square metres of gross floor-space is required. Therefore there is an expectation that the development would provide 19 car parking spaces. However, the Transport Statement suggests that the 6 car parking spaces added to the 110 existing spaces would be sufficient, with additional space available should there be a demand. Disabled car parking is also proposed in line with policy and space for bicycles inside the individual business units. The Local Highways Authority therefore

considers that the overall car parking provision across the Turnchapel Wharf site accords with the minimum car parking standards for BI business use.

60. The local planning authority received a substantial number of public objections relating to highway safety concerns along Barton Road, which has no pavements, and additional car parking pressures that would be created in Turnchapel village. In addition, a number of representations disputed the DIO vehicular movement figures provided in the Transport Statement.

61. The Local Highways Authority acknowledged that the application does not provide a baseline for the current level of vehicle trips; nor does it consider the overall site wide cumulative increase. In addition, approximately 184 homes have been built at nearby Hooe Lake, which shares the same access road, since the MOD discontinued use of the application site. Notwithstanding the above, the Local Highway Authority considers that the application site has an established and unrestricted BI business use along with its associated vehicle movements and traffic attraction, which will permit and allow for significant daily traffic fluctuations and unrestricted increases associated with its permitted use. It considers that the traffic increase associated with this proposal will be modest and it is unlikely to give rise to any significant impacts in capacity or cause highway safety concerns. As such, the development does not satisfy the three tests for requiring planning obligations as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations (2010) and paragraph 56 of the National Planning Policy Framework (2019).

62. The Local Highway Authority did however advise that a business use the size of Turnchapel Wharf should have a site wide Travel Plan, or at least a site-wide framework travel plan in operation, depending on the current level of activity on the site. Therefore the applicant should be advised that a Travel Plan should be provided in support of any further planning applications for Turnchapel Wharf.

63. Objections raised concerns that HGV's towing boats are unable to manoeuvre around the mini roundabout at the junction of Reddicliff Road and Hooe Road in Hooe. The Street Services Department was consulted and has no knowledge of any specific issues or problems with HGV's in Hooe.

64. The proposal is therefore considered to comply with Policy DEV29 (Specific provision relating to transport) of the JLP.

Flood Risk

65. The application site is located in Flood Zone 1 and at low risk of fluvial or tidal flooding. A Flood Risk Assessment has been submitted in support of the application. This states that the finished floor level for the proposed unit will be 4.4 metres AOD (above ordnance datum). The surface water drainage is proposed to connect to the existing drainage for the adjacent unit, which is collected by ACO drains surrounding the unit. Surface water discharges directly into the Cattewater.

66. The Environment Agency and Lead Local Flood Authority were consulted on the application and raised no objections. The Lead Local Flood Authority advised that the Plymouth Local Flood Risk Management Strategy requires that entrances to the property should have a threshold level above 4.81 metres AOD or be able to provide protection to this level. Officers consider that this level of protection can be achieved by making the development flood resilient through the use of waterproof walls and floors and by locating power and communication connections above this level. Notwithstanding this, the applicant should be required to demonstrate how it meets these requirements through conditions.

67. Following the Planning Committee meeting of the 18th June 2020, officers challenged the applicant to explore excavating the concrete hardstanding to reduce the ground levels. The applicant confirmed that a reduction in ground level would not be possible as it would prevent the development from meeting the level of flood protection required by the Plymouth Local Flood Risk Management Strategy. Officers consider that ground levels would need to be reduced in the order of 2.4 metres to ensure the ridgelines are level with the stonewall. However, the Lead Local Flood Authority advised that it would be difficult to support reducing the floor level lower than the existing ground levels.

68. Officers recommend securing a condition that requires a scheme for the provision of surface water management to be submitted to and approved by the Local Planning Authority prior to commencement of development. This should include a flood plan that details emergency exits in the event of a flood warning, details of the surface water drainage system and how the development will provide flood protection to the levels set out in the Plymouth Local Flood Risk Management Strategy. The proposal is therefore considered compliant with Policy DEV35 (Managing flood risk and water quality impacts) of the JLP.

Biodiversity and Water Quality

69. The applicant has supplied an Ecological Enhancement and Mitigation Strategy, which states that the existing building is considered to have negligible suitability for roosting bats and there is no evidence of breeding birds. This report recommends providing two bat boxes to provide roosting provisions for bats and to provide a biodiversity net gain in line with paragraphs 170 and 175 of the NPPF and Policy DEV26 (Protecting and enhancing biodiversity and geological conservation) of the JLP.

70. In addition, a Construction Environmental Management Plan that defines the general approach by which the works will be undertaken, has been submitted to reduce the risk of adverse impacts of construction works on sensitive environments and to minimise disturbance to local residents and users of the estuary. This document includes provisions for minimising impacts on water quality to ensure the Cattewater is kept free of construction debris and pollution, and to minimise disturbances to habitats, flora and fauna. Officers recommend securing conditions to ensure the development is implemented in accordance to the Construction Environmental Management Plan and the Ecological Mitigation and Enhancement Strategy.

71. The Natural Infrastructure Team undertook a Habitats Regulations Assessment and concluded that the proposal can be eliminated from further assessment because it cannot have a conceivable effect on a European site. Furthermore, Natural England did not wish to comment on the application as it considers that the proposal is unlikely to result in significant impacts on statutory designated nature conservation sites or landscapes. Officers therefore considered that the proposal is unlikely to have an effect on statutory and non-statutory designated sites including local Sites of Special Scientific Interest (SSSIs) and the Plymouth Sound and Estuaries Special Areas of Conservation.

72. The Natural Infrastructure Team and the Lead Local Flood Authority have advised that the application does not identify potential pollution risks and demonstrate how the development will control water pollution during operation. Therefore officers recommend securing a condition that requires the applicant to identify pollution risks and demonstrate how the water environment will be protected from pollution during use. The application is therefore considered to comply with Policies DEV26 (Protecting and enhancing biodiversity and geological conservation) and DEV35 (Managing flood risk and water quality impacts) of the JLP, subject to agreeing conditions.

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

There are no local finance considerations.

11. Planning Obligations

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

Planning obligations not required due to the nature and size of proposal.

12. Equalities and Diversities

This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and has concluded that the application does not cause discrimination on the grounds of gender, race and disability.

13. Conclusions and Reasons for Decision

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and assessed the application against the JLP policies and the recommendation is for conditional approval.

The application proposes to create additional B1b business (research and development) floorspace in the marine sector within an existing marine business park on a site that has been allocated for marine employment uses. The proposal safeguards an important deep water facility and supports growth of the marine sector in Plymouth through high value job creation, new technologies and attracting inward investment. The principle of development is therefore considered acceptable and the public benefits are deemed substantial.

The development is immediately adjacent to, and will impact upon the setting and significance of the Turnchapel Conservation Area and a terrace of grade II listed buildings, known as Mansion House (number 1) and numbers 2-12 (consecutive) Boringdon Terrace. Officers have taken account of the available evidence and the necessary expertise and representations in line with the Planning (Listed Buildings and Conservation Areas) Act 1990, paragraph 190 of the NPPF and Policy DEV31 (Development affecting the historic environment) of the JLP. Officers consider that the development will result in less than substantial harm to the setting and significance of the designated heritage assets by virtue of the development's impact on the streetscene, particularly the loss of an attractive vista.

Where less than substantial harm to a heritage asset is identified, that harm must be outweighed by the public benefits of the development. Officers consider that the applicant has reduced the harm as far as is reasonable to still allow a marine sector use to be realised. The development is considered necessary for the location and the public benefits are considered substantial. On balance, officers consider that the substantial public benefits outweigh the less than substantial harm to the Turnchapel Conservation Area and the grade II listed dwellings on Boringdon Terrace.

A range of supporting information has been supplied in order to demonstrate that the impact on residential amenity, the highways network, biodiversity, flooding and water quality will be acceptable.

Suitable conditions are recommended to control and request further details of different aspects of the development.

14. Recommendation

In respect of the application dated 20.01.2020 it is recommended to Grant Conditionally.

15. Conditions / Reasons

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

14. Recommendation

In respect of the application dated 20.01.2020 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

Proposed Floor Plan Layout 06032020 Rev A - received 05/03/20
 Site Location Plan 26007/100 - received 12/11/19
 Existing Elevations 21112019 - received 19/11/19
 Existing Floor Plan Layout 21112019 - received 19/11/19
 Proposed Rear Elevations 30072020 Rev C - received 29/07/20
 Proposed Front Elevations 15042020 Rev B - received 15/04/20
 Existing Refuse Compound with Proposed Additional Refuse Unit 20012020 - received 20/01/20
 Proposed Elevations 06032020 - received 05/03/20
 Block Plan 06032020 - received 05/03/20

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with the Plymouth & South West Devon Joint Local Plan 2014–2034 (2019).

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: SCHEME FOR THE PROVISION OF SURFACE WATER MANAGEMENT

PRE-COMMENCEMENT

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

- a) A flood plan is required for any development at risk from flooding that details actions to be taken in the event of a flood warning, including safe access and egress of occupants. Emergency exits should not direct occupants towards the source of flooding, in this case, the Cattewater. In the event of a flood, occupants should be directed to higher ground.
- b) Public sewer records indicate a SWW combined sewer within the site. SWW should be consulted for consent to build over or near the sewer.
- c) Details of the existing surface water drainage system should be submitted, and opportunities should be explored to enable the development to meet the Local Flood Risk Management Strategy requirement for a 1 in 100 year return period (1% AEP) design standard with a 40% allowance for climate change, and reduce surface water discharge rates to 1 in 10 year greenfield run off rates. Calculations and modelling data should be produced in support of any drainage design showing that the defences and drainage system are designed to the required standard, taking into account the elevation of the outfall and the impact of potential tide-locking during extreme tide levels.
- d) The Plymouth Local Flood Risk Management Strategy requires that entrances to the property should have a threshold level above 4.81mAOD, or be able to provide protection to this level with approved flood boards or flood-proof doors. It is recommended that the ground floor is made flood resilient with the use of waterproof walls and floors and power and communications connections located above this level.
- e) Details should be provided that confirm that the water environment is protected from pollution during use. Information should include
- o Identification of pollution risks
 - o Pollution prevention measures included to address pollution risks. Such measures could include; silt traps, bunded areas, oil separator, or the incorporate a shut of valve to stop any discharge into the sea, and any maintenance regimes associated.
 - o Operational emergency pollution response plan.
- Reference should be made to the pollution risk matrix and mitigation indices in the CIRIA SUDS Manual to minimise pollution during use.

Prior to occupation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason:

To reduce the risk of flooding to and from the development, and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory surface water management and disposal during and after development. The drainage provisions within the development are adequately provided for before development commences and does not cause undue problems to the wider drainage infrastructure in accordance with policy DEV35 of the Plymouth and South West Devon Joint Local Plan 2014-2034 and the National Planning Policy Framework 2019.

Justification:

Necessary because of the essential need to ensure the drainage provisions within the development are adequately provided for before development commences and does not cause undue problems to the wider drainage infrastructure and water environment.

4 **CONDITION: CYCLE PROVISION**

PRE-OCCUPATION

The building shall not be occupied until space has been identified within the building for bicycles to be securely parked. The secure area for storing bicycles shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority. The cycle parking shall align with site Travel Plan details.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy DEV29 of the adopted Plymouth & Southwest Devon Joint Local Plan 2014-2034.

5 **CONDITION: PROVISION OF PARKING AREA**

PRE-OCCUPATION

Each parking space shown on the approved plans shall be marked-out and made available for use before the unit of accommodation that it serves is first occupied and thereafter that space shall not be used for any purpose other than the parking of vehicles associated with the subject commercial unit.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policy DEV29 of the adopted Plymouth & Southwest Devon Joint Local Plan 2014-2034.

6 **CONDITION: MARINE SECTOR USE**

Use of the development hereby permitted shall be restricted to B1b business use within the marine sector.

Reason:

To safeguard and protect employment sites with access to wharves and/or deep water facilities, quays and pontoons for marine related uses appropriate to the site and location in accordance with Policies PLY20, PLY60.6 and DEV14 of the adopted Plymouth & Southwest Devon Joint Local Plan 2014-2034.

7 **CONDITION: REPORTING OF UNEXPECTED CONTAMINATION**

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

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure development can be carried out safely without unacceptable risk to workers, neighbours and other offsite receptors, in accordance to Policy DEV2 of the Plymouth and Southwest Joint Local Plan 2014-2034 and the National Planning Policy Framework 2019.

8 CONDITION: ECOLOGICAL MITIGATION AND ENHANCEMENT STRATEGY

Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Mitigation and Enhancement Strategy [TE0382/EMES/A].

Reason:

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance to Policies SPT12 and DEV26 of the Plymouth and South West Devon Joint Local Plan 2014-2034 and the National Planning Policy Framework 2019.

9 CONDITION: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Construction Environmental Management Plan (CEMP) for the site [I5936/RI].

Reason:

In the interests of the retention and protection of the marine environment, including the European Marine Site features, in accordance with Policies SPT12, SPT13, SPT14 and DEV26 of the Plymouth and Southwest Devon Joint Local Plan 2014 -2034 and the National Planning Policy Framework 2019.

10 CONDITION: NOISE

The noise level from the development shall not exceed 5dB above the background level at the façade of the nearest residential dwelling.

Reason:

To protect the residential and general amenity of the area from noise emanating from delivery and waste collection activities and avoid conflict with Policies Policy DEV1 and DEV2 of the Plymouth and South West Devon Joint Plan 2014-2034 and the National Planning Policy Framework 2019.

11 CONDITION: ARCHAEOLOGY

PRE-COMMENCEMENT

No part of the development shall be commenced until a construction methodology and schedule of works has been submitted to the Local Planning Authority for consideration. Should the construction methodology and schedule of works deem it necessary to conduct subsurface investigations, alterations or the addition of services not currently identified as part of the planning application, then a programme of archaeological work should be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The development shall be carried out at all times in strict accordance with the approved scheme

Reason:

The site is considered likely to contain archaeological deposits that warrant appropriate investigation and/or recording in accordance with Policy DEV21 of the Plymouth and South West Devon Joint Local Plan 2014-2034 and the National Planning Policy Framework 2019.

Justification:

To safeguarded likely archaeological deposits should intrusive groundworks, including the relocation of services, be necessary to implement the planning permission.

12 **CONDITION: WINDOWS**

The windows on the rear/south elevation of the development shall at all times be opaque glazed so that they are impenetrable to light, and non-opening.

Reason:

In order to protect the amenity of the adjacent dwellings in accordance with Policy DEV2 of the Plymouth and South West Devon Joint Local Plan 2014-2034 and the National Planning Policy Framework 2019.

INFORMATIVES

1 INFORMATIVE: CONDITIONAL APPROVAL (NEGOTIATION)

In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the National Planning Policy Framework 2019, the Council has worked in a positive and pro-active way with the Applicant including pre-application discussions and has negotiated amendments to the application to enable the grant of planning permission.

2 INFORMATIVE: (£0 CIL LIABILITY) DEVELOPMENT DOES NOT ATTRACT A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

The Local Planning Authority has assessed that this development, although not exempt from liability under the Community Infrastructure Levy Regulations 2010 (as amended), will not attract a levy payment, due to its size or nature, under our current charging schedule. The Levy is subject to change and you should check the current rates at the time planning permission first permits development (if applicable) see www.plymouth.gov.uk/cil for guidance.

Further information on CIL can be found on our website here:

[https://www.plymouth.gov.uk/planninganddevelopment/planningapplications/communityinfrastructur
elevy](https://www.plymouth.gov.uk/planninganddevelopment/planningapplications/communityinfrastructur/elevy)

More information and CIL Forms can be accessed via the Planning Portal:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy/5

More detailed information on CIL including process flow charts, published by the Ministry of Housing, Local Communities and Government can also be found here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

3 INFORMATIVE: SITE WIDE TRAVEL PLAN

Turnchapel Wharf should implement a site wide Travel Plan, or at least have a framework travel plan in operation, depending on the current level of activity at the application site. Which would need to form part of any future planning applications. In order to encourage sustainable means of travel including cycling in accordance with current planning policy initiatives.

4 INFORMATIVE: PROTECTED SPECIES INFORMATIVE

The proposed works may take place on a building with suitability for bats or breeding birds. Under the Wildlife and Countryside Act (1981), bats and breeding birds are legally protected against disturbance, injury or killing and bat roosts are protected against obstruction, damage or destruction. If bats or a bat roost is present in the building, a licence to carry out the works from Natural England may be required. In practice, if any protected species are found on site (such as nesting birds, bats or reptiles) works must cease immediately, and a suitably qualified Ecologist consulted. For further information please contact Plymouth City Council's Natural Infrastructure Officers.

Reason:

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Policies SPT12 and DEV26 of the Plymouth and Southwest Devon Joint Local Plan 2014 - 2013 and the National Planning Policy Guidance.

Plymouth City Council
 Planning Compliance Summary – to end of July 2020

Cases outstanding	376
Cases received this month	55
Cases closed this month	41
(No breach identified)	(17)
(Informal/formal action taken)	(24)
Planning Contravention Notices Issued	0
Planning Contravention Notices <u>Live</u>	0
Planning Enforcement Notices Issued	0
Enforcement Notices <u>Live</u>	2
Temporary Stop Notices (TSN) issued	1
Temporary Stop Notices (TSN) Live	0
Untidy Land Notices Issued	0
Untidy Land Notices Live	8
Prosecutions Initiated	2
Prosecutions Live	0

This page is intentionally left blank

Planning Applications Determined Since Last Committee

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
15/07/2020	Granted Conditionally	20/00482/FUL	Mr John McConnell	Refurbishment of redundant electrical substation to create school reception facility	Devonport High School For Boys Paradise Road Plymouth PL1 5QP	Ms Marie Stainwright
15/07/2020	Granted Conditionally	20/00661/TPO	Mrs Mariska Minter	Ash (T1) - Fell due to Ash Dieback.	12 Pine Gardens Plymouth PL3 4FG	Mrs Jane Turner
15/07/2020	Granted Conditionally	20/00698/TPO	Mrs Heidi Elliott	10 leylandii trees - reduce by 1m in height and reduce overhang into gardens by 2m.	72 Great Woodford Drive Plymouth PL7 4RL	Ms Joanne Gilvear
15/07/2020	Granted Conditionally	20/00726/TPO	James Nettleton	Cupressus Macrocarpa (T1) - Fell	Boringdon Hall Hotel Boringdon Hill Plymouth PL7 4DP	Mrs Jane Turner
15/07/2020	Granted Conditionally	20/00728/FUL	Mr James Taylor	Combine ground floor and first floor flats into single dwelling (Class C3)	5 Fitzroy Terrace Fitzroy Road Plymouth PL1 5PX	Mr Chris Cummings
15/07/2020	Granted Conditionally	20/00730/TPO	Irene Adler	Lime (T1) - Fell due to declining condition.	11 Pine Gardens Plymouth PL3 4FG	Mrs Jane Turner
15/07/2020	Granted Conditionally	20/00734/TPO	Mr Steve Best	Young Ash - trim over-hanging branches back to previous pruning points. Mature Ash - further back in woods - reduce overhanging upper crown branches by up to 2m and monitor condition.	26 Wellfield Close Plymouth PL7 2GY	Mrs Jane Turner
16/07/2020	Granted Conditionally	20/00655/FUL	Mr James Luke	Single-storey rear extension	Gainsborough Whitsoncross Lane Plymouth PL5 4NY	Mr Macauley Potter

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
16/07/2020	Granted Conditionally	20/00688/ADV	McDonalds Restaurants Ltd	Installation of 4no. digital freestanding signs and 1no. 15" digital booth screen	McDonalds Restaurant, Coypool Road Plymouth PL7 4TB	Mr Macauley Potter
16/07/2020	Granted Conditionally	20/00689/ADV	McDonalds Restaurants Ltd	Installation of 4no. digital freestanding signs and 1no. 15" digital booth screen	McDonalds Restaurant, Tavistock Road Plymouth PL6 5DA	Mr Macauley Potter
16/07/2020	Granted Conditionally	20/00690/FUL	Miss Aston	Single storey rear extension.	17 Valiant Avenue Plymouth PL5 2NX	Mr Macauley Potter
16/07/2020	Granted Conditionally	20/00706/TPO	Dr Joan Adrian Copperstone	Oak - Raise the crown to give 3m clearance above ground level over adjacent path and gardens of 78 and 79 Millwood Drive.	9 Beechwood Rise Plymouth PL6 8AP	Mrs Jane Turner
16/07/2020	Granted Conditionally	20/00712/TPO	Mr Bob Whear	2x Ash in woodland area to r/o 1 Blue Haze Close - fell due to ash die back	1 Blue Haze Close Plymouth PL6 7HR	Mrs Jane Turner
16/07/2020	Granted Conditionally	20/00722/FUL	Mr P Scantlebury	5no. new build warehouse units (Class B2/B8) with associated external works (Re-submission of 19/01584/FUL)	Land To The West Of Burrington Business Park Burrington Way Plymouth PL5 3LX	Mr Chris King
16/07/2020	Granted Conditionally	20/00731/FUL	Mr Chris Butterfield	New roof with addition of 2 velux windows to front elevation (retrospective)	First Floor Flat 40 Baring Street Plymouth PL4 8NG	Mr Mike Stone
16/07/2020	Refused	20/00950/AMD	Mr & Mrs Jefferies	Non-Material Amendment: Change in cladding materials to external walls from cedar timber cladding to Marley cedral cladding (antracite/grey) and render and painted for application 20/00437/FUL	66 Colesdown Hill Plymouth PL9 8AB	Mr Sam Lewis

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
17/07/2020	Refused	20/00762/AMD	Westward Housing Ltd	Non-material Amendment: Omit the chimney feature from all House Types, Remove the brickwork from the rear of House Type D, Omit the Juliet balconies from House Type D and install full height screens with partial opening lights, Omit the wing walls to House Type D entrance canopy feature and install canopy as House Type A and Finished Floor Levels changes to account for Environment Agency advice for application 17/01216/FUL (amended 19/01205/AMD)	Land Off Colebrook Road Plympton Plymouth	Mrs Katie Saunders
17/07/2020	Granted Conditionally	20/00785/FUL	Mr & Mrs Vosper	Partial demolition of existing first floor flat and store and erection of three-storey dwelling (re-submission of 19/01608/FUL)	118 Cremyll Street Plymouth PL1 3RB	Mr Chris Cummings
20/07/2020	Granted Conditionally	20/00295/FUL	Mr C Trow	3-bed detached dwelling and associated landscaping	Land Adjacent 44 Brean Down Road Plymouth PL3 5PX	Mr Chris Cummings
20/07/2020	Granted Conditionally	20/00313/FUL	Mr & Mrs Parker	Extensions and alterations	14 Thornhill Way Plymouth PL3 5NP	Mrs Alumecci Tuima
20/07/2020	Agreed	20/00646/CDM	A&P Property Developers Ltd A Dart	Condition Discharge: Conditions 3, 4, 5, 6 & 7 of application 19/01456/FUL	Land To Rear Of Shops On Colebrook Road	Mrs Katie Saunders
20/07/2020	Granted Conditionally	20/00696/FUL	Becton Dickinson Vacutainer Systems	Extension to Building 2 providing relocated Gown Up facility	Becton Dickinson Vacutainer Systems Belliver Way Plymouth PL6 7BP	Mr Peter Lambert
20/07/2020	Granted Conditionally	20/00720/FUL	Mr & Mrs Thomas	Ground and lower ground floor rear extension and minor alterations to main dwelling. (Re-submission of 19/01569/FUL)	33 Weir Road Plymouth PL6 8RR	Mr Macauley Potter

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
21/07/2020	Granted	20/00496/16		Installation of 20m high mast supporting communications apparatus, 10No. equipment cabinets within new fenced compound, plus ancillary development. Existing mast located approx. 280m to the south of proposed site is to be removed.	Richmond Walk Devonport Plymouth PL1 4LT	Mr Peter Lambert
21/07/2020	Agreed	20/00821/CDM	Mr Anthony Leaves	Condition Discharge: Conditions 3, 4, 5, 6, 7 & 8 of application 19/02078/FUL	18 Brookingfield Close Plymouth PL7 1RA	Mr Jon Fox
22/07/2020	Granted Conditionally	19/02038/FUL	Plymouth City Council	Installation of sustainable drainage system, wildflower meadow and associated public realm improvements	Central Park Plymouth	Mrs Karen Gallacher
22/07/2020	Granted Conditionally	20/00578/FUL	Sutton Harbour Company	Change of use of ground floor unit from Class A1/A3 to Class A1/A3 and an escape room (Class D2)	Century Quay House Plymouth Sutton Harbour PL4 0EP	Mr Chris Cummings
22/07/2020	Granted Conditionally	20/00586/FUL	Miss Stephens	Demolition of garage, replacement with larger garage (Part-retrospective)	22A Auckland Road Plymouth PL2 3BX	Mrs Alumeci Tuima
22/07/2020	Granted Conditionally	20/00740/TPO	Catherine Tank	G1 Mixed Hedging: reduce the overgrown hedge to approximately 3m height on garden side and bring road side back inline with the boundary wall so it is no longer over hanging the payment and carriageway. T1 Holm Oak in the same hedge row as above but as an individual: reduce by approximately 3m overall so it is not over the road.	89 Molesworth Road Stoke Plymouth PL3 4EL	Ms Joanne Gilvear
22/07/2020	Granted	20/00795/16	Atlas Tower Group	20m lattice telecommunications mast and associated development to upgrade equipment on nearby third-party mast	Land At Barn Farm Hooe Lane Staddiscombe PL9 9SP	Mr Sam Lewis

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
22/07/2020	Granted Conditionally	20/00799/TCO	Mr George Rosenberg	Elder - Take approx 2m from top.	10 The Square Plymouth PL1 3JX	Ms Joanne Gilvear
23/07/2020	Granted Conditionally	20/00708/FUL	Aldi Stores Ltd	New car park, soft landscaping and vehicular access point (linked to planning permission 18/01234/FUL)	1 Galileo Close Plymouth PL7 4JW	Mr Chris King
24/07/2020	Granted Conditionally	20/00732/FUL	Mr T Withecombe	Two-storey side and part rear extension and front porch inc. removal of existing single garage.	6 Leigh Court Plymouth PL6 5YA	Mr Macauley Potter
27/07/2020	Refused	20/00547/FUL	Mr Robin Lewis	Removal of existing defective single storey side extension and conservatory and construction of new two-storey side extension to form new GF utility area, wc/shower room and snug area and additional bedroom to first floor with relocation of bathroom.	27 Hemerdon Heights Plymouth PL7 2EY	Mr Peter Lambert
27/07/2020	Granted Conditionally	20/00628/FUL	Mr Jonathan Caunt	Two-storey side and rear and single storey rear extensions	3 Woolcombe Avenue Plymouth PL7 1LA	Mr Peter Lambert
27/07/2020	Granted Conditionally	20/00694/FUL	Paul Commander	Replacement of an existing air handling unit on the roof of the Chest Clinic	Derriford Hospital Derriford Road Plymouth PL6 8DH	Mr Peter Lambert
28/07/2020	Agreed	19/01431/CDM	English Cities Fund	Condition Discharge: Condition 23 of application 14/01448/OUT	Land At Millbay, Millbay Road Plymouth	Miss Katherine Graham
28/07/2020	Granted Conditionally	20/00035/FUL	Mr Maciej Meldner	New dwelling	2 Mount Gould Avenue Plymouth PL4 9EZ	Mr Chris Cummings

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
28/07/2020	Granted Conditionally	20/00362/S73	Mr & Mrs Willcocks	Variation of Condition 1 (Approved Plans) of application 17/00862/FUL	36 Trelawny Road Plympton Plymouth PL7 4LJ	Miss Josephine Maddick
28/07/2020	Granted Conditionally	20/00392/FUL	Mr Ibrahim Peik	Change of use and division of bank (Class A2) to restaurant with kitchen extractor at the rear (Class A3) and barbershop/hair salon (Class A1) inc. new shopfront	66 Ridgeway Plymouth PL7 2AL	Mr Peter Lambert
28/07/2020	Granted Conditionally	20/00752/FUL	Mr Sefdeen	Two-storey rear extension including demolition of rear conservatory	1 Caprera Place St Michaels Terrace Lane Plymouth PL4 6AG	Mrs Alumeci Tuima
28/07/2020	Granted Conditionally	20/00822/TCO	Mr Geoff Coope	Maple - Reduce to previous pruning points (by approx 3 to 4m) and shape to natural growth points.	3 The Square Plymouth PL1 3JX	Ms Joanne Gilvear
28/07/2020	Granted Conditionally	20/00829/FUL	Mr Nigel Yarham	External wall insulation, curtain walling to the communal staircase, full window replacement and redesign courtyards.	Flats 50-102 Stoke Road Plymouth PL1 5JG	Mr Mike Stone
28/07/2020	Granted Conditionally	20/00843/TCO	Mr A Moss	Ash (T1) - Re-pollard to previous points approximately 3m of growth.	50 Fore Street Plympton Plymouth PL7 1NB	Ms Joanne Gilvear
28/07/2020	Granted Conditionally	20/00846/FUL	Mr Barrie Douglass	Continued use of Eastern Zone as temporary Pay & Display Car Park (for a duration of 2 years) together with retention of boundary hoardings	Car Park, Derrys Cross Plymouth PL1 2SW	Mr Mike Stone
28/07/2020	Refused	20/00968/AMD	Defence Infrastructure Organisation	Non-material Amendment: Relocation of existing windsock and mast for application 15/01271/FUL	Kinterbury Point, Hmad Bullpoint, HMNB Devonport Plymouth PL2 2BG	Mr Chris King

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
28/07/2020	Refused	20/01031/AMD	BAM Construction Ltd	Non-material Amendment: Revised wording of Condition 15 (Travel Plan) for application 18/01390/FUL to amend trigger point	Plympton Academy Moorland Road Plymouth PL7 2RS	Mr Chris King
29/07/2020	Granted Conditionally	20/00737/FUL	Amoasii	Single storey rear extension with veranda steps	13 Greatlands Place Plymouth PL2 3JF	Mr Macauley Potter
29/07/2020	Granted Conditionally	20/00766/FUL	Mr Short	Loft conversion with dormer and gable end conversion	2 Earls Acre Plymouth PL3 4HL	Mrs Alumeci Tuima
29/07/2020	Agreed	20/01030/CDM	BAM Construction Ltd	Conditon Discharge: Condition 11 of application 18/01390/FUL	Plympton Academy Moorland Road Plymouth PL7 2RS	Mr Chris King
30/07/2020	Agreed	19/01343/CDM	Mr Simon Wagemakers	Condition Discharge: Conditions 2, 3, 6 & 14 of application 18/00082/REM	Land At Seaton Neighbourhood (Phase 9) Plymouth	Mr Alistair Wagstaff
30/07/2020	Granted Conditionally	20/00436/FUL	Mr J Francis & Ms L Raven	Single storey front extension	244 Thurlestone Walk Plymouth PL6 8QT	Mr Peter Lambert
30/07/2020	Granted Conditionally	20/00610/FUL	Peter Stoke Damerel Community College	120sqm extension to existing Key Stage 3 dining facility	Stoke Damerel Community College Somerset Place Plymouth PL3 4BD	Mrs Rebecca Boyde
30/07/2020	Granted Conditionally	20/00750/FUL	Mr Sean Bow	Rear decking (re-submission of 20/00325/FUL)	8 Birch Pond Road Plymouth PL9 7PG	Mrs Alumeci Tuima
30/07/2020	Granted Conditionally	20/00756/TPO	Miss Leigh-Ann Bailey	Magnolia - reduce crown back to previous pruning points, approximatly 1-1.5m.	25 Tor Road Plymouth PL3 5TF	Mrs Jane Turner

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
30/07/2020	Granted Conditionally	20/00765/FUL	Mr Tom Frost	Two-storey side extension and new front extension comprising of part garage and porch	25 Caldicot Gardens Plymouth PL6 7EP	Mr Macauley Potter
30/07/2020	Granted Conditionally	20/00769/TPO	Mr Charles Wilson	Beech - prune side growth to previous pruning points (approx.1m) and crown raise over flat roof of house called Tall Pines to give 1.5m clearance above the roof. Young Hawthorn - tip prune side growth to provide 1m clearance from side of Tall Pines house.Young Ash - reduce one upper crown branch back to boundary to suitable growth point to clear roof of Tall Pines.Willow spp - reduce upper crown branches over pitch roof of annex at rear of Tall Pines by up to 2m to natural growth points.	9A Reservoir Road Plymstock Plymouth PL9 8JR	Mrs Jane Turner
30/07/2020	Granted Conditionally	20/00774/FUL	Mr Pete Torr	Two-storey infill extension inc. amended parking bay	Unit K, Wallsend Industrial Estate Cattedown Road Plymouth PL4 0RW	Mrs Alumeci Tuima
30/07/2020	Granted Conditionally	20/00788/TPO	Mr Stewart Stevenson	2x Oak - Trimming of lower overhanging branches coming towards the house by upto 2 metres to nearest pruning point Hawthorn - Trim one over hanging branch by 2 metres. (as agreed by email 28/7/20)	23 Beechwood Rise Plymouth PL6 8AP	Ms Joanne Gilvear
30/07/2020	Granted Conditionally	20/00791/TPO	Mr Alan Golden	Multi stemmed Sycamore (T2) - Crown reduce southern stem by 2m, Crown reduce north western and north eastern stems by 2m. Prune remaining crown to blend in with reduced stems maximum of 1.5m reduction.Install bracing system in upper crown following manufacturers guidelines.	6 Kingsway Gardens Plymouth PL6 5BY	Mrs Jane Turner
30/07/2020	Granted Conditionally	20/00798/FUL	Mrs Judith Sheehy	Hardstand and alterations to front bay window (Part-retrospective)	3 Vine Crescent Plymouth PL2 3HE	Mrs Alumeci Tuima

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
30/07/2020	Granted Conditionally	20/00807/TPO	Mr Hamilton	Beech (T1) - Crown lift by 2m and reduce north and east aspects of tree by 2m.	17 Ducane Walk Plymouth PL6 5WE	Ms Joanne Gilvear
30/07/2020	Granted Conditionally	20/00808/TPO	Mr Fairbanks	Beech (T1) - Reduce lower half of crown on north, east and south sides by 2m to natural growth points, crown lift to 6m. Yew (T2) - Reduce side of crown on north and east sides by 2m and south side by 1m to natural growth points. Horse Chestnut (T3) - Re-pollard to previous pollard points.	11 Belle Vue Road Plymouth PL9 9NW	Mrs Jane Turner
30/07/2020	Granted Conditionally	20/00809/LBC	Mr Jacob Cioffi	Remove flat roofed front dormer and replace with rooflight	53 Emma Place Plymouth PL1 3QU	Mr Mike Stone
30/07/2020	Granted Conditionally	20/00833/FUL	Mr Kevin Mills	Erection of 2-bay Fire Station together with associated external works	Plymstock Fire Station Dean Hill Plymouth PL9 9AA	Mr Chris Cummings
30/07/2020	Granted Conditionally	20/00844/TCO	Mr Nigel Coles	Mature Sycamore (T1) - reduce by a maximum of 5-6m to natural growth points.	11 The Crescent Plymouth PL1 3AB	Mrs Jane Turner
30/07/2020	Granted Conditionally	20/00854/FUL	Plymouth City Council	Installation of 10no. temporary portable self-contained toilets (Retrospective).	The Promenade The Hoe Plymouth	Mr Mike Stone
30/07/2020	Granted Conditionally	20/00873/TCO	Mrs Carol Brown	Sycamore (T1) - Pollard to 5m due to significant die back.	92 Mannamead Road Plymouth PL3 4SZ	Ms Joanne Gilvear
30/07/2020	Refused	20/01019/AMD	Plymouth Retail Ltd	Non-material Amendment: Conditions 5 and 10 to change the trigger to: pre-commencement of the public realm works on Old Town Street and New George Street for application 19/00891/FUL	Norwich Union House 2 St Andrews Cross Plymouth PL1 1DN	Mr Alistair Wagstaff

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
04/08/2020	Granted Conditionally	20/00658/LBC	Mr Andrew Thorburn	Replacement of slate roof, leadwork, guttering, downpipes, rooflight, rebuild of chimney stack and repairs of fascia and soffit	2 Albemarle Villas Plymouth PL1 5QZ	Mr Mike Stone
04/08/2020	Agreed	20/00987/CDM	Plymouth City Council	Condition Discharge: Conditions 11, 19, 22 & 29 of application 18/00306/FUL	Land South Of The Forder Valley Road/Novorossiysk Road Junction And Include Forder Valley Road To The South And West Of The	Mr Alistair Wagstaff
05/08/2020	Granted Conditionally	19/01988/FUL	Mr Sam Balsdon	To build a reverse level three bed house with off road parking	Land Adjacent To 161B Elford Crescent Plymouth PL7 4BU	Mr Jon Fox
05/08/2020	Granted Conditionally	20/00426/FUL	Mrs Sarah Chidgey	Two-storey side extension; single storey rear extension; demolition of existing garage and replacement with new garage and garden room	3 Oakapple Close Plymouth PL7 4RY	Mr Peter Lambert
05/08/2020	Granted Conditionally	20/00649/FUL	Widewell Primary School	Multi use games area (MUGA) (re-submission of 19/00829/FUL)	Widewell Primary School Lulworth Drive Plymouth PL6 7ER	Mr Chris King
05/08/2020	Granted Conditionally	20/00784/FUL	Mr Simon Hunter	Food Kiosk and associated raised platform area, sheltered by a new canopy.	Lipson Community College Bernice Terrace Plymouth PL4 7PG	Mr Macauley Potter
05/08/2020	Granted	20/00806/16	Moblie Broadband Network Limited	The installation of a 25 metre-high slimline lattice telecommunications tower	Tothill Park Tothill Community Centre Knighton Park Plymouth PL4 9DA	Mrs Alumeci Tuima
05/08/2020	Granted Conditionally	20/00872/FUL	Devassy	Change of use from 3-bed (Class C4) and 7-bed HMO (Sui Generis) to 10-bed HMO (Sui Genesis)	The Edgcombe Hotel 2 Molesworth Road Stoke Plymouth PL1 5LZ	Mr Chris Cummings

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
06/08/2020	Granted Conditionally	20/00428/FUL	Mr & Mrs Smith	Hip to gable loft conversion and rear dormer	53 Lucas Lane Plymouth PL7 4EU	Mr Peter Lambert
06/08/2020	Granted Conditionally	20/00448/FUL	Mr David Legg	Replace flat roof of existing front porch with hip style pitched roof	198 Thurlestone Walk Plymouth PL6 8QN	Mr Peter Lambert
06/08/2020	Granted Conditionally	20/00707/FUL	Debbie Oldham & Dan Baker	Side garage and rear porch	119 Underlane Plymstock Plymouth PL9 9LB	Mrs Alumeci Tuima
06/08/2020	Granted Conditionally	20/00714/FUL	Mr Phil Drew	Single storey rear extension; removal of chimney; and raised patio area.	60A Torridge Road Plymouth PL7 2DQ	Mr Peter Lambert
06/08/2020	Granted Conditionally	20/00771/LBC	Mr Alex Whittle	Exterior painted grey (Retrospective)	Netherton The Elms Plymouth PL3 4BR	Mrs Alumeci Tuima
06/08/2020	Granted Conditionally	20/00892/FUL	Edmond Davari	Create restaurant outdoor seating area with balustrade on rear flat roof.	46 Mayflower Street Plymouth PL1 1QX	Mr Mike Stone
06/08/2020	Granted Conditionally	20/00915/FUL	Mr Mark Butcher	Single storey rear extension	34 Mirador Place Plymouth PL4 9HE	Mr Mike Stone
07/08/2020	Refused	19/01854/AMD	English Cities Fund	Non-material Amendment: Amendment to plans listed under Condition 1 of application 18/00995/REM	Plot C1 Millbay Plymouth	Miss Katherine Graham

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
07/08/2020	Granted Conditionally	20/00865/FUL	Mr C McBride	Temporary change of use (for up to 5 years) of car park to construction site compound for use in connection with Brunel Plaza masterplan re-development works.	Car Park, North Road East Plymouth	Mr John Douglass
10/08/2020	Granted Conditionally	20/00652/FUL	Mr Jose Brito	Garage extension	11 Carlton Terrace Lipson Plymouth PL4 8PR	Mrs Alumeci Tuima
10/08/2020	Granted Conditionally	20/00770/FUL	Mr Ray Simmons	Two-storey side extension	90 Wembury Road Plymouth PL9 8HF	Mrs Alumeci Tuima
10/08/2020	Granted Conditionally	20/00810/FUL	Mr Aaron Ashton	Change of use from restaurant & cafe/retail (Class A3/A1) to drinking establishment/retail (Class A4/A1)	140 Vauxhall Street Plymouth PL4 0DF	Ms Abbey Edwards
10/08/2020	Granted Conditionally	20/00826/FUL	Angela Glanville	Hardstand	30 Long Rowden Plymouth PL3 4PN	Mr Mike Stone
10/08/2020	Granted Conditionally	20/00874/FUL	Mr & Mrs Hall	Detached dwelling	40 Furzehatt Way Plymouth PL9 8LT	Mr Sam Lewis
10/08/2020	Agreed	20/00877/CDM	Mr Mo Fawzi	Condition Discharge: Condition 3 of application 19/01530/FUL (following appeal APP/N1160/W/19/3243502)	1 Bath Place Plymouth PL1 3NH	Miss Amy Thompson
10/08/2020	Granted Conditionally	20/00886/FUL	Mrs C A West	Rear roof terrace	87 Clifton Place Plymouth PL4 8HY	Mr Mike Stone