



#plymplanning

**Oversight and Governance**

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## PLANNING COMMITTEE

Thursday 14 January 2021  
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, Tuffin, Vincent and Winter.

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

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**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 10 December 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. Hillborough | Plymbridge Road, Plympton (Pages 7 - 16)

Ward: Plympton St Mary  
Recommendation: To confirm TPO 530 with modifications

#### 6.1. 27 Outland Road, Plymouth, PL2 3DA - 20/01605/FUL (Pages 17 - 26)

Applicant: Mr and Mrs Davies  
Ward: Peverell  
Recommendation: Grant Conditionally.

6.1. 4A Copse Close Plymouth PL7 IQD - 20/01569/FUL **(Pages 27 - 36)**

Applicant: Mr Ian Wade  
Ward: Plympton Erle  
Recommendation: Grant Conditionally.

6.1. Eastern End Of Runway 31 Plymouth City Airport Plymouth - 20/01788/FUL **(Pages 37 - 56)**

Applicant: Mr Jon Cartwright  
Ward: Moorview  
Recommendation: Grant Conditionally.

**7. Planning Enforcement (Pages 57 - 58)**

**8. Planning Application Decisions Issued (Pages 59 - 74)**

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>

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## Planning Committee

Thursday 10 December 2020

### PRESENT:

Councillor Stevens, in the Chair.

Councillor Tuohy, Vice Chair.

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

Also in attendance: Peter Ford (Head of Development Management, Strategic Planning and infrastructure), Julie Parkin (Senior Lawyer), Josephine Maddick (Planning Officer), Mike Stone (Planning Officer), Abbey Edwards (Planning Officer), Amy Thompson (Planning Officer), Gary Lester (Transport Planning Officer) and Amelia Boulter (Democratic Advisor).

The meeting started at 4.00 pm and finished at 6.30 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.*

### 66. Declarations of Interest

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

Name	Minute	Reason	Interest
Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mike Leaves, Nicholson, Mrs Pengelly, Rebecca Smith, Tuffin, Vincent and Winter.	Minute 72	Know the applicant Mr Tony Carson.	Private Interest.

### 67. Minutes

Agreed the minutes of the meeting held on 12 November 2020.

### 68. Chair's Urgent Business

There were no items of Chair's urgent business.

### 69. Questions from Members of the Public

Five questions were received by the Chair from members of the public.

<p>The following question was submitted by Mr Dart:</p>
<p>Question: Should an application to Plymouth City Council for change of use to provide "Extra care supported housing for people under the age of 65, who will have ongoing support needs related to their mental illness or condition" include some or all of speech marked words in site notice?</p>
<p>Answer: The description of a Planning Application should be a brief summary of the development that applicant is seeking including reference to the Use Class Orders where relevant. The description does not have to specify the user group unless it is relevant to defining the Use Class. Residential care homes, hospitals and nursing homes fall under use Class C2, whilst a single household of up to 6 people falls within Use Class C3.</p>

<p>The following question was submitted by Mr and Mrs Van Rensburg:</p>
<p>Question: 20/01487/FUL Have any Officers or members of the Planning Committee made a site visit, to acquaint them with the quiet, secluded and child-friendly residential environment where this proposed commercial activity would be located?</p>
<p>Answer: The Planning Officer carried out a site visit on 6 October 2020 and a site visit took place with Members of the Planning Committee on 9 December 2020.</p>

<p>The following question was submitted by Mr Cooper:</p>
<p>Question: Regarding 23 Boston Close. Why have Highways not expressed concern about access to the proposed parking area, in planning application 19/00085/FUL for the initial extension to this property they queried the access for one extra vehicle? Now 9 or more vehicles a day will have to use the same access.</p>
<p>Answer: Highway matters are addressed in paragraphs 8.15 to 8.20 of the officer report and comments regarding Highways officers have been referred to the relevant Portfolio Holder.</p>

<p>The following question was submitted by Mr and Mrs Trevanion:</p>
<p>Question: Application 20/01099/FUL was granted with a specific condition. It's been immediately followed by application 20/01487/FUL to rescind that condition. If this application is approved is there not a risk that the planning process may appear to have been used inconsistently?</p>
<p>Answer: No, as the applicant has the right to do this. Due process has been followed and the application has been judged on its merits.</p>

The following question was submitted by Mrs Partridge:

Question:  
20/01487/FUL

Linked granted application was retrospective with the stipulation around usage. We must respect the concerned residents, to ensure the integrity of the planning process and confidence has been maintained. If successful what steps/observations will be taken to prevent further disregard and the increased commercial use or alternative commercial use.

Answer:  
If the question is around a change of use in contravention of Planning legislation, any allegations should be reported to the City Council who will investigate and take any action that may be necessary and reasonable.

70. **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.

71. **170 Hemerdon Heights, Plymouth PL7 2TY - 20/01190/FUL**

Mr and Mrs Sharp  
Decision:  
Application Grant conditionally.

72. **68 Compton Avenue, Plymouth PL3 5DB - 20/01181/FUL**

Mr Tony Carson  
Decision:  
Application Granted conditionally.

(A site visit was held on 9 December 2020 in respect of this item).

73. **23 Boston Close, Plymouth PL9 7NR - 20/01487/FUL**

Mr and Mrs May  
Decision:  
Application Granted conditionally. The Planning Officer to negotiate an additional condition that designates a parking space for customer parking.

(The Committee heard from Councillor Ms Watkin, Ward Councillor).  
(The Committee heard from Mr Cooper, in objection to the application).  
(The Committee heard from Mrs May, the applicant).  
(A site visit took place on 9 December 2020 in respect of this item).

74. **24 Looe Street, Plymouth PL4 0EA - 20/01355/S73**

Miss Kayleigh Bullock

Decision:

Application Granted conditionally.

(The Committee heard from Councillor Tuffin, Ward Councillor and took no part in the discussion or vote).

(The Committee heard from Miss Kayleigh Bullock, the applicant).

75. **Site Of Former E Block, The Quadrangle, Craigie Drive, The Millfields, Plymouth - 20/00253/FUL**

Platinum Developments South West Ltd

Decision:

Application Granted conditionally subject to S106 agree with delegated authority to the Service Director for Strategic Planning and Infrastructure to refuse if not signed within the agreed timescales. An informative to be added that emphasises the importance of providing sufficient EV charging points as part of condition 9. In the event that officers do not receive a satisfactory response from the applicant with regard to a satisfactory travel plan and in particular in regard EV charging points in the discharge process for condition 9 the discharge application should be referred to the Planning Committee.

(The Committee heard from Louis Dulling, on behalf of the applicant).

(A site visit was held on 9 December 2020 in respect of this item).

76. **Planning Enforcement**

Members noted the Planning Enforcement Report. The Chair asked that relevant officers to be thanked for their continued good work on enforcement.

77. **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. Councillor Vincent sought clarification on 7 Lipson Terrace, it was reported that 20/00434/LBC a listed building application was granted but 20/00433/FUL application was refused.

78. **Appeal Decisions**

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

**VOTING SCHEDULE 10 DECEMBER 2020** (Pages 5 - 6)



**PLANNING COMMITTEE – 10 December 2020****SCHEDULE OF VOTING**

<b>Minute number and Application</b>		<b>Voting for</b>	<b>Voting against</b>	<b>Abstained</b>	<b>Absent due to interest declared</b>	<b>Absent</b>
6.1	170 Hemerdon Heights, Plymouth PL7 2TY - 20/01190/FUL  Application granted conditionally.	Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mike Leaves, Nicholson, Mrs Pengelly, Rebecca Smith, Tuffin, Vincent and Winter.				
6.2	68 Compton Avenue, Plymouth PL3 5DB - 20/01181/FUL  Application granted conditionally.	Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mike Leaves, Nicholson, Mrs Pengelly, Rebecca Smith, Tuffin, Vincent and Winter.				
6.3	23 Boston Close, Plymouth PL9 7NR - 20/01487/FUL  Application Granted conditionally. The Planning Officer to negotiate an additional condition that designates a parking space for customer parking.	Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mrs Pengelly, Rebecca Smith, Tuffin, Vincent and Winter.	Councillors Mike Leaves, Nicholson,			
6.4	24 Looe Street, Plymouth PL4 0EA - 20/01355/S73  Application Granted conditionally.	Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mike Leaves, Nicholson, Mrs				Councillor Tuffin

Minute number and Application	Voting for	Voting against	Abstained	Absent due to interest declared	Absent
	Pengelly, Rebecca Smith, Vincent and Winter.				
6.5	<p>Site Of Former E Block, The Quadrangle, Craigie Drive, The Millfields, Plymouth - 20/00253/FUL</p> <p>Application Granted conditionally subject to S106 agree with delegated authority to the Service Director for Strategic Planning and Infrastructure to refuse if not signed within the agreed timescales. An informative to be added that emphasises the importance of providing sufficient EV charging points as part of condition 9. In the event that officers do not receive a satisfactory response from the applicant with regard to a satisfactory travel plan and in particular in regard EV charging points in the discharge process for condition 9 the discharge application should be referred to the Planning Committee.</p>	Councillors Stevens, Tuohy, Allen, Mrs Bridgeman, Corvid, Davey, Mike Leaves, Nicholson, Mrs Pengelly, Rebecca Smith, Vincent and Winter.		Councillor Tuffin	

# TREE PRESERVATION ORDER REPORT



**Application Number** TPO 530 | Plymbridge Road

**Date Valid**

**Item** 01

**Ward** PLYMPTON ST MARY

**Site Address** Hillborough, 1 Plymbridge Road, Plympton

**Proposal** Objection to Tree Preservation Order no.530 1 Plymbridge Road.

**Applicant**

**Application Type**

**Target Date**

**Committee Date** 14/1/21

**Decision Category**

**Case Officer** Jane Turner

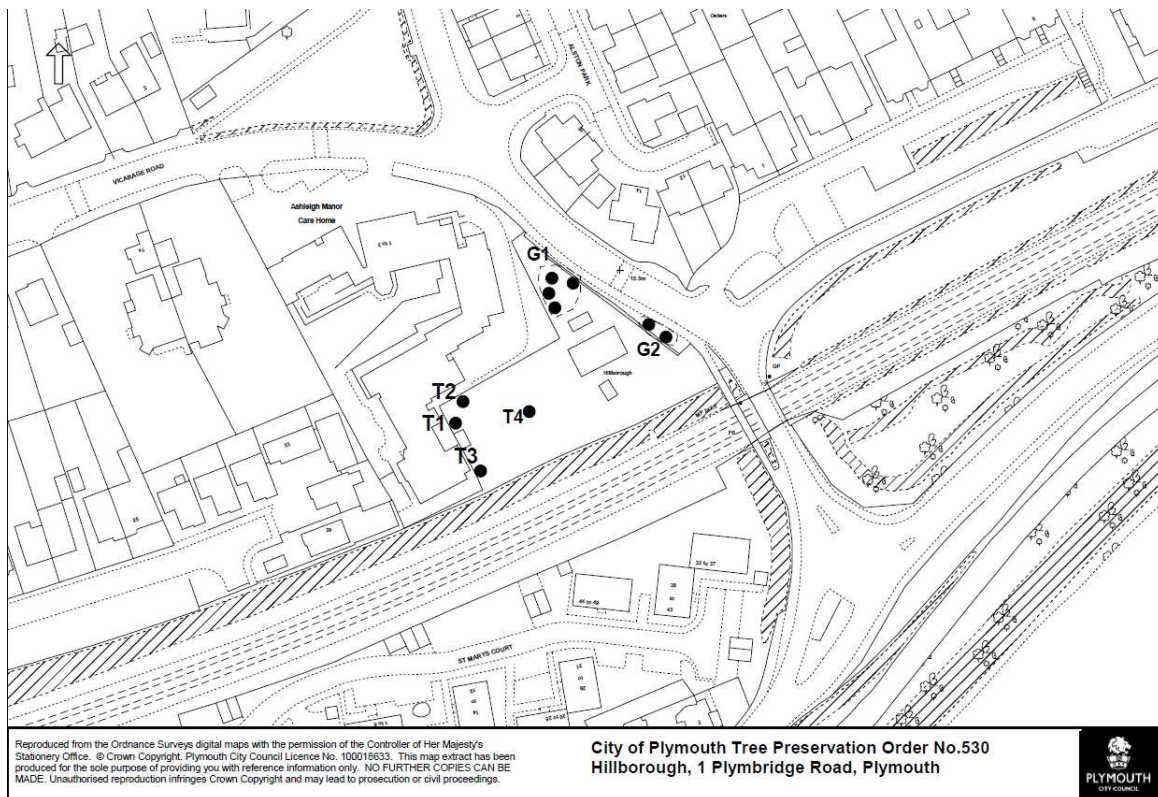
**Recommendation** To confirm TPO 530 with modifications

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## I. Background and description of site

- 1.1 Under delegated authority in January 2020 a 'blanket' area Tree Preservation Order (TPO) was placed on the site at Hillborough, 1 Plymbridge Road, Plympton (TPO No. 524A) following a request from a local resident concerned that the site may be cleared for development.
- 1.2 Central Government advises that where possible emergency area orders are reviewed within the 6 month period of the order being made, as appropriate, with woodland, group and/or individual protection. Access was arranged to resurvey the neglected overgrown site and it was decided that several individual trees and two groups of trees were worthy of protection.
- 1.3 A new order TPO 530 was subsequently made to replace TPO 524A, on the 20<sup>th</sup> July 2020 which is the subject of this report.
- 1.4 The site is currently occupied by a bungalow set within a large garden. The bungalow is located on the eastern part of the site with the railway line to the south and a care home off Vicarage Road to the north and west. The site contains several significant trees: of particular note is a mature Yew along with younger Beech and Sycamore. A new owner

has recently cleared the site of shrubs and self-sown trees which dominated the garden and renovated the bungalow.



### Tree Preservation Order No. 530 map showing location of trees

- 1.5 The trees are a prominent feature and make a contribution to the visual amenity of the local area being visible from the adjacent main road. Four individual trees and two groups were selected for protection, they included a Yew, two Sycamores, a Holm Oak, a group of 2 Beech and 2 Sycamores on the Plymbridge Road frontage and a Sycamore and Hawthorn on the same road frontage.
- 1.6 Objections to the Order have been received from the new site owner that, despite attempts to discuss, remain unresolved. In accordance with our delegated procedures this report has been prepared for the Planning Committee to decide whether or not to confirm the order subject to modifications.

In addition to the objection to the order an application to:-

- fell T2 and T3 (Sycamores).
- remove 2 stems of Sycamore that is part of G2 and;
- fell a Copper Beech in G1 and trim the Yew T1

has been submitted on behalf of the new site owner by an Arborist Contractor RJ McNeil.

- I.7 The application to fell/trim was invalid and as no further information was provided has since been returned to the applicant's Arborist Contractor Mr RJ McNeil. As this TPO 530 will expire on the 20<sup>th</sup> January 2021, the owner has been advised that the matter relating to the confirmation of the TPO should be concluded first before another application for tree works is made.



**TPO 530 view of GI from Plymbridge Road taken July 2020**



**TPO 530 view of GI from Plymbridge Road showing the four trees (2 Sycamore and 2 Beech) making a group December 2020**



**View of T3 Sycamore ,TIYew and T2 Sycamore from within the site located to the right of the photo in July 2020**



**View of T3 Sycamore ,TIYew and T2 Sycamore from within the site December 2020**



**View of G2 Sycamore from Plymbridge Road part of G2 taken July 2020.**



**View of G2 Sycamore and Portuguese Laurel from within the site taken December 2020**

**2. Pre-application enquiry**

N/A

**3. Relevant correspondence/history (available on request)**

Tree Preservation Order No. 524A

Tree Preservation Order 530

e-mail requesting Tree Preservation Order

Letter of objection to TPO and tree report from RJ McNeil Arborist Contractor

Tree Preservation Application for work to the trees

#### 4. Consultation responses

See below

#### 5. Representations

##### Objections

The objection from the new site owner relates directly to the findings of his Arborist Contractor RJ McNeil's report summarised below:

- Sycamore (T1 on tree report ) part of **G2** - remove two primary stems over road and leave main stem
- Laurel (T2 on report) part of **G2** identified incorrectly as Hawthorn on TPO – crown raise over road and pavement
- *2x Oak next to railway boundary (not covered by TPO)*
- Sycamore (T5 in report) **T3 of TPO** – fell due to proximity to adjacent care home
- Yew (T6 on report) **T1 on TPO** – brace and trim back from home
- Sycamore (T7 on report) **T2 on TPO** – fell due to bark death
- Beech (T8 on report) part of **G1 on TPO** - retain
- Copper Beech (T9 on report) **part of G1 on TPO** – fell as it is suppressed/unbalanced
- Sycamore (T10 on report) **part of G1** – crown raise over pavement and road
- Sycamore (T11 on report) **part of G1** – crown raise over pavement and road

##### Support

A request for a TPO to be made was received in writing which is summarised below :-

- *this request to be urgent as with any development many mature trees may be under threat of felling besides the rest of the site being cleared.*
- *this area of Plympton has a history of flooding on lower slopes and roads every tree makes a contribution to alleviating such concerns.*
- *It is also one of the few small habitats left in this very busy and built up area, and this swathe of green also helps to mask the noise and unattractiveness of the railway line running alongside this site.*
- *I am also keen to avoid a very recent scenario that occurred in Golden Square, Colebrook, whereby land was bought without local knowledge and developers came early one morning and gutted the site of trees, bushes, hedges and banks with no planning permission and during peak bird nesting time. No one had time to question or protect this land.*

#### 6. Relevant Policy Framework

Plymouth's Plan for Trees

**Protect** – We will *protect* Plymouth's special trees and woods for future generations:

- Identify existing tree cover and its condition across the city to understand the variety, number and quality of trees within Plymouth
- Maintain an updated record of the extent and make-up of Plymouth's trees and woodlands;



- Update, review and create new strategies and guidance to ensure that trees are an important element of the sustainable growth of the city;
- Use all available planning and forestry legislation and powers to safeguard Plymouth's trees.

DEV28 Trees, woodlands and hedgerows of the Joint Local Plan.

Development that would result in the loss or deterioration of the quality of:

Ancient woodland, aged or veteran trees or impact on their immediate surroundings;  
Other woodlands or high amenity trees including protected trees;  
Important hedgerows including Devon hedgebanks; will not be permitted unless the need for, and benefits of, the development in that location clearly outweigh the loss and this can be demonstrated.

Development should be designed so as to avoid the loss or deterioration of woodlands, trees or hedgerows. If the loss of trees, woodlands or hedgerows, cannot be avoided, new native and locally appropriate trees and hedgerows will be secured as mitigation to ensure they contribute to a 'net gain'. Mitigation should be delivered on site, but if this is not achievable, offsite compensation will be required to provide a net gain in canopy cover in line with local standards.

## 7. Analysis

7.1 Outlined below is the Natural Infrastructure Officers response to the objection.

- A Tree Preservation Order assessment form was used to decide whether or not the trees were worthy of protection. The form considers visual amenity, tree health, impact on surrounding structures and special factors such as age, habitat and climate change. The matters raised in the Arborist Contractors report relate solely to individual tree structure/health and proximity of adjacent property.
- The Council's Natural Infrastructure Officer who carried out the assessment did so without the benefit of the site being cleared of over grown shrubs/laurel etc. and could not access the trees easily to assess in detail their condition. The Natural Infrastructure Officer visited the site again in December and agrees with the owner's Arborist Contractor that one of the trees identified above with bark death (T2 of the TPO) is in poor condition and should not be included in the order.

7.2 However the reasons given to justify the removal of two other trees:

- a Copper Beech in G1 of the TPO and
- a Sycamore on the western boundary with the Care Home (T3 of the TPO) are not considered to be justified.

7.3 The Copper Beech was included in the TPO as part of a distinct group of trees with interlocking canopies consisting of 2 Sycamore and 2 Beech. The owner's Arborist Contractor states the Copper Beech is suppressed and unbalanced. When trees grow as a group they will inevitably have asymmetric crowns and appear unbalanced as they have grown together as one unit. This does not justify their removal. It is accepted that the 4 trees in G1 may not be fine individual specimens, however they have group value and presence on the road frontage hence the reason they were protected as a group and not individuals. Some pruning of the Sycamores to give the Copper Beech more space would be another option rather than to fell.

7.4 The Sycamore (T3 on the TPO) was protected as an individual as it has a distinct crown separate from the Yew. It is close to the adjacent Care Home but no objections to the TPO have been received from the Care Home. It is considered that any issues with branches touching the roof can be overcome by appropriate trimming rather than removal and that this tree should remain. An application to carry out pruning is unlikely to be refused.

#### Other matters

- It is acknowledged that a misidentification took place of a tree in G2 – a Hawthorn should be a Portuguese Laurel.
- T4 on the TPO map, a mature Holm Oak in the centre of the site, was removed just prior to the new TPO being served.
- The woodland trust has a useful summary of the Sycamore:-

*Having been introduced to the UK in the 17th century, sycamore is particularly tolerant of 'sea spray' and may be planted near the coast.*

#### *Value to wildlife*

*Sycamore is attractive to aphids and therefore a variety of their predators, such as ladybirds, hoverflies and birds. The leaves are eaten by caterpillars of a number of moths, including the sycamore moth, plumed prominent and maple prominent. The flowers provide a good source of pollen and nectar to bees and other insects, and the seeds are eaten by birds and small mammals.*

7.5 To conclude, a TPO does not prevent the sensible management of a tree and is not an onerous process. It gives the Council control over what works are carried out. It is acknowledged that some modifications to the order now need to be made in light of the owners Arborist Contractors report and these are summarised in the recommendation below. However it is not accepted that there is justification to fell a further 2 trees.

The serving of the TPO does not prevent an owner or neighbour (eg: The Care Home in Vicarage Road) from applying for works to the part of the tree that overhangs their property – the Council is not likely to refuse consent for reasonable pruning works.

## **8. 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.

## **9. Local Finance Considerations**

There are no additional financial costs arising from the imposition and administration of the Order that are not included in existing budgets.

## **10. 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.

## **11. Conclusions**

It is considered that the objections raised with regard to the TPO do not justify the removal of Sycamore T3 and a Copper Beech in G1. However, it is accepted that T2 is in poor condition and should be removed from the order. Modifications are therefore required before the order is confirmed which are detailed in the recommendation below.

## **12. Recommendation**

To confirm TPO 530 with the following modifications:

- Remove T4 from the map and schedule (tree removed before new order was made)
- Amend G1 to state 1 Sycamore and 1 Portuguese Laurel
- Remove T2 Sycamore from the map and schedule due to poor condition.

## **14. Conditions**

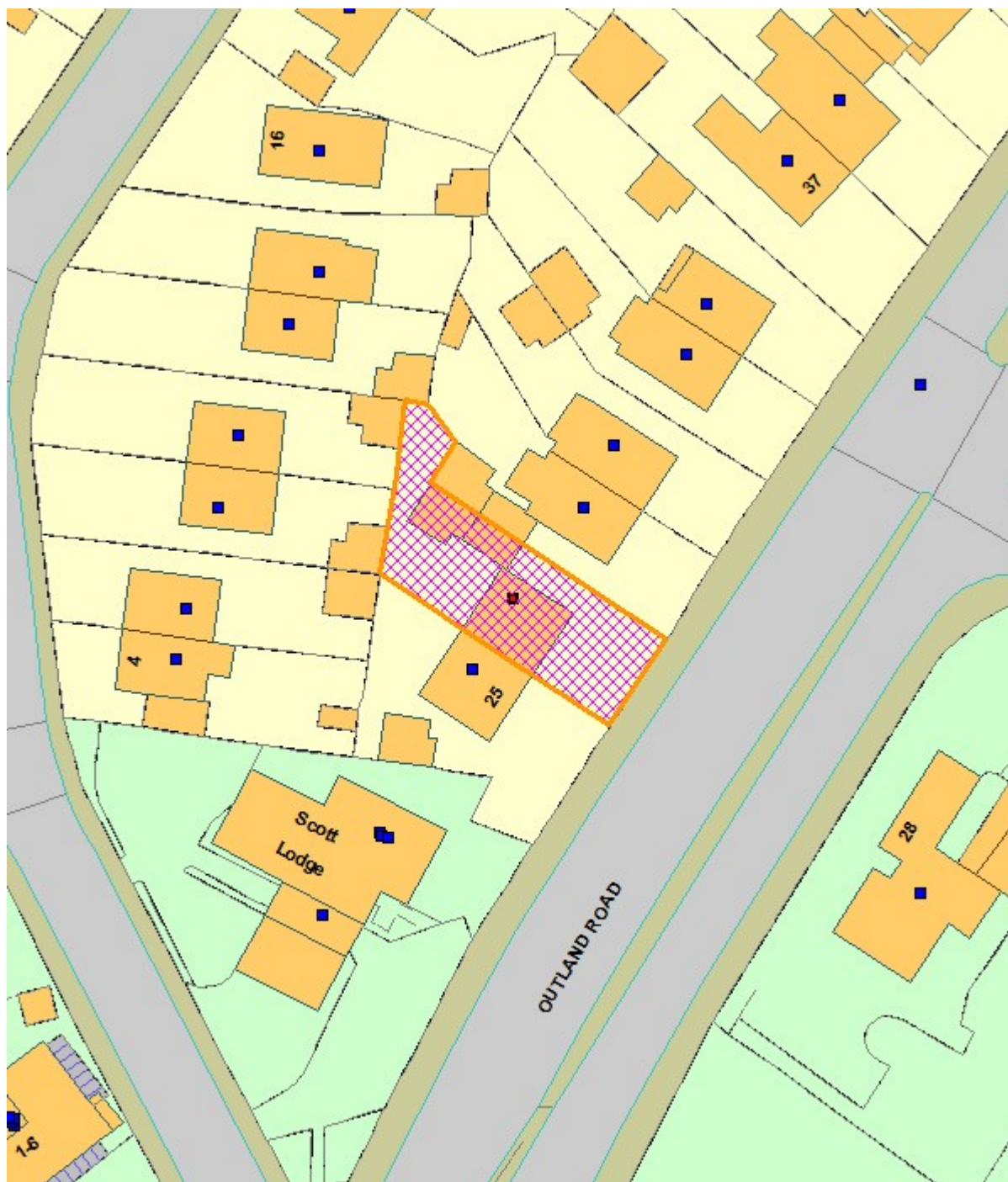
Not applicable

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# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	20/01605/FUL	<b>Item</b>	<b>02</b>
<b>Date Valid</b>	19.10.2020	<b>Ward</b>	PEVERELL
<b>Site Address</b>	27 Outland Road Plymouth PL2 3DA		
<b>Proposal</b>	Part single storey and part two-storey rear and side extension and front porch (part retrospective)		
<b>Applicant</b>	Mr & Mrs Davies		
<b>Application Type</b>	Full Application		
<b>Target Date</b>	<b>14.12.2020</b>	<b>Committee Date</b>	<b>14.01.2021</b>
<b>Extended Target Date</b>	<b>21.01.2021</b>		
<b>Decision Category</b>	Councillor Referral		
<b>Case Officer</b>	Mr Mike Stone		
<b>Recommendation</b>	Grant Conditionally		



This application comes before the Planning Committee after being called in by Cllr Allen, following representations from constituents

### **1. Site Description**

Number 27 Outland Road is a two storey semi-detached dwellinghouse with a detached garage to the side and rear that forms a pair with the next door neighbour's garage. There is a clear plastic roof covering the area in front of both garages. The front garden of the house has been paved to form a vehicle hardstanding area. Ground levels fall away from front (east) to back (west) so that properties behind in Scott Road are set below those in this part of Outland Road. Outland Road is a Classified Road and the site is in the Beacon Park Neighbourhood. Although records are not definitive, it is possible that the site is near the

route of the Devonport Leat, a late 18th century water channel designed to bring fresh water from Dartmoor to the naval dockyards.

## **2. Proposal Description**

Part single storey and part two-storey rear and side extension and front porch (part retrospective). The front porch was nearing completion at the time of the case officer's site visit and the description of development has been updated to include "part retrospective" to reflect this.

The two-storey extension would be built on the driveway on the north side of the house and would include an integral garage. The extension would be 2.8 metres wide and 7.4 metres deep, it would extend 1.2 metres beyond the existing rear elevation. The height would be 4.8 metres to the eaves and 8.1 metres to roof ridge.

The rear extension would be 3 metres deep, 9.7 metres wide and 3 metres to the flat roof.

The front porch would be 2.8 metres wide, 1.5 metres deep and 2.4 to the eaves and 3.4 metres to the top of the mono-pitched roof.

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

There was no pre-application enquiry with this proposal.

## **4. Relevant planning history**

87/02687/FUL - Widening of vehicular access - Granted Conditionally.

## **5. Consultation responses**

South West Water - a plan showing the location of the company's assets in the area and guidance on building nearby has been submitted.

Local Highway Authority - no objections from a highway viewpoint, subject to a condition relating to the hardsurfacing of the front garden area.

Historic Environment Officer - no objections, an archaeological Watching Brief condition is recommended.

## **6. Representations**

Three letters of representation have been received. All three letters object to the application for the following reasons; overbearing appearance, out of character, it will establish a precedent, it will create a terracing effect, loss of privacy, overshadowing, loss of light, overbearing appearance, it will prevent access to the rear for emergency services, not possible to maintain the extension without going on neighbours land, loss of driveway will restrict the number of parking spaces and could increase pavement parking, contrary to SPD guidance on terracing and loss of light and the land is subject to restrictive covenants.

Restrictive covenants are a civil matter and not a material planning consideration.

## **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 6.1 years at end March 2020 (the 2020 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2020 (published 22nd December 2020).

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:

\* Plymouth and South West Devon SPD (July 2020).

The Plymouth and South West Devon Supplementary Planning Document (SPD) has been prepared by Plymouth City Council (PCC), South Hams District Council (SHDC) and West Devon Borough Council (WDBC) to amplify and give guidance on the implementation of the policies of the Plymouth and South West Devon Joint Local Plan (JLP). The SPD was formally adopted by all three councils in July 2020.

### **1. 8. Analysis**

This application has been considered in the context of the JLP, the Framework and other material policy documents as set out in Section 7.



2. The application turns upon policies DEV1 (Protecting health and amenity), DEV20 (Place shaping and the quality of the built environment) and DEV29 (Specific provisions relating to transport), the aims of the Joint Local Plan Supplementary Planning Document (JLP SPD) and the National Planning Policy Framework (NPPF) 2019. The primary planning considerations in this case are the impact on the character and appearance of the area, the impact on neighbour amenity and highway safety.

### **3. Two storey side extension**

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

Letters of objection have referred to the terracing effect. Two storey side extensions can give rise to what is known as a terracing effect, where successive side extensions can almost link up with neighbouring properties, leading to the appearance of a terraced street. The JLP SPD recognises that this sort of piecemeal development can appear "visually obtrusive" and "can be harmful to the character and amenity of an area."

4. Paragraph 13.41 of the JLP SPD says that;

"To avoid a terracing effect, a gap should be left between the extension and the boundary with the neighbouring property. This gap should generally be at least 1.5m wide. Where it is not feasible to leave a gap, an alternative is to set the extension further back from the front of the house. The required set-back distance to avoid the appearance of terracing will vary, however a set-back distance of at least 2m may be necessary."

5. As originally submitted, the current proposal was very close to the boundary and only had a setback of 850mm from the front elevation. Following negotiations with the applicant they have agreed to amend the side extension to accommodate a two metre setback.

6. The extension is set down at the roof, and features a hipped, pitched roof to match the existing. Materials would be of similar appearance to those on the main house, all of which is in line with JLP SPD guidance.

#### 7. Impact on the neighbour amenity.

Letters of objection have mentioned loss of light, loss of privacy and overbearing appearance.

8. Paragraph 13.28 of the JLP SPD says;

"In order to protect the outlook of neighbouring properties, the minimum distance between a main habitable room window and a blank wall, should be at least 12m.

9. The proposed side extension would be built approximately 3 metres away from windows serving the neighbours dining room and living room. Both rooms are dual aspect with the living room having a bay window at the front of the house (facing south east) and the dining room, a rear conservatory (facing north west). The case officer accepts that the proposal will result in loss of light to these two habitable rooms. However, the mitigation provided by the dual aspect nature of the rooms means that it would not be considered significantly harmful enough to provide a strong refusal reason should this be taken to a planning appeal.

10. Paragraph 13.27 of the JLP SPD covers overbearing appearance. It says that, "While views from a private house or garden are not safeguarded by planning legislation, an extension should not be constructed in close proximity to either a habitable room window of a neighbouring property or its private garden where it would have an unacceptable overbearing effect on a household's outlook." As mentioned above, the dual aspect nature of the rooms with the main windows facing front and rear, means that the case officer does not consider this to be significantly harmful enough to warrant refusal.

11. Regarding views from the garden, the extension would have a hipped pitched roof to reduce the visual impact. In recent appeal decisions in Plymouth, planning inspectors have taken a more relaxed view of what can be considered an overbearing appearance and the case officer does not feel the proposal would be significantly harmful.

12. This part of Outland Road is on a roughly north east/south west orientation. The subject property is south of the neighbour at no. 29, so this property would be the subject of any increased overshadowing. The side extension is set down below the level of the main house roof. The case officer accepts that there may be some increased overshadowing, but given the roof being hipped and having a set down and the presence of the side driveway, it is not felt that this would impact significantly on the main garden amenity area at the rear of the house.

13. Letters of objection have mentioned possible loss of privacy from a new rear facing, high level window. This room is shown as a shower room/WC and an obscure glazing condition is recommended to overcome any privacy concerns. The case officer considers that, following the negotiated amendments, the two storey side extension complies with Policies DEV1 and DEV20 and the JLP SPD.

#### **14. Single storey rear extension**

A similar extension could be built under permitted development. A flat roof is shown. The JLP SPD has a presumption against flat roofs but does make an exception where, as in this case, they are at the rear and it helps to reduce the visual impact on neighbours. Materials would match the main house. The case officer considers that the rear extension complies with Policies DEV1 and DEV20.

#### **15. Front porch**

Work on the front porch has started and it is nearly finished. The JLP SPD says that "Where a street has a clear established building line, the only development that might be acceptable at the front is likely to be a small, sympathetically designed porch." The design of the porch includes a mono pitched roof and materials will match those on the main house. The case officer considers that the front porch complies with Policies DEV1 and DEV20 and the JLP SPD.

#### **16. Changes to the parking arrangements**

Letters of objection have referred to highway safety concerns. The Local Highway Authority in their consultation response has said that the addition of the extra bedroom would increase the parking demand to 3 spaces, using the SPD guidance. However, they also note that these

car parking standards are 'indicative' and it is the view of the Local Highway Authority that the provision of 2 off-street car parking spaces serving the property, would still suffice following the proposed extension. The area at the front of the property is being hard-paved which would provide sufficient space for 2 vehicles to park clear of the highway.

17. Although the layout of the off-street car parking area serving the property necessitates vehicles reversing directly back out onto Outland Road (which is far from ideal considering the volume of traffic that uses Outland Road), it is accepted that this is no different to the current situation in terms of vehicular access to and from the dwelling.

### **18. Intentional Unauthorised Development**

The front porch was nearing completion at the time of the case officer's site visit. Since August 2015 national planning policy requires consideration to be given as to whether intentional unauthorised development has been carried out. The new policy applies to all relevant planning decisions made by Local Planning Authorities and Planning Inspectors. The policy has been introduced largely as a result of Government concerns about the harm caused by unauthorised developments in the Greenbelt, but applies equally elsewhere.

19. The policy does not indicate exactly how much weight should be afforded to this in relation to the weight to be given to other material planning considerations. Neither does the policy clarify exactly what evidence is required to demonstrate the unauthorised development has been carried out intentionally.

20. It is clearly highly undesirable for any development to take place before planning permission has been properly sought, and obtained, in any circumstances. However, it should be noted that this new policy only applies where unauthorised development has taken place with the full knowledge of the person(s) undertaking the work that it lacks the necessary consent. In reality, given the difficulties in interpreting these points, it is considered that little or no weight can be given to this aspect, unless the Council has clearly indicated to the applicant that unauthorised development is being carried out, and that works have then continued beyond that point, or where there is some other compelling evidence that such work has intentionally been carried out.

21. Neither of these factors appear to apply in this case, and so it is considered that no weight should be afforded to this particular point in the determination of this application.

### **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**

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.

No planning obligations have been sought in respect of this application.

### **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 the case officer 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 concluded that the proposal is acceptable and accords with policies DEV1, DEV20 and DEV29 national guidance and specifically paragraph 11 of the NPPF which states that development proposals that accord with the development plan should be approved without delay. The application is recommended for approval.

### **14. Recommendation**

In respect of the application dated 19.10.2020 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**

Block Plan 19102020 - received 19/10/20

Location Plan 19102020 - received 19/10/20

Proposed Plans and Elevations 2 of 2 received 21/12/20

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: PROGRAMME OF ARCHAEOLOGICAL WORK**

PRE-COMMENCEMENT

No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out at all times in accordance with the approved scheme, or such other details as may be subsequently agreed in writing by the Local Planning Authority.

Reason:

To ensure, in accordance with Policy DEV21 in the Plymouth and South West Devon Joint Local Plan 2014 - 2034 and paragraph 199 of the National Planning Policy Framework 2019, that an appropriate record is made of archaeological evidence which may be affected by the development.

Justification:

To ensure that important archaeological features are properly protected / recorded before construction commences.

**4      CONDITION: SURFACING OF DRIVEWAY/PARKING AREAS**

PRE-OCCUPATION

Before the extensions hereby permitted are occupied, the parking area shall either be (a) constructed using a permeable construction or (b) hard paved for a distance of not less than 1m from the edge of the public highway and drained to a private soakaway; and shall thereafter be maintained to ensure satisfactory access to the adjoining highway, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that no private surface water or loose material is deposited onto the adjoining highway in the interests of highway safety in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan (2014-2034) 2019.

**5      CONDITION: MATCHING MATERIALS**

The materials to be used in the construction of the external surfaces of the extensions and porch hereby permitted shall match those used in the existing building.

Reason:

To ensure that the materials used are in keeping with the appearance of the existing building and the character of the area in accordance with Policy DEV20 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).

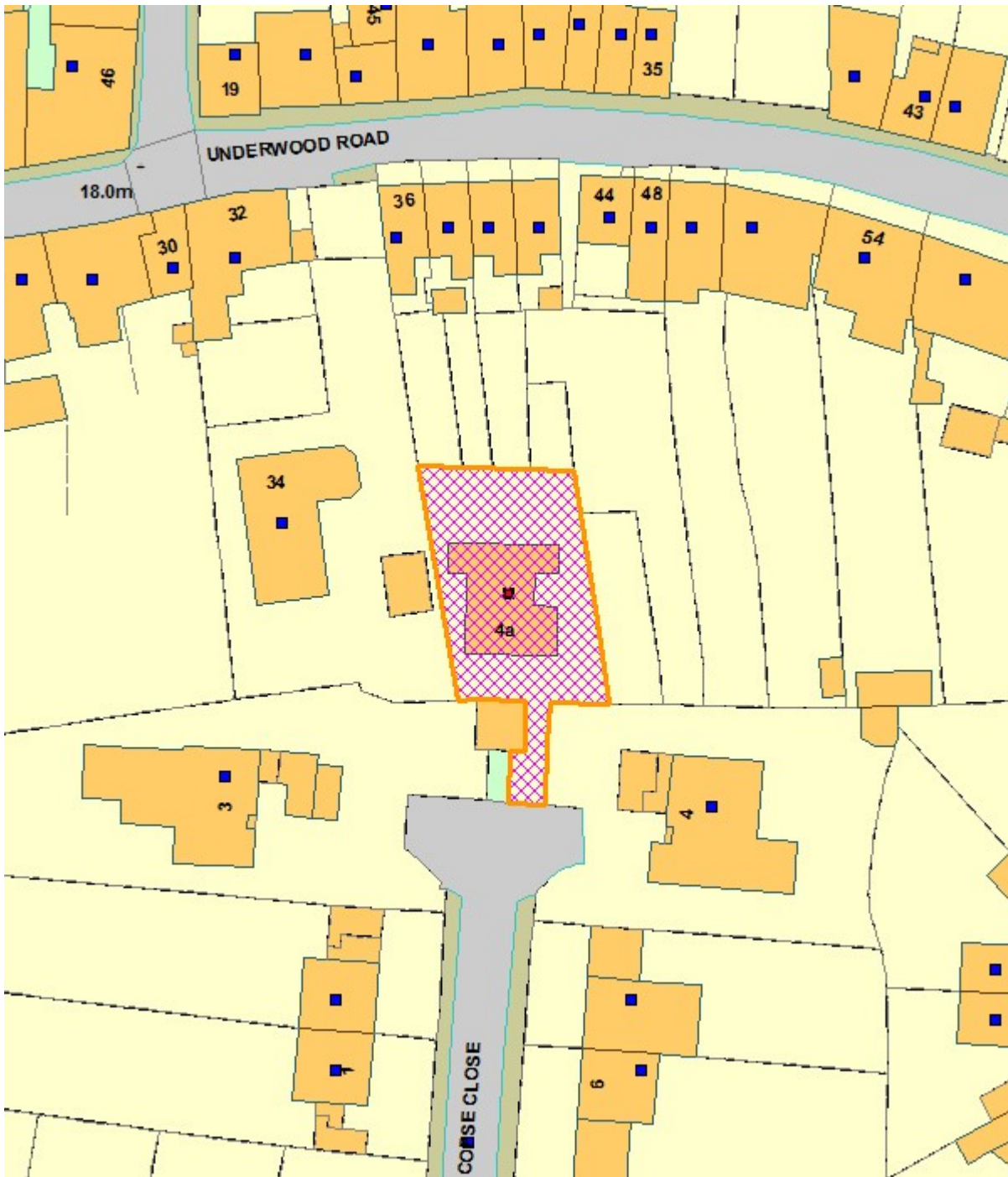
**2      INFORMATIVE: CONDITIONAL APPROVAL (NEGOTIATION)**

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.

# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	20/01569/FUL	<b>Item</b>	<b>03</b>
<b>Date Valid</b>	23.10.2020	<b>Ward</b>	PLYMPTON ERLE
<b>Site Address</b>	4A Copse Close Plymouth PL7 1QD		
<b>Proposal</b>	First floor extension and two-storey side/rear extension (re-submission of 19/01315/FUL)		
<b>Applicant</b>	Mr Ian Wade		
<b>Application Type</b>	Full Application		
<b>Target Date</b>	<b>18.12.2020</b>	<b>Committee Date</b>	<b>14.01.2021</b>
<b>Extended Target Date</b>	<b>15.01.2021</b>		
<b>Decision Category</b>	Councillor Referral		
<b>Case Officer</b>	Miss Josephine Maddick		
<b>Recommendation</b>	Grant Conditionally		



This planning application has been referred to Planning Committee by Cllr Beer.

**1. Description of Site**

4a Copse Close is a three-bedroom bungalow in the Plympton area of Plymouth.

**2. Proposal Description**

First floor extension and two-storey side/rear extension (re-submission of 19/01315/FUL)

**3. Pre-application Enquiry**

18/01654/HOU - First floor extension to existing bungalow, two storey front extension, side extensions and demolition of existing garage. Advice given regarding the likely impact of a flat roof extension.



#### **4. Relevant Planning History**

05/00040/FUL - Pitched roof to replace flat roof to garage, and alterations to form utility room - PER - Grant Conditionally

19/01315/FUL - Addition of first floor level on existing bungalow, construction of two storey extension on north elevation, construction of two storey extension on west elevation and single storey extension on east elevation - WDN - Application Withdrawn

#### **5. Consultation Responses**

Urban Design Surgery - In support of the application, subject to comments sent to officers regarding materials.

Historic Environment - No objections on heritage grounds in line with JLP Policy DEV21

#### **6. Representations**

13 Letters of representation received.

9 Objections raise concern regarding:

Imposing scale of development, increased footprint size, domineering position above Underwood Road, privacy issues for neighbouring gardens, blocking out light, detrimental effect on historic character of Underwood Road.

4 letters support the application stating it will improve the area.

#### **7. Relevant Policy Framework**

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

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: The Plymouth and South West Devon Supplementary Planning Document (SPD) (2020).

#### **8. Analysis**

This application has been considered in the context of the JLP, the Framework and other material policy documents as set out in Section 7.

1) The relevant policies are: DEV1 (Protecting health and amenity), DEV2 (Air, water, soil, noise, land and light), DEV20 (Place shaping and the quality of the built environment) and DEV21 (Development affecting the historic environment).

### Principle of Development

2) Joint Local Plan policies indicate that the proposal is acceptable in principle. The applicant submitted an application in August 2019 which was subsequently withdrawn. The applicant has since revised the drawings and negotiated with officers the following amendments:

2.1) Change to elevation and materials from corrugated black steel to wall hung man-made slates so that it matches the local character in connecting to the surrounding buildings, primarily the roofs of the cottages further down the hill on Underwood Road.

2.2) Altering the appearance of the north elevation to set back part of the building with a different material to stop the building looking so overpowering

2.3) The addition of the green wall to the east elevation to soften the appearance and make it less overpowering to the neighbouring gardens.

2.4) Reduction in the height of the building by 30cms. Alterations to the north elevation window to make it smaller. Alterations to fourth bedroom window to make it narrower.

2.5) Officers consider these alterations are positive and reduce the impact of the development on the visual quality of the area and neighbours amenity. The matters will be discussed in more detail below.

### Visual Impact

3) Officers have considered the visual impact of the development against the guidance in the SPD and Policy DEV20 and consider it acceptable.

4) The applicant has opted for a flat roof with small parapet wall to accommodate the new first floor. Officers acknowledge that whilst flat roofs are not a feature of the area this does reduce the overall height and massing of the building. At present the current property is almost entirely hidden from view from Copse Close by the electricity substation positioned to the south.

5) Officers understand that adding an additional storey to the property is a big visual change, but consider a flat roof will help to reduce the overall dominance of the development, and that taking in to account the relatively secluded position of the property within Copse Close, the development will not have an adverse impact on the street scene. The applicant has proposed materials such as hung tiles and a green wall to help the development to blend into the existing landscape. Further details of the proposed materials will be secured by condition and works to the green wall will be undertaken in accordance with an agreed specification.

6) Like any area within Plymouth, development has taken place at various times and the area is made up of different styles of housing. Underwood Road contains older style properties from the 1800s and early 1900s. The backdrop for Underwood Road is a modern housing estate including Copse Close, Copse Road, Merafield Drive. The application site is part of the housing estate which was built in the 1950s and 60s. Officers consider updating the property and changing its style will not damage the character and appearance of the area as the area already contains a wide variety of properties. 32 Underwood Road sits to the north west and is grade two listed. The Historic Environment Officer considers the development will not result in harm to the setting of the listed building.

### Amenity

7) To the north of the application site sits a terrace of houses, 36-44 Underwood Road. The properties sit at a lower level than the application site and their rear gardens stretch up to the rear boundary of 4a Copse Close. Residents have voiced concerns about overlooking for these properties. Paragraph 13.19 of the SPD states that habitable room windows facing directly opposite one another should be a minimum of 28 metres apart for a two-storey development, where there is a drop in levels that would reduce privacy. The application at 4a Copse Close meets the 28 metre distance guidance.

8) Windows are proposed in the north elevation of the extension at first floor level, several objections have been received raising concerns about a potential loss of privacy. The gardens to the rear of 4a Copse Close serve 36-44 Underwood Road and contain, sheds, mature vegetation and domestic paraphernalia. The gardens sit on a slope and are already quite exposed as collectively, the residents of 36-42 have mutual visibility of one another's gardens. Officers therefore consider the levels of privacy within each garden are relatively low and there is a sense of communality as boundary treatments are kept low in height. Officers do not consider that the new windows on the north elevation of the proposal will erode privacy any further for garden users of 36-42 Underwood Road.

9) Officers consider that the size of the windows on the north elevation may create an increased perception of overlooking however as the windows meet SPD policy guidance in terms of the distance from neighbouring habitable room windows, officers do not consider that they are unacceptable. However, in light of the concerns raised officers have secured an increase in the cill height and reduction in the framing of the bedroom window to try and minimise its prominence. The two thinner windows provide light to a landing and occupants will not be able to stand at the windows as the first floor is set back to create a dual height space for the new kitchen.

10) Amenity for garden of 44 Underwood Road  
Officers understand that the garden to the east of the application site belongs to 44 Underwood Road. This garden space is fairly private. The windows on the east elevation of the proposed property have been sensitively located to not erode levels of privacy for garden users of 44 Underwood Road.

11) The two narrow tall windows are located in a hallway and on a landing. These areas are not considered as habitable rooms and the occupiers will not spend prolonged amounts of time at these windows.

12) In the main bedroom, the side elevation window is positioned at 1.7 metres above floor level. The family bathroom has obscure glazing and the window in the fourth bedroom has been narrowed to 1.2 metres in width from 1.8 metres to mitigate the impact of the perceived loss of privacy

13) Officers do not consider that the increase in height to the building will cause a significant loss of light due the orientation of the plot. The extension sits to the west of the garden and does not obstruct sunlight which comes from a southerly direction.

14) Amenity 34 Underwood Road:

The adjacent property to the west of the application site is a four-bedroom detached bungalow. Officers have considered the impact on this property and note that due to orientation, light will not be detrimentally affected. The applicant has made every effort to carefully locate windows to mitigate issues relating to privacy and overlooking. The garden of 34 Underwood Road is spacious and allows a good distance of separation between the buildings as per paragraph 13.28 of the SPD.

#### Other Considerations

15) Officers consider there are no other material planning considerations relevant to this planning application.

### **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**

Not required

### **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**

The proposed first floor extension and two-storey side/rear extension is not considered to have a detrimental impact on the character and appearance of the area or neighbour amenity. Therefore having regard to all national and local planning policies and all other relevant material considerations the application is recommended for approval..

## **14. Recommendation**

In respect of the application dated 23.10.2020 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****

Location Plan 13102020 - received 13/10/20

Proposed Elevations 4ACC-009 Rev D received 04/01/21

Proposed Plans 4ACC-010 Rev C received 04/01/21

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: EXTERNAL MATERIALS****

PRE-INSTALLATION

Prior to installation of the materials to be used in the construction of the external surfaces of the development hereby permitted full details shall be submitted to and approved in writing by the Local Planning Authority. This shall include the external hung tiles, render, uPVC and timber cladding. The 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 Policies DEV20 and DEV21 of the Plymouth and South West Devon Joint Local Plan 2019, the Plymouth and South West Devon Supplementary Planning Document 2020 and the National Planning Policy Framework 2019.

#### **4      **CONDITION: GREEN WALL****

##### PRE-OCCUPATION

Unless otherwise previously agreed in writing the green wall shall be installed and maintained in accordance with the living wall specification dated 4th January 2021. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies DEV20, DEV23 and DEV26 of the Plymouth and South West Devon Joint Local Plan 2014-2034 (2019) and the NPPF.

#### **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.

**4 INFORMATIVE: COUNCIL CODE OF PRACTICE**

The applicant is directed to the Council's Code of Practice by the Public Protection Service (Control of Pollution and Noise from Demolition and Construction Sites):

<https://www.plymouth.gov.uk/sites/default/files/ConstructionCodeOfPractice.pdf>

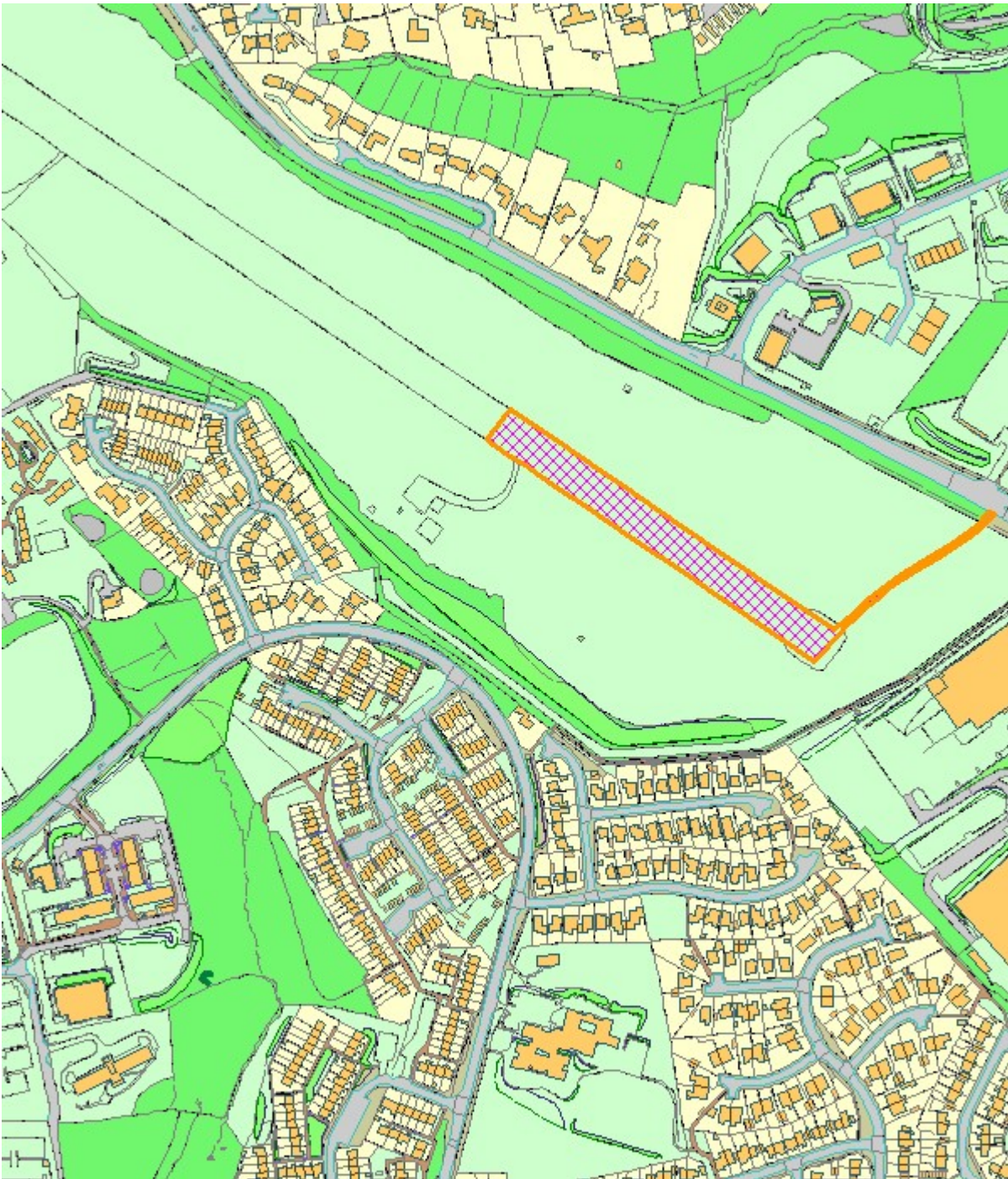
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# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	20/01788/FUL	<b>Item</b>	<b>04</b>
<b>Date Valid</b>	20.11.2020	<b>Ward</b>	MOORVIEW
<b>Site Address</b>	Eastern End Of Runway 31 Plymouth City Airport Plymouth		
<b>Proposal</b>	Temporary storage for 12 months of bridge beams		
<b>Applicant</b>	Mr Jon Cartwright		
<b>Application Type</b>	Full Application		
<b>Target Date</b>	<b>15.01.2021</b>	<b>Committee Date</b>	<b>14.01.2021</b>
<b>Extended Target Date</b>	<b>N/A</b>		
<b>Decision Category</b>	Councillor Referral		
<b>Case Officer</b>	Mr Alistair Wagstaff		
<b>Recommendation</b>	Grant Conditionally		



This application has been referred to Planning Committee by Councillor Maddi Bridgeman. The referral was made on 23/11/2020

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

The application site relates to a section of Plymouth Airport in the north of the City. The red line application boundary principally relates to the eastern end of the airport site encapsulating the end of the principle runway known as Runway 13/31. This part of the site runs northwest to southeast and is surrounded by the grass edges of the runway. To the east of the runway section the application boundary includes an access track which connects to a service gated access which provides access to Plymbridge Road, this transects a tree/hedge row. The application site is relatively flat. While the application area is mostly encapsulated by the wider airport, beyond this to the south is the residential area of Thornbury, to the east

is an industrial area with the new Amazon depot abutting the end of the airport. To the north is Plymbridge Road with a mix of industrial and residential uses and to the west is part of the Marjons University campus and Tavistock Road.

## **2. Proposal Description**

The application is for a temporary consent for the use of the land for the storage of bridge beams which are for the construction of the Forder Valley Link Road project.

The application was originally made for a temporary period of 12 months but during the course of the application it has been reduced to a 9 month period following negotiation.

The storage area will accommodate 28 bridge beams which are constructed from concrete, each measuring 34.44m in length, 2.04m wide, 2m high, and weighing 94.3 tonnes each. Given the weight of the beams they are to be delivered on HGV vehicles which are classified as abnormal loads. The application literature also states that the proposals will include vegetation clearance, welfare facilities, the making good of the access route, and trestles required for safely storing the bridge beams on the site.

## **3. Pre-application Enquiry**

The application has not been the subject of formal pre-application advice, however officers of the Local Planning Authority have been involved in discussions relating to the storage location of the Bridge Beams and the application requirements. This principally focused on the identification by the applicants of potential sites for the storage location. This principally related to the Former Seaton Barracks site which is now not proposed given the location of the Covid 19 testing centre on this site.

## **4. Relevant Planning History**

There is a long history of applications on the site for aviation related uses and infrastructure associated with the use as an airport, which ceased being operational in 2011

## **5. Consultation Responses**

Natural Infrastructure - no issues with the proposed application with the works completed in accordance with the ecological note submitted - condition recommended.

Public Protection - no objection and would like a condition on operational activities to be as outlined in the submitted report.

Local Highways Authority

- (Initial response) Little information has been provided in respect of the actual traffic movements associated with the proposal, clarification is sought on the number and size of HGV's that will be accessing the Airport site and at what times of the day, tracking plans are required to demonstrate that HGV's can turn around within the and enter and exit the highway in a forward gear

- (further Response) The applicant has provided information of the type, size and number of vehicle movements. It is noted that the majority of the larger abnormal load movements will be overnight minimising impact upon the local road network. Based upon data provided it is estimated that the facility will generate 216 movements over a 6 month period. Such a low number of movements over this length of time would not give rise to any cause for concern from a highway impact viewpoint.

It is also confirmed that the use of self propelled modular trailers will ensure that there is sufficient room within the site for HGV's to turn thereby entering and exiting the public highway in a forward gear.

A highway dilapidation survey is required up to a minimum distance of 300m on either side of the proposed vehicular access.

Civil Aviation Authority - requested but not received at the time of the production of the Officer report

## **6. Representations**

At the time of the Committee report production 135 letters of representation have been submitted.

133 were in objection and 2 neutral

The representations raise the following matters:

- Proposal goes against the Joint Local Plan policies PLY42 and SPT8 which seek to safeguard the airport for general aviation use
- The application will restrict the opportunity for the airport to reopen for aviation use and should be reopened for aviation use
- The airport runway should be available for emergency landing of airplane and helicopters including those serving the Hospital
- The temporary uses would damage the runway surface and other infrastructure of the airport limiting its future for aviation purposes. - specific comments raise the impact on the runway surface in light of the runways technical specification and the additional impact of long term storage weight rather than moving aircraft
- Repairing the airport surface would be expensive and requires specialist aviation contractors to ensure the correct specification is met.
- Noise impact on the amenity of nearby residents
- Change of use of the land
- The loss of the airport would impact the JLP strategy and economic recovery including that from Covid and Brexit
- The proposal will delay the potential reopening of the airport
- The airport is a strategic asset for transport and should not be compromised
- The regional airport is needed given the lack of/poor reliability of other transport infrastructure for connections to the nation and Europe.
- Lack of a defined period for storage and start and end dates.

- Fly Plymouth have a viable business plan which aligns with government strategy for decentralising concentration of aviation in the south east to the regional facilities
- The airport should not be used for storage and the application would set a precedent for future applications for storage
- The airport is essential to stimulate economic growth in the city
- The proposal will contribute further to the lack of maintenance and quality of the runway
- If approved the protection of the airport for 5 year should stop while the proposal is in place and damage repaired
- The airport is an important resource for residents
- Economic and social benefits of the airport being operational
- The beams should be stored elsewhere either on the airport site or in other locations.
- Airport would be suitable for new aviation technologies being brought forward.
- Potential for the airport to be used for medical deliveries.

A number of the letters raise matters which do not relate to material planning considerations and are not to be considered in the determination of the planning application, these include:

- The Council is trying to stop the future use of the site for Aviation.
- The airport leaseholder is trying to stop the future use of the site for Aviation.
- It is an offence under the Navigation Act to obstruct the safe passage of an aircraft
- The application should be determined by all 3 Joint Local Plan Councils
- Councillors have sought the protection and future reuse of the airport
- Many people are seeking to ensure the reopening of the airport for aviation use
- Why have Fly Plymouth not been given a chance to operate the airport.
- Council and taxpayers money should not be given to Sutton Harbour
- Issues surrounding the contract requirements between the Council and Contractor
- The Council should take back the lease for the airport from Sutton Harbour Holdings
- Planning application is an attack on the JLP and maybe transparency and democracy itself
- Large dumpy bags have been stored on the runway.

### **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 on 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 (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 6.1 years at end March 2020 (the 2020 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2020 (published 23rd December 2020).

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: Joint Local Plan Supplementary Planning Document 2020.

### **8. Analysis**

8.1 This application has been considered in the context of the Development Plan, the Framework and other material policy documents as set out in Section 7. The application seeks temporary consent for the storage of Bridge Beams on Runway 13/31 of the airport, with associated access. As an application for a temporary consent the consideration of the schemes impacts are as relevant as any other application however consideration does focus in on the impacts and considerations for the temporary period.

8.2 In this case officers also need to consider the impact that the temporary use will have on the current lawful use of the site. This is a normal consideration however, given the policy position set out in the Joint Local Plan safeguarding the Airport for aviation, this point requires more detailed consideration than normal.

8.3 As set out above the application originally requested a temporary 12 month period but following negotiation this period has been further reduced to 9 months. For clarity if planning consent were granted the 9 month period would run from the grant of the temporary consent.

8.4 The principle considerations in determining the application relate to the following areas, the temporary uses impacts on the safeguarding of the airport including the potential impacts on the future use of the land for aviation purposes and specifically the runway, impacts on the highway network, the impacts of the proposal on the amenity of the surrounding uses including residential, ecological considerations and finally as a material consideration the role of the stored items in relation to the delivery of the Forder Valley Link Road. In this regard the key policies considered in relation to the proposals are Joint Local

Plan policies S04, SPT8, PLY42, PLY40, PLY47, DEV1, DEV2, DEV20, DEV26, DEV28 and DEV29 and the national policies set out in the Framework.

### Airport Safeguarding

8.5 The application site forms part of the Plymouth Airport Site, and includes in its redline the eastern extent of the runway 13/31 and the access track and gated access to Plymbridge Road, which was previously used for access for emergency vehicles into the airport site including ambulances and fire vehicles. The access track crosses over the Code 2 grassed runway strip and Runway End Safety Area (RESAs)

8.6 The Joint Local Plan specifically protects Plymouth Airport for aviation use. This is specifically detailed through the following policies:

#### *SPT8 Strategic Connectivity with point 1. Of the Policy requiring*

*1. Safeguarding until the five-year review of this plan the opportunity for the potential future re-use of Plymouth airport as a general aviation airport, whilst at the same time strengthening transport links to Exeter and Bristol airports.'*

8.7 Strategic Objective SO4 Delivering Growth in the Derriford and Northern Corridor Growth Area which seeks to realise the potential of the Derriford and Northern Corridor Growth Area as a regionally significant growth hub through a range of measures with point 9 being the following:

*9. Protecting the area's role in supporting the strategic connectivity of Plymouth through the safeguarding of land at Plymouth airport for general aviation purposes*

8.7 Finally Policy PLY42 Plymouth Airport which provides the site specific policy for the airport:

#### *Policy PLY42 Plymouth Airport*

*The Plymouth airport site is safeguarded for aviation uses until the next review of this plan. Development proposals which come forward within the period until this review will be considered in accordance with the following provisions:*

- 1. Any development at the airport site itself, or on nearby sites, which will prejudice the future resumption of aviation use of the site will not be permitted.*
- 2. Proposals that remove key airport infrastructure will not be permitted. This includes:*
  - i. Main Terminal Building.*
  - ii. Runway 13/31 (asphalt), within Code 2 grassed runway strip and RESAs.*
  - iii. Airport Apron (situated between the main terminal building and taxiway Charlie).*
  - iv. Maintenance Hangar.*
  - v. Engine Testing Bay.*
  - vi. Fire Station.*
  - vii. Fire Training Facility.*
  - viii. Control Tower.*

- ix. *Fuel Storage Facility.*
- x. *Navigation and Visual Aids.*
- xi. *Approach Lighting (both within and outside of the airport boundary).*
- xii. *The runway and areas for aircraft to taxi.*

3. *Uses of a temporary nature and which do not prejudice the future resumption of aviation use of the site will be permitted subject to compliance with the policies of this plan.*

4. *Works to deliver environmental improvements to the perimeters of the site, pending the re-establishment of active use of the site, will be encouraged.*

8.8 The combination of these policies and strategic objectives are key considerations for proposals which come forward on either the land of the airport or could impact on its future. The safe guarding of the airport and its future potential for aviation use has been the subject of significant objection to the proposals with residents concerned over the potential for the scheme to impact the airport future operation, speed at which the airport could become operational again and potential for damage to the airport infrastructure and particularly that of the runway and its asphalt.

8.9 In terms of considering the proposal this can be separated out into two specific matters

1. Does the proposal safe guard the airport for future aviation use?
2. The impact the use could have on the airports infrastructure?

These 2 points are interrelated and are considered below.

1. Does the proposal safeguard the airport for future aviation use?

8.10 The application is temporary in nature and does not propose any physical works, with the exception of some potential measures to improve the access pathway if required; rather it seeks to use the site for the storage of bridge beams and associated infrastructure. All of which is capable of being removed from site. In principle this temporary use does not impact on the potential for future aviation use of the site.

8.11 There is however the issue of the time period to which the proposal relates and whether this would impact the future requirements of reopening. These matters have been addressed with the applicant to ascertain if the period being sought could be reduced. The applicant has provided a time line for the intended use should they gain planning permission which relates to just under a 6 month period which would end in June 2021, assuming all goes to plan with the bridge beams required installation as part of the Forder Valley Link Road Scheme. Given the limited period required, negotiations have taken place and it has been put forward that the temporary period could be reduced to 9 months which allows the applicant a 3 month contingency to their programme. This further limits the potential for a temporary use to impact the future operation of the airport should it happen.

8.12 Notwithstanding the temporary period's length being negotiated to 9 months the future potential for the airport to reopen is a significant opportunity to the City as acknowledged in the Policy provision set out in the Joint Local Plan and raised in the letters of representation.



As such a further condition has been agreed with the applicant, which would enable the LPA should the process to recommence aviation use at the airport begin, to serve a notice on the applicant giving them 4 months to vacate the site. This would ensure that any potential re-engagement of the airport use would be able to overcome the temporary use of the site.

8.13 It is considered that a 4 month period is reasonable to allow the applicant time to find an alternative temporary storage location. In addition any potential aviation operator would need time to allow necessary work to be undertaken given the number of measures which the re-engagement of the site would require, taking in to account the present condition of the site and aviation licencing requirements.

## 2. The impact the use could have on the airports infrastructure?

8.14 As part of the safeguarding of the airport for future aviation use it is important that key features and facilities of the Airport are not lost which would be required for future operations. Policy PLY42 specifically covers these requirements in point 2:

*Proposals that remove key airport infrastructure will not be permitted. This includes:*

- i. Main Terminal Building.*
- ii. Runway 13/31 (asphalt), within Code 2 grassed runway strip and RESAs.*
- iii. Airport Apron (situated between the main terminal building and taxiway Charlie).*
- iv. Maintenance Hangar.*
- v. Engine Testing Bay.*
- vi. Fire Station.*
- vii. Fire Training Facility.*
- viii. Control Tower.*
- ix. Fuel Storage Facility.*
- x. Navigation and Visual Aids.*
- xi. Approach Lighting (both within and outside of the airport boundary).*
- xii. The runway and areas for aircraft to taxi.*

8.15 A key element of this is that proposals that remove key airport infrastructure will not be permitted. In terms of considering this proposal it is important to note that the red line of the application only covers a certain element of the airport and as such should this permission be granted the temporary use would only be able to take place in that redline area, not the wider airport. In this regard there is no concern in relation to this application over the removal of the following elements of infrastructure: Main Terminal Building, Airport Apron (situated between the main terminal building and taxiway Charlie), Maintenance Hangar, Engine Testing Bay, Fire Station, Fire Training Facility, Control Tower, and the Fuel Storage Facility as they fall outside the application boundary.

8.16 The application does however contain elements of: the Runway 13/31 (asphalt), within Code 2 grassed runway strip and RESAs, the runway and areas for aircraft to taxi, Navigation and Visual Aids, Approach Lighting (both within and outside of the airport boundary); set out in the policy. Although the last two are limited to the elements of potential embedded lighting at the end of the runway.

8.17 The application does not propose the removal of any elements of the infrastructure, which would automatically bring it in to conflict with Policy PLY42. It is however equally important to ensure the potential for damage to infrastructure is considered, as required in the safeguarding approach set out in the JLP including policy PLY42. This has been the feature of a significant number of the representations received, most notably in regard to the runway itself and the need for it to be in a suitable condition should aviation use return to the airport. In terms of the Runway the surfacing of the runways in airports is designed to certain standards, known as 'Pavement Classification Number', which is relevant to the type of aircraft that are able to use the airport. This is in part why that element of infrastructure is protected in Point 2 of the Policy, as should the airport reopen it is important that the runway is able to be used and damage does not restrict this.

8.18 The proposal is to store 28 bridge beams which are constructed from concrete, measuring 34.44m in length, 2.04m wide, 2m high, and weighing 94.3 tonnes each. These are clearly a large amount of weight and given the weight of the beams they are to be delivered on HGV vehicles which are classified as abnormal loads. This weight and vehicle requirement does raise (as set out in the representations) concerns over the impacts on the runway and in particular the Asphalt, that said, the runway is designed to carry and allow the arrival of aircrafts.

8.19 Set out in the documentation submitted with the application specifically the 'Additional Information Note Airport Temporary Beam Storage Planning Application Forder Valley Link Road' is detail of the method of storage for the beams, which seeks to spread the load weight out to reduce the impact, it advises:

*'Each bridge beam weighs 95t and will be supported on two trestles meaning each trestle supports 47.5t. The trestles have four legs dividing the supported weight down to 11.9t per trestle leg. The trestle legs sit on a timber bearing pad measuring 700mm x 700mm giving a loading of 24t/m<sup>2</sup>. A standard HGV has an approximate loading of 45.56t/m<sup>2</sup> which is considerably more than the bridge beams.'*

8.20 These calculations have been questioned by some representations in relation to their accuracy, however it does show that the beams are being proposed to be stored in a way which distributes the load of the items and reduces the potential for damage. That said the potential for damage from the storage or the vehicles transporting them on the runway or its Asphalt cannot be ruled out.

8.21 Careful consideration needs to be given to the proposal in the context of the JLP policy position, because while the Asphalt is not being removed in relation to the restriction in point 2 of the policy, point 1 of the policy is clear that 'any development at the airport site itself, or on nearby sites, which will prejudice the future resumption of aviation use of the site will not be permitted.

8.22 As part of the production of the Joint Local Plan the Council commissioned Plymouth Airport Site Condition Assessment & Capital Investment Update February 2017 by ARUP. This

document helped inform the policy position for the airport, including its safeguarding, part of its role was to provide an estimate of the current asset condition of facilities essential for the operation of the airport. In terms of the Pavement Condition Assessment undertaken it noted the following:

*General Observations*

*In general, the condition of the pavements are aging, but appear to be structurally in good condition. No serious pavement failures were observed and there are no obvious signs of differential settlement. This implies that the ground conditions are good, or that the pavement foundations are suitably sized for the subgrade strength. We believe this confirms that the pavement is suitable to carry the loads and aircraft that have previously used the airport. As a result, the comments in this section of the report are mostly limited to defects in the surface course, which appear to be from age rather than over stressing the pavement or from poor ground conditions.*

8.23 The report also makes a series of recommendations for the airport future use in terms of the runway:

*Recommendation, Commercial Operations*

*For an unlicensed GA aerodrome for the use of private GA flights it is likely that the existing runway could be used with minimal interventions. Primarily minor repairs to areas of spalling, joint degradation etc. However, depending on utilisation it is likely that some form of more intrusive intervention would be required in around 2 years time.*

8.24 This provides a useful base position relating to the airport runway surface although a further 3 years have passed since it was undertaken. On the Officer site visit a visual inspection was undertaken of the application area and the surface appeared to remain in good condition (photos are provided in the Committee presentation).

8.25 Set out in the Additional information Note submitted by the applicant is the following information; *The lease agreement between Balfour Beatty (the Applicant) and landowner requires a condition survey to be undertaken prior to taking possession of the site. The lease agreement secures the runway from any potential damage caused by Balfour Beatty during their lease period. In the event any damage is caused to the runway there will be a requirement to make this good to the appropriate standards.*

*As the Applicant, Balfour Beatty are willing to accept a planning condition requiring submission of the condition survey to the Local Planning Authority prior to the temporary storage of bridge beams on the runway coming into use. Such condition could also secure submission of a post development condition survey along with details of any remedial works required.'*

8.26 This demonstrates that the applicant is aware of the potential for damage to take place and is willing to repair any damage if created. This is considered a reasonable approach to seek to ensure that the proposal would not prejudice the future resumption of aviation use given it cannot categorically be identified if damage will occur at this stage. This solution has

been discussed with the Council's City Planning and Joint Local Plan Team who were supportive of such an approach being undertaken through conditions.

8.27 Conditions are therefore set out to ensure the surveying of the airport including the runway before use and then again after the use has ceased and that should any damage be identified it is repaired. The proposed conditions also go further to ensure a further factor is secured which is considered important given the policy situation afforded to the Airport. This is that detail of the appointed contractor to undertake the survey shall be provided to demonstrate their appropriateness and expertise to survey airport infrastructure from an aviation perspective. This will ensure that a proper inspection is undertaken by an appropriately qualified contractor, making sure that damage is identified and required repairs are carried out to the appropriate aviation standards.

8.28 It is also important to not just consider the Runway itself but also the other protected features which are within the application area including parts of Code 2 grassed runway strip and RESAs, the runway and areas for aircraft to taxi, navigation and visual aids and approach lighting. There are more limited elements of these features within the application area, it is noted that in relation to 'The runway and areas for aircraft to taxi' it is considered for the purposes of this application to relate to the 13/31 runway and as such is covered above. In relation to the other elements it is considered that there is more limited potential for impact however it is also considered that the conditions proposed can adequately deal with any potential damage to these features should they occur.

8.29 Based on the above assessment and having considered the proposal against the policies of the JLP specifically S04, PLY42 and SPT8 officers consider that the proposal, subject to the conditions proposed for temporary use, would not prejudice the future resumption of aviation use. However in accordance with Policy PLY42 to fully comply with the policy it needs to be demonstrated that the proposal is in compliance with other policies of the JLP. These further matters are considered below.

### Amenity and Visual Impact

8.30 In terms of the proposal's potential impacts on the amenity of the surrounding properties, the temporary storage of the beams on the runway is well spaced from the surrounding residential area. The closest properties are over 70 metres from the application site and the majority of the properties to the south are in excess of 90 metres and those to the north being over 100 metres. That said the delivery, collection and internal movement of the vehicles could have an impact. A number of the letters of representation have raised concerns over the potential impact of the proposal on residential amenity.

8.31 Detail of the requirements of the temporary use have been provided and will include the following; 8 days over a two week period to be required for site mobilisation, 1 delivery per week over a ten week period, general monitoring visit, 12 days over a three week period for the beams to be removed and finally 7 working days to demobilise the site. The first and last items set out will be during the day time and this is not considered to create a significant impact to the surrounding properties, the same is the case with the monitoring of the site

while the beams are in situ. The delivery and collection of the beams will however need to be undertaken at night time given the restriction requirement of the police for the movement of abnormal loads. This will result in night time noise but this is limited in its duration. Any movement during the night time does have the potential to cause disturbance, however given this is limited nature it is not considered that the impact is of significant concern to warrant the refusal of the application. Colleagues in Public Protection have also advised that subject to the activity being limited to that set out that they have no objections to the scheme.

8.32 In terms of visual amenity the development is well separated from the surrounding uses and the airport is screened on all sides by vegetation and boundary features. As such the temporary storage is not considered to give rise to any significant concern over the temporary period.

8.33 Subject to a condition limiting the activities, officers consider the proposals acceptable in amenity terms despite the concerns raised by the objectors, and officers therefore consider that it complies in this respect with JLP policies DEV1, DEV2 and DEV 20.

### Transport

8.34 In terms of Transport the principle considerations relate to the movement of the beams on to and off of the site. Detail of the requirements of the temporary use have been provided and will include the following; 8 days over a two week period to be required for site mobilisation, 1 delivery per week over a ten week period, general monitoring visit, 12 days over a three week period for the beams to be removed and finally 7 working days to demobilise the site. These movements are relatively limited in scale and are not considered to result in a significant burden to the local highway network or its operation as set out in the consultation response from the Local Highway Authority. Given the bulk of the items will be classified as abnormal loads and the restriction on such movements required by the Police, the majority of movements will be undertaken at night. Notwithstanding this it is important that the movement on to site is undertaken in a safe manor, the submission information sets out the proposed approach to this which is considered reasonable and as such the development will be conditioned to accord with the proposed strategy set out.

8.35 Given the size of the loads it is important that they can be safely manoeuvred into and out of the site. The applicant has provided swept path detail and included a turning capacity within the application site to demonstrate that access and egress can be undertaken safely, these have been reviewed by the Local Highway Authority who have confirmed this is acceptable.

8.36 It is also important given the load weight that any damage which could occur to the road network is properly restored as such the Local Highway Authority has requested a condition requiring a highway dilapidation survey, which is included on the application as a proposed condition.

8.37 A number of the representations have raised concern over the impacts the proposal could have on the landing of emergency vehicles and of aircrafts in distress, noting that the airport has been used for such purposes previously. Officers note that such use is clearly beneficial from a safety perspective for emergency ad hoc landing requirements. However in planning policy terms the Joint Local Plan does not require this function for the airport. As such there is no planning policy issue in relation to the proposals and any potential impact on emergency Aviation use. It is noted that there does remain wider space within the airport for such uses to take place although the runway is shorter.

8.38 Given the considerations above, in terms of transport matters, the proposal is considered acceptable and to accord with the requirements of policy DEV29 of the JLP and the Framework subject to the conditions recommended.

### Biodiversity and Ecology

8.40 In terms of biodiversity and ecology the potential implications of the proposal are limited and an ecological note has been provided which seeks to address any potential concerns and impacts. This has been considered by colleagues in the Natural Infrastructure Team who have no issues with the proposal subject to the works being completed in accordance with the ecological note. Subject to a condition requiring compliance with this document during construction officers consider the proposals acceptable in ecological and biodiversity terms and consider that it complies in this respect with JLP policies DEV2, DEV26 and DEV28 and the Framework.

8.41 The above project was considered in light of the assessment regulations of Regulation 63(1) of the Habitat Regulations 2017. In terms of the Habitats Regulation Assessment Regulations, having considered the nature, scale, timing, duration and location of the project, it was concluded that it be eliminated from further assessment because it cannot have a conceivable effect on a European site. The reason for this conclusion is that the project will not in itself impact, or the development is too far from the European site, and will not result in any pressures on the European sites.

### Forder Valley Link Road

8.42 While the principal considerations of the application relate to the proposal and its impacts, in considering each application and its merits, it is relevant to consider all material planning considerations. In this context consideration is given to the proposed purpose of the storage, which relates to the requirement to store Bridge Beams for the Forder Valley Link Road scheme. This scheme is currently in delivery having gained consent through the granting of applications 12/02027/OUT, 19/01111/FUL, 18/00307/REM and 18/00306/FUL. It forms a fundamental part of the JLP strategy as set out in its policies. Policy SPT8 identifies the support for investment in the strategic road network, including major improvements at the Forder Valley intersection. Figure 3.13 of the JLP identifies the route as a Strategic Transport Link and Figure 4.4 which sets out the Area Vision for Derriford and the Northern Corridor identifies the Forder Valley Link as a 'New Road and Public Transport/ Sustainable Transport Corridor'.

8.43 This is further elaborated in Policy PLY40 of the JLP which deals specifically with Seaton Neighbourhood identifying the JLP's support for the existing consent 12/02027/OUT and the strategic masterplan for the neighbourhood. The FVLR is also specifically identified in Policy PLY47 as a Strategic Infrastructure Measure required to deliver the growth in the Derriford and Northern Corridor Growth Area. The JLP therefore sets clear support for the principle of the FVLR and its delivery alongside the Forder Valley Inter Change Scheme and Derriford Transport Scheme. This project is fundamental to delivering the JLP strategy for the City and the Northern Corridor Growth Area specifically.

8.44 The applicant's intention had been to store the beams, if required, on the Seaton Barracks Site and discussion had been ongoing in relation to this site and the requirements for a temporary consent for storage. However, and as set out in the applicant information, due to the public health requirement for a Covid19 drive through testing site an alternative location had to be sought, which has now lead to the submission of this application. While representations have stated that beams should be delivered directly to site the applicant has identified potential impacts of both Brexit and the current Covid 19 Pandemic situation on securing the beams at the time when they need to be installed. If the beams were not available at the appropriate time this could lead to delays in that scheme.

8.45 As such it is officer's view that the relationship to the delivery of the Forder Valley Link Road is a Material Planning consideration which weigh's in favour of the application.

### **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**

Due to the nature of the proposal and its temporary nature there are no Community Infrastructure Levy contributions required.

While the applicant for this proposal is Balfour Beatty, Officers are aware that this application is necessitated due to the storage requirement of the Plymouth City Council Scheme for the Forder Valley Link Road for which Balfour Beatty are PCC contractors. The application could therefore have a bearing on the costs associated with that schemes delivery. However that financial consideration has had no bearing in relation to the Planning considerations or recommendations of the application. That said, as set out section 8 above the wider delivery consideration of the FVLR scheme is a material consideration.

### **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**

In conclusion, having considered the implications of the proposal for a temporary period of 9 months against the policies of the Joint Local Plan, specifically policies S04, SPT8, PLY42, PLY40, PLY47, DEV1, DEV2, DEV20, DEV26, DEV28 and DEV29 and the Framework, officers consider that subject to the conditions set out below, the temporary use will not conflict with the safeguarding of the airport. Furthermore, in relation to the potential impacts on the future use of the land for aviation purposes it is not considered to prejudice the future resumption of aviation use. In order to fully accord with the requirements of Policy PLY42, as a temporary use, officers have considered the scheme's compliance with the other policies of the JLP and are satisfied that subject to conditions the proposal will not result in an unacceptable impact on the Highway Network. It is also considered that the impacts of the proposal on the amenity of the surrounding uses including residential and ecological impacts are acceptable.

Officers have also taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with Joint Local Plan and national guidance and is therefore recommended for conditional approval. This is subject to the conditions set out below.

### **14. Recommendation**

In respect of the application dated 20.11.2020 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**

Location Plan FVAP-0001 Rev 02 received 19/11/20



Proposed Site Plan 07122020 - received 07/12/20

Airport Beam Storage 18112020 - received 18/11/20

Airport Beam Storage A0 - Shay Truck Plus Front Gondola 17m 17122020 - received 17/12/20

Airport Beam Storage A0 - Shay Truck Plus 35m Exiting 17122020 - received 17/12/20

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: TEMPORARY USE (PERIOD)**

The use hereby permitted shall be discontinued on or before 9 months from the grant of this consent.

Reason:

In the opinion of the Local Planning Authority the temporary use to which this permission relates will by the said date have fulfilled its required purpose. This condition is imposed to comply with Policies, SPT8, PLY42, PLY47, DEV1, DEV2 and DEV 29 of the Plymouth and South West Devon Joint Local Plan (adopted 2019) and the National Planning Policy Framework and in place of the requirements of Section 51 of the Planning & Compulsory Purchase Act 2004.

### **3      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 delivery activities associated with the development hereby approved. This shall also include routes to and from the site being used by construction traffic, within 300 meters of the site entrance.

The survey shall be provided to the Local Planning Authority prior to the first use of the site.

Reason:

To ensure that any damage to the existing highway infrastructure arising from the 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 DEV 29 of the Plymouth and South West Devon Joint Local Plan (adopted 2019) and the National Planning Policy Framework 2019.

Justification: To ensure the Highway is properly maintained and undamaged by the works.

**4      CONDITION: AIRPORT SURFACES SURVEY**

PRE-COMMENCEMENT

No storage of the beams shall commence on-site or the site be accessed by HGVs until the applicant has undertaken a runway and land survey of the area subject to the planning application. The survey shall assess the existing condition of the runway and any parts of Code 2 grassed runway strip and RESAs, Navigation and Visual Aids and Approach Lighting. The survey shall include a photographic or video record of the runway and provide an accompanying report detailing the condition of the current runway and other land or features within the application boundary.

As part of the survey submission details of the appointed contractor shall be provided which demonstrate their appropriateness and expertise to survey airport infrastructure from an aviation perspective.

The survey shall be provided to the LPA prior to the first arrival of HGV vehicles on to the site.

Reason:

To ensure that any potential damage to the existing airport infrastructure arising from the temporary use of the runway is properly recorded and can be addressed by the developer on completion of the works in the interests of the safeguarding of the airport for future Aviation uses and in accordance with policies SPT8, PLY42, PLY47 and DEV 29 of the Plymouth and South West Devon Joint Local Plan (adopted 2019) and the National Planning Policy Framework 2019.

Justification: To ensure the safeguarding of the airport for future aviation use.

**5      CONDITION: AIRPORT SURFACES COMPLETION SURVEY AND REMEDIATION**

No more than 2 weeks after the cessation of the temporary use of the site, being either 9 months from the grant of this consent or if sooner, the end of the temporary use, the applicant shall undertake a detailed runway and land survey of the area subject to the planning application. The survey shall assess the condition of the runway and any parts of Code 2 grassed runway strip and RESAs, Navigation and Visual Aids and Approach Lighting and other land within the application boundary. The survey shall include a photographic or video record to establish if any damage has been created since the initial survey.

If this demonstrates that no damage has occurred then this survey shall be submitted and approved by the Local Planning Authority and the land restored to its former use and condition within 2 weeks of the approval of the Local Planning Authority of the report's findings.

If any damage has occurred a remediation strategy shall be submitted to and approved by the Local Planning Authority no more than 4 weeks after the cessation of the use. The remediation strategy shall:

- a) Identify any areas of damage and their proposed remediation method to the appropriate aviation requirements,
- b) A time line for the works to take place,

The remediation strategy shall be fully implemented in line with the contained timeframe.

As part of the survey details of the appointed contractor shall be provided which demonstrate their appropriateness and expertise to survey airport infrastructure.

Reason:

To ensure that any potential damage to the existing airport infrastructure arising from the temporary use of the runway is properly addressed by the developer on completion of the works in the interests of the safe guarding of the airport for future Aviation uses and in accordance with Policies SPT8, PLY42, PLY47 and DEV 29 of the Plymouth and South West Devon Joint Local Plan (adopted 2019) and the National Planning Policy Framework 2019.

## **6 CONDITION: AIRPORT RETURN OF AVIATION USE/BEAM STORAGE REMOVAL**

Should the applicant be notified by the Local Planning Authority that the Airport is to recommence aviation use, the applicant shall within 4 months of the date of the letter remove all the material stored on site.

Reason:

To ensure that the future use of the site for aviation purposes is not unduly delayed by the temporary use in accordance with Policies SPT8, , PLY42, PLY47 and DEV 29 of the Plymouth and South West Devon Joint Local Plan (adopted 2019) and the National Planning Policy Framework 2019.

## **7 CONDITION: MANAGEMENT OF THE TEMPORARY USE**

The temporary use of the site hereby approved shall be undertaken in accordance with the access and egresses and general management measures set out in the approved Additional Information Note Airport Temporary Beam Storage Planning Application Forder Valley Link Road, Balfour Beatty Project number: 60535194 3 December 2020 and the swept path drawings Balfour Beatty FVLR Drawn JM Date 05/112020, Balfour Beatty FVLR Airport Beam Storage A0 - Shay Truck Plus 35m Exiting 14/12/2020 and Balfour Beatty FVLR Airport Beam Storage A0 - Shay Truck Plus Front Gondola 17m 14/12/2020.

Reason:

To ensure that the site is managed safely and to reduce the impacts on amenity of nearby residents and the safe operation of the Local Highway Network and to comply with Policies SPT8, PLY42, PLY47, DEV1, DEV2 and DEV 29 of the Plymouth and South West Devon Joint Local Plan (adopted 2019) and the National Planning Policy Framework.

## 8 **CONDITION: ECOLOGICAL REQUIREMENTS**

Development should be undertaken in accordance with the approved Ecological Note FVLR Airport Access Entrance Balfour Beatty Project number: 60535194 Dated November 2020.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies DEV25, DEV26 and DEV28 of the Plymouth and South West Devon Joint Local Plan (adopted 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.

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

Cases outstanding	417
Cases received this month	27
Cases closed this month	17
(No breach identified)	(9)
(Informal/formal action taken)	(8)
Planning Contravention Notices Issued	2
Planning Contravention Notices <u>Live</u>	2
Planning Enforcement Notices Issued	0
Enforcement Notices <u>Live</u>	2
Temporary Stop Notices (TSN) issued	0
Temporary Stop Notices (TSN) Live	0
Advertisement Removal Notice	0
Breach of Condition Notice	1
Untidy Land Notices Issued	0
Untidy Land Notices Live	8
Prosecutions Initiated	0
Prosecutions Live	0

2020 Summary      495 New Cases  
                              401 Closed Cases

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# Planning Applications Determined Since Last Committee

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
01/12/2020	Granted Conditionally	20/00956/LBC	Mr & Mrs Borthwick	Rooflight and enlargement of existing door opening	1 Albemarle Villas Plymouth PL1 5QZ	Mr Mike Stone
01/12/2020	Granted Conditionally	20/01461/FUL	Mrs Vbranch	Raised decking area with pagoda and timber fencing and relocation of summer house (Part-retrospective)	9 Rorkes Close Plymouth PL5 2AG	Mr Macauley Potter
02/12/2020	Granted Conditionally	20/01579/TPO	Jenny Mullins	G1 Various reduction/pruning works to trees in rear garden of 7-10 Nelson Gardens to form hedge 4m high.Trees around car park next to The MewsT1: Holly - reduce in height by 2mT2: Turkey Oak - young tree: Fell due to proximity to retaining wall.T3: Multi-stemmed young sycamore next to gate - fell due to poor form and location.T4: Young Turkey Oak - reduce in height by 2m T5: Semi-mature Sycamore - fell.G2: reduce hedge height by 0.5 metres.	7 Nelson Gardens Plymouth PL1 5RH	Mrs Jane Turner
02/12/2020	Granted Conditionally	20/01594/TCO	Mr Alex Bewsey	Magnolia - Reduce by 1.5m and remove crossing branches where they are damaging each other.	44 Thorn Park Plymouth PL3 4TF	Mrs Jane Turner
02/12/2020	Agreed	20/01745/CDM	Mr Darren Wills	Condition Discharge: part 2 of condition 4 of application 19/00296/FUL	Former Brown Bear Site Chapel Street Devonport Plymouth PL1 4DU	Mr Simon Osborne
03/12/2020	Refused	20/01241/FUL	Ms Shanshan Cheng	Bike shed and utility room to side elevation, canopy and decking in rear garden (Part-retrospective)	93 Grantley Gardens Plymouth PL3 5BP	Ms Abbey Edwards

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
03/12/2020	Granted Conditionally	20/01308/S73	Hossien Amiri	Variation of approved consent 15/00312/FUL to alter the overall site layout to allow 8A Ladysmith Road to have its own curtilage	8 Ladysmith Road Plymouth PL4 7NJ	Mr Sam Lewis
03/12/2020	Granted Conditionally	20/01448/TPO	Smith	Beech (T3) - Reduce radial spread on North Western side by maximum of 2m back to suitable growth points (as indicated in submitted photo).	129 Looseleigh Lane Plymouth PL6 5HW	Mrs Jane Turner
03/12/2020	Granted Conditionally	20/01458/TPO	Kevin Fox	Beech - Crown lift over property of 28 Thornhill Way to give 5m clearance above ground level (2m above shed) by removing the lowest horizontal small diameter branch back to trunk and removing other tertiary branches within this height range.No reduction or thin of rest of crown necessary (amendment agreed with owner 1/12/20).	28 Thornhill Way Plymouth PL3 5NP	Mrs Jane Turner
03/12/2020	Granted Conditionally	20/01463/FUL	Miss and Mr O'Higgins and Worden	Detached 4-bed dwelling and detached double garage with garden room (re-submission of 19/02056/REM)	56 Vinery Lane Plymouth PL9 8DE	Ms Abbey Edwards
03/12/2020	Granted Conditionally	20/01472/TPO	Mr Michael Ennis	Horse Chestnut (T1) - Remove the lowest large limb on the southern side at approximately 5m height taking it back to the primary branch (as indicated in photo 2)	34 Pinewood Close Plymouth PL7 2DW	Mrs Jane Turner
03/12/2020	Granted Conditionally	20/01480/TPO	Mr Akhlaque Rahman	Beech (T1) - Reduce upper crown by 2m in height back to natural growth points, cuts not to exceed 10cm (as indicated in photo).Reduce back lateral growth 1.5m on all sides to natural growth points (as indicated in photo).Remove the 2 lowest branches at 1.8-2m height on the Northern side that hang low on the steps, back to stem (as indicated in photo).	2 Raynham Road Plymouth PL3 4EU	Mrs Jane Turner



Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
03/12/2020	Granted Conditionally	20/01496/TPO	Mr Richard McKeich	4 Sycamore - fell.	41 Consort Close Plymouth PL3 5TX	Mrs Jane Turner
03/12/2020	Granted Conditionally	20/01503/TPO	Richard Prowse	Ash - Fell due to disease.	19 Cameron Way Plymouth PL6 5WB	Mrs Jane Turner
03/12/2020	Granted Conditionally	20/01529/TCO	Jeffery	Holm Oak (T1) - Pollard to height of 3-3.5m above stem base due to ongoing management issues, overhang of property, damage to boundary wall.	170 Durnford Street Plymouth PL1 3QR	Mrs Jane Turner
03/12/2020	Refused	20/01538/FUL	Mr & Mrs Callicott	First floor rear extension (resubmission of application 19/01937/FUL)	55 Admiralty Street Stonehouse Plymouth PL1 3RY	Mrs Alumecci Tuima
03/12/2020	Granted Conditionally	20/01539/FUL	Mr Luke Markwick	Two-storey side extension, front porch, garage alteration to storeroom and reconfiguration of driveway.	21 Litchaton Crescent Plymouth PL7 4RE	Mr Macauley Pottle
03/12/2020	Granted Conditionally	20/01599/TCO	Mr Luke Catchpole	Magnolia (T1) - Reduce whole crown to previous pruning points by up to 3m and shape in order to reduce back from the property and East and South boundaries.	32 Whiteford Road Plymouth PL3 5LX	Mrs Jane Turner
03/12/2020	Agreed	20/01610/CDM	Nigel Yarham	Condition Discharge: Condition 3 of application 20/00924/FUL	Flats 72-142 Keyham Road & Flats 1-15 St Leo Place Plymouth PL2 1SG	Miss Josephine Maddick
03/12/2020	Agreed	20/01635/CDM	Fragrance UK - Plymouth Ltd	Condition Discharge: Condition 2 of application 20/01177/FUL	Mount Pleasant Hotel 12 Millbay Road Plymouth PL1 3LF	Ms Abbey Edwards

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
03/12/2020	Granted Conditionally	20/01639/TCO	Mr Turner	Apple (T1) - Remove due to size of tree.	19 Wellington Street Stoke Plymouth PL1 5RT	Mrs Jane Turner
03/12/2020	Granted Conditionally	20/01651/FUL	Ednie	Demolition and replacement of garage with garage/sun room	1 Cherry Park Plymouth PL7 1PF	Mr Sam Lewis
03/12/2020	Granted Conditionally	20/01669/LBC	Plymouth City Council	Installation of 8no. internal sleeping pods (following associated approval 19/01986/FUL)	Hamoaze House, Mount Wise Garrison Cumberland Road Plymouth PL1 4JQ	Mr Chris Cummings
04/12/2020	Refused	20/01440/FUL	Mr Neal Stoneman	Retrospective application for retention and replacement of timber buildings to include staffroom, laundry, animal pens, retention of ancillary residential accommodation within the stable block and new fencing	St Annes House Jennycliff Lane Plymouth PL9 9SN	Mrs Karen Gallacher
04/12/2020	Refused	20/01441/LBC	Mr Neal Stoneman	Re-location of pony stable and other animal buildings, amended fencing and continue use of timber chalets and stables	St Annes House Jennycliff Lane Plymouth PL9 9SN	Mrs Karen Gallacher
04/12/2020	Granted Conditionally	20/01508/FUL	Mr James Sawyer	Change of use to create 9 flats (Class C3) and associated internal and external works	6 Windsor Villas Lockyer Street Plymouth PL1 2QD	Mr Chris Cummings
04/12/2020	Granted Conditionally	20/01509/LBC	Mr James Sawyer	Change of use to create 9 flats (Class C3) and associated internal and external works	6 Windsor Villas Lockyer Street Plymouth PL1 2QD	Mr Chris Cummings
07/12/2020	Granted Conditionally	20/01478/FUL	Lee Duckett	Two-storey side extension (inc. removal of existing garage)	50 Merafield Drive Plymouth PL7 1TP	Mr Peter Lambert

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
07/12/2020	Granted Conditionally	20/01554/FUL	Mr & Mrs Swift	Two-storey side and single storey rear extension	14 Jedburgh Crescent Plymouth PL2 2NY	Mr Macauley Potter
07/12/2020	Refused	20/01615/FUL	Miss Miriam Kingoo	Wooden fence of a height of 1.8m	70 Walkhampton Walk Plymouth PL6 8QZ	Ms Abbey Edwards
07/12/2020	Granted Conditionally	20/01665/FUL	Mr & Mrs Jones	Conversion of garage to living room, including raising its roof height	28 Lippell Drive Plymouth PL9 9EL	Mr Sam Lewis
07/12/2020	Granted Conditionally	20/01678/FUL	Veasey	Two-storey rear extension	23 Torridge Road Plymouth PL7 2DQ	Mr Sam Lewis
08/12/2020	Granted Conditionally	20/01533/FUL	Mr Paul Downing	Hip to gable loft conversion and rear dormer	80 Lypne Avenue Plymouth PL5 2PT	Miss Josephine Maddick
08/12/2020	Granted Conditionally	20/01585/FUL	Mr & Mrs Johnson	Two-storey side extension	7 Ashery Drive Plymouth PL9 9PB	Mr Sam Lewis
08/12/2020	Agreed	20/01691/CDM	Thai Buddhist Temple	Condition Discharge: Conditions 3 & 4 of application 19/00503/FUL	Fort Austin Depot Fort Austin Avenue Plymouth PL6 5SR	Mr Chris King
09/12/2020	Granted Conditionally	20/01519/TPO	Mr Emery	Lime (T1) - Overall crown reduction by approx. 2m back to suitable growth points.	23 Lockyer Street Plymouth PL1 2QZ	Mrs Jane Turner

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
09/12/2020	Granted Conditionally	20/01549/FUL	Jean Day	Change of use from office (Class E, formerly Class B1) to residential (Class C3) inc. minor alterations and refurbishment and lowering of front pavement (Part retrospective)	3 Friars Lane Plymouth PL1 2LH	Ms Abbey Edwards
09/12/2020	Granted Conditionally	20/01550/LBC	Jean Day	Change of use from office (Class E, formerly Class B1) to residential (Class C3) inc. minor alterations and refurbishment and lowering of front pavement (Part retrospective)	3 Friars Lane Plymouth PL1 2LH	Ms Abbey Edwards
09/12/2020	Granted Conditionally	20/01616/FUL	Mr P Baring	Renewal of rear and part side rear boundary wall/fence and alteration of the level of the rear portion of the garden	25 Priory Mill Plymouth PL7 1WR	Mr Sam Lewis
09/12/2020	Granted Conditionally	20/01629/TPO	Mr David Bennett	Weeping Willow - Fell due to decay of roots.	103 Fore Street Plympton Plymouth PL7 1ND	Mrs Jane Turner
09/12/2020	Granted Conditionally	20/01637/TPO	Rontec Watford Home Park	Large Cedar - Remove the broken branch and deadwood (exempt work notified by e-mail). - Reduce branches near 30 Lyndhurst Rd and over canopy of Petrol Filling Station to give 2m clearance.	89 Outland Road Plymouth PL2 3DE	Mrs Jane Turner
09/12/2020	Granted Conditionally	20/01642/TPO	Mr Anthony Radley	Ash - Fell due to presence of Ash die back.	29 Caradon Close Plymouth PL6 6AJ	Mrs Jane Turner
09/12/2020	Granted Conditionally	20/01643/TPO	Plymouth City Council	2x Ash r/o 37 Weir Road - Pollard down to 6m as suffering from Ash dieback.	37 Weir Road Plymouth PL6 8RR	Mrs Jane Turner
09/12/2020	Granted Conditionally	20/01701/FUL	Mr Sam Reed	First floor rear extension	1 Cotehele Avenue Prince Rock Plymouth PL4 9NQ	Mr Sam Lewis

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
10/12/2020	Agreed	19/01617/CDM	Mr Adam Brimmacombe	Condition Discharge: Conditions 3, 4 & 5 of application 17/00555/OUT	Odoorn Lodge, Riverford Estover Close Plymouth PL6 7LJ	Miss Amy Thompson
10/12/2020	Granted Conditionally	20/00162/FUL	Sutton Harbour Company	Installation of public access pontoon connecting Guys Quay and Vauxhall Quay and moveable events pontoons at Sutton Harbour	Guys Quay And Vauxhall Quay Sutton Harbour Plymouth PL4 0ES	Mr John Douglass
10/12/2020	Granted Conditionally	20/00163/LBC	Sutton Harbour Company	Installation of public access pontoon connecting Guys Quay and Vauxhall Quay	Guys Quay And Vauxhall Quay Sutton Harbour Plymouth PL4 0ES	Mr John Douglass
10/12/2020	Agreed	20/00727/CDMLB	Mr Azizi	Condition Discharge: Conditions 3, 4, 5, 6, 7, 9 & 10 of application 19/01339/LBC	Pier Masters Office Phoenix Wharf Madeira Road Plymouth PL1 2NX	Miss Amy Thompson
10/12/2020	Agreed	20/00786/CDMLB	Mr Azizi	Condition Discharge: Conditions 8 & 11 of application 19/01339/LBC	Pier Masters Office Phoenix Wharf Madeira Road Plymouth PL1 2NX	Miss Amy Thompson
10/12/2020	Agreed	20/00787/CDM	Mr Azizi	Condition Discharge: Condition 3 of application 19/01338/FUL	Pier Masters Office Phoenix Wharf Madeira Road Plymouth PL1 2NX	Miss Amy Thompson
10/12/2020	Granted Conditionally	20/01246/LBC	Alec Macleod	Amendments to previously approved 19/01339/LBC including changes to door, window, and balcony designs, plus addition of a flue and additional lighting and CCTV equipment (retrospective)	1 Commercial Wharf Madeira Road Plymouth PL1 2NX	Miss Amy Thompson
10/12/2020	Granted Conditionally	20/01638/FUL	Mr A Gregory	Single storey rear extension	22 Dean Hill Plymouth PL9 9AD	Mr Sam Lewis

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
10/12/2020	Granted Conditionally	20/01661/FUL	Mr Martin Wingrave	Detached garage.	16 Elm Road Glenholt Park Glenfield Road Plymouth PL6 7LS	Mr Mike Stone
11/12/2020	Granted Conditionally	20/01355/S73	Miss Kayleigh Bullock	Variation of condition 3 of application 17/01484/FUL to allow for continued use of the garage	24 Looe Street Plymouth PL4 0EA	Miss Amy Thompson
11/12/2020	Granted Conditionally	20/01648/FUL	Mr Dave Tafner	Two-storey side extension and garage conversion	15 The Green Hooe Plymouth PL9 9PJ	Mr Sam Lewis
11/12/2020	Agreed	20/01887/CDM	Mr Christopher Harding	Condition Discharge: Condition 3 of application 20/01157/FUL	12 Greenwood Park Road Plymouth PL7 2WE	Mr Macauley Potter
14/12/2020	Granted Conditionally	20/01336/FUL	Rosie Ferguson	Demolition of existing rear garage and erection of residential annexe/workshop, and the creation of off-street parking	90 Durnford Street Plymouth PL1 3QW	Mr Sam Lewis
14/12/2020	Granted Conditionally	20/01337/LBC	Rosie Ferguson	Demolition of existing rear garage and erection of residential annexe/workshop, and the creation of off-street parking	90 Durnford Street Plymouth PL1 3QW	Mr Sam Lewis
14/12/2020	Granted Conditionally	20/01526/FUL	Mr James Parsons	Hardstand inc. domestic vehicle crossing	35 Hays Road Plymouth PL9 8AR	Mr Sam Lewis
14/12/2020	Granted Conditionally	20/01708/FUL	Mr I Humphrey	Detached garage, storage areas and office space	50 Dean Hill Plymouth PL9 9AE	Mr Mike Stone

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
14/12/2020	Granted Conditionally	20/01722/FUL	Mr & Mrs Z Smithers	Rear extension (including increase in ground level and steps) and single storey double garage to side of dwelling with associated access, (re-submission of 19/01811/FUL).	11 Farnley Close Plymouth PL6 6BS	Mr Mike Stone
15/12/2020	Refused	20/01573/FUL	Mr Ted Chan	Change of use from a dwellinghouse to hot-food takeaway and flat including single storey rear extension and installation of flue	7 Weston Park Road Plymouth PL3 4NS	Ms Abbey Edwards
15/12/2020	Granted Conditionally	20/01578/TPO	Tesco	Oak (T1) - reduce crown on house/lane side only by up to 2m to natural growth points (amendment agreed with applicant 11/12/20). (Ash (T2) - Pollard (not covered by TPO).)	137 Egguckland Road Plymouth PL3 5JU	Mrs Jane Turner
15/12/2020	Granted Conditionally	20/01598/TPO	Jamie Roberts-Doyle	Sycamore - Fell and replace	10 Ducane Walk Plymouth PL6 5WE	Mrs Jane Turner
15/12/2020	Granted Conditionally	20/01649/TCO	Mr Richard Ing	Ash (T1) - Fell due to Ash Dieback.	33 Riverside Walk Plymouth PL5 4AQ	Mrs Jane Turner
15/12/2020	Granted Conditionally	20/01730/FUL	Mr R Sherriff	Front conservatory	8 Radford View Plymouth PL9 9EA	Mr Sam Lewis
16/12/2020	Granted Conditionally	20/00349/FUL	F & G And O & S Bettison	Change of use and conversion of the 2nd floor and roof space from office (Class B1) to 3x residential maisonette dwellings (Class C3)	Gordon Court, 4 Craigie Drive Plymouth PL1 3JB	Mrs Karen Gallacher
16/12/2020	Granted Conditionally	20/00350/LBC	F & G And O & S Bettison	Change of use and conversion of the 2nd floor and roof space from office (Class B1) to 3x residential maisonette dwellings (Class C3)	Gordon Court, 4 Craigie Drive Plymouth PL1 3JB	Mrs Karen Gallacher

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
16/12/2020	Granted Subject to S106	20/01263/FUL	University of Plymouth	Re-development and extension of existing Babbage Building with associated public realm and landscaping works	James Street Vaults 24 James Street City Centre Plymouth PL4 6EQ	Mr John Douglass
16/12/2020	Granted Conditionally	20/01394/FUL	Wheldon	Single storey rear extension and flat roof dormer extension to second-floor	16 Wellington Street Stoke Plymouth PL1 5RT	Ms Abbey Edwards
16/12/2020	Granted Conditionally	20/01618/FUL	Mr & Mrs R Crocker	Single storey rear extension, front porch and window alterations	30 Fraser Road Plymouth PL5 4PJ	Ms Abbey Edwards
16/12/2020	Granted Conditionally	20/01622/FUL	Mr Jamie Hook	Single story home office and storeroom.	22 Underwood Road Plymouth PL7 1SY	Mr Macauley Potter
16/12/2020	Granted Conditionally	20/01652/FUL	Mr & Mrs Symons	First floor balcony on front elevation (Retrospective)	17 Moorland View Derriford Plymouth PL6 6AN	Miss Josephine Maddick
16/12/2020	Granted Conditionally	20/01666/FUL	Mr & Mrs Bridges	Rear extension (re-submission of 20/01066/FUL)	9 Home Park Avenue Plymouth PL3 4PG	Mrs Alumeci Tuima
16/12/2020	Granted Conditionally	20/01686/FUL	Mr & Mrs Cavill	First floor side and rear extension over existing kitchen.	2 Powderham Road Plymouth PL3 5SF	Mr Mike Stone
16/12/2020	Agreed	20/01738/CDM	Mr Phil Downs	Condition Discharge: Condition 3 of appeal decision APP/N1160/W/20/3254957 (Related to application 20/00532/FUL)	1-3 Kelly Cottages Boringdon Road Turnchapel Plymouth PL9 9TN	Mr Chris Cummings



Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
16/12/2020	Refused	20/01813/AMD	Mr Neil Cumming	Non-Material Amendment: Remove proposal for new window in existing north wall of existing building for application 18/01996/FUL.	20 Dunstone Road Plymstock Plymouth PL9 8RQ	Mr Macauley Potter
17/12/2020	Granted Conditionally	20/00504/FUL	Mr D Elder	Change of use to recycling/waste yard for the University of Plymouth (relocated from Babbage building yard) to include replacement outbuilding, boundary fence and screen, planting, gates and signage	Yard To Rear Of Scott Building University Of Plymouth Drake Circus Plymouth PL4 8AA	Mr John Douglass
17/12/2020	Granted Conditionally	20/01513/LBC	Dr Richard Struthers	Replacement of 4no. kitchen windows in the tenement	The Cottage, Penlee Road Plymouth PL3 4AR	Mr Mike Stone
17/12/2020	Granted Conditionally	20/01572/FUL	Mr Arulanantham Mohana Suthan	Installation of compressor units	52 Norwich Avenue Plymouth PL5 4JG	Mr Jon Fox
17/12/2020	Granted Conditionally	20/01658/FUL	Mike Smith	Demolition of garage and erection of two-storey side extension	38 Princess Avenue Plymstock Plymouth PL9 9EP	Mr Sam Lewis
17/12/2020	Granted Conditionally	20/01715/LBC	Mr Jacob Cioffi	Removal of front roof dormer and replacement with rooflight	53 Emma Place Plymouth PL1 3QU	Mr Mike Stone
17/12/2020	Granted Conditionally	20/01758/FUL	Mr Nickels	Rear Garden Room	17 Holcombe Drive Plymouth PL9 9JD	Mr Mike Stone
17/12/2020	Granted Conditionally	20/01784/FUL	Ms J Ashdown	Rear extension	18 Furneaux Road Plymouth PL2 3ES	Mr Mike Stone

Decision Date	Decision	Application No:	Applicant	Proposal	Address	Case Officer
17/12/2020	Agreed	20/01789/CDM	Bob Fish	Condition Discharge: Condition 7 of application 19/00133/FUL	North Prospect Phase 4 Dingle Road, Laurel Road, Rosedown Avenue And Myrtleville Plymouth	Mr Chris King
18/12/2020	Granted Conditionally	20/01487/FUL	Mr & Mrs May	New garden building for use as a Chiropractor Clinic	23 Boston Close Plymouth PL9 7NR	Ms Abbey Edwards
18/12/2020	Granted Conditionally	20/01495/TPO	Mrs Jane Cave	Hiba (ref 95) - dead fell.Goat Willow (384) - deadwood (no consent required)Sycamore (37) - deadwood (no consent required)Goat Willow (388) - fell (not covered by TPO)White Poplar (385) - fell (not covered by TPO)Holm Oak (386) - fellEnglish Oak (684) - fell (not covered by TPO)Italian Alders (G1) - clear overgrown Laurels (no consent needed)G011 Beech row on northern boundary - continue to reduce to height of hedge as already started. Lime (part of G011) - reduce branches over path by 2m.Horse Chestnut (part of G011) - reduce branches over path by 4m (this work appears to have been done)Row of Beech on eastern school boundary (not on survey) - raise crown to give 5.5m above ground level.Cedar (not on survey) - reduce branches near building to give 1.5m clearance.	Hillside Court 31 Station Road Plympton Plymouth PL7 2FR	Mrs Jane Turner
18/12/2020	Granted Conditionally	20/01540/FUL	Harold Dear	Front extension to shopfront	1A Hayes Place Plymouth PL6 5RL	Ms Abbey Edwards
18/12/2020	Granted Conditionally	20/01590/FUL	Derriford Hospital	Installation of oil storage tank and associated works to serve existing steam generating boiler plant	Derriford Hospital Plymouth PL6 8DH	Mr Jon Fox

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18/12/2020	Granted Conditionally	20/01630/FUL	Ian Noakes	Internal and external refurbishment of existing office	1 Brest Road Plymouth PL6 5EP	Miss Josephine Maddick
18/12/2020	Granted Conditionally	20/01710/TPO	Mr Stephen Else	Hazel hedge (not Beech) - reduce by 6ft in height and cut back branches overhanging garden of 31 Romilly Gardens in line with base of hedge (approximately 4 feet - no stems to be removed).	31 Romilly Gardens Plymouth PL7 2FF	Mrs Jane Turner
18/12/2020	Granted Conditionally	20/01713/TPO	Mrs Laura Lambert	Yew Tree (T1) - Reduce height only by up to 2m.	56 Dunstone Road Plymstock Plymouth PL9 8SF	Mrs Jane Turner
18/12/2020	Granted Conditionally	20/01721/TPO	Mr Justin Andrews	T1 Oak - reduce height by half to make safe and fit steel brace in accordance with manufacturers instructions (amendment agreed with agent 18/12/20).T2 Oak - reduce primary branch towards pool by 4m to natural growth point.T3 Oak - reduce branches on property side to give 4-5m clearance and reduce whole crown by 1m - all cuts to natural growth points.	17 Forget Me Not Lane Plymouth PL6 7FA	Mrs Jane Turner
18/12/2020	Granted Conditionally	20/01750/TCO	Mrs Lauren Sheild	Beech (T1) - Cut back to previous pollard points, reducing by 1m in height and 1m lateral length on all sides. Acer (T2) - Reduce by 1m in height, remove lowest branch on the SW side, back to the main stem.Hazel hedge (G1) - Seeking permission from parks to cut the vertical height down to previous pollard points, reducing by 2m in height.	15 George Lane Plymouth PL7 1LJ	Mrs Jane Turner
21/12/2020	Refused	20/01235/FUL	Mr Jim Woodley	Construction of building containing 10no. dwellings, parking, associated bike and bin storage and landscaping	Land At Fitzroy Road Plymouth PL1 5PY	Mrs Karen Gallacher

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22/12/2020	Agreed	20/01298/CDM	Ms Lu Han	Condition Discharge: Conditions 3 & 4 of application 18/00297/FUL	58 Ebrington Street Plymouth PL4 9AF	Mr Mike Stone
22/12/2020	Refused	20/01570/FUL	Mr Santosh Dhakal	Change of use from dwellinghouse (Class C3) to care home (Class C2)	64 Grenville Road Plymouth PL4 9PY	Mr Mike Stone
22/12/2020	Granted Conditionally	20/01647/FUL	Carol Ruttledge	Done single storey side porch with step access	63 Stone Barton Road Plymouth PL7 4LR	Miss Josephine Maddick
22/12/2020	Granted Conditionally	20/01659/FUL	Mrs Sarah Dawes	Front store with terrace and minor front garden alterations.	38 Milford Lane Plymouth PL5 4JN	Mr Macauley Potter
22/12/2020	Granted Conditionally	20/01684/LBC	Plymouth City Council	Installation of District Energy pipework in the basement of the Council House	Council House, Armada Way Plymouth PL1 2AA	Miss Amy Thompson
22/12/2020	Granted Conditionally	20/01692/LBC	Mr Wayne Lovell	Installation of new surface-applied cabling to offices including the creation of 1 hole to run cabling through an internal wall.	Stonehouse Barracks Durnford Street Plymouth PL1 3QS	Ms Abbey Edwards
22/12/2020	Granted Conditionally	20/01732/FUL	Laura and Nicola Tonkin	Single storey rear linking extension, and the enlargement/conversion of garage to utility room/store	33 Shortwood Crescent Plymouth PL9 8TH	Mr Sam Lewis
23/12/2020	Granted Subject to S106	20/00493/OUT	Mr David Clements	Outline application for mixed use development comprising of 150 bedroom hotel, 88 residential units, multi-storey car park for 300 cars and two commercial units for use classes A1/A2/A3/D1	21 Derrys Cross Plymouth PL1 2SW	Mr John Douglass

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23/12/2020	Granted Subject to S106	20/00672/FUL	Halo Aviation Ltd	Change of use from private helipad to commercial heliport, including demolition of existing private hangarage building and erection of new commercial hangarage building and associated works	Victoria House Cattedown Road Plymouth PL4 0RF	Mr Chris King
23/12/2020	Granted Conditionally	20/01693/FUL	Mr Jacob Mcleman	Garage extension	12 Kirkdale Gardens Plymouth PL2 2RQ	Mr Macauley Potter
23/12/2020	Granted Conditionally	20/01700/FUL	Tucker	Raised driveway	110 Bodmin Road Plymouth PL5 4AP	Mr Macauley Potter
23/12/2020	Granted Conditionally	20/01706/FUL	Mr & Mrs L Lee	Single storey rear extension.	82 Lucas Lane Plymouth PL7 4EY	Mr Macauley Potter
23/12/2020	Agreed	20/01717/CDM	Graham Bartlett	Condition Discharge: Condition 8 of application 18/00179/OUT	Land To The Rear Of 2 Springfield Road Plymouth PL9 8ED	Mr Jon Fox
23/12/2020	Agreed	20/01858/CDM	Mr Nick Parsons	Condition Discharge: Condition 15 of application 17/01701/FUL	North Prospect Phase 5 Cookworthy Road, Foliot Road, Woodville Road And Briardale Road Plymouth	Mr Chris King
24/12/2020	Refused	20/01542/FUL	Mrs Sarah Hulme	Removal of single storey front porch and construction of two-storey front extension	17 Honicknowle Lane Plymouth PL2 3QR	Mr Macauley Potter
24/12/2020	Granted Conditionally	20/01729/S73	Mr Steve Meyrick	Variation of condition 1 (approved plans) of application 19/01198/FUL to allow altered design and external alterations and additions including provision of external staircases, fencing and rooflights.	26 Wilderness Road Plymouth PL3 4RN	Mr Jon Fox

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24/12/2020	Granted Conditionally	20/01791/FUL	Mr Adrian White	Single storey link roof extension and new front gable to garage.	55 Candish Drive Plymouth PL9 8DB	Mr Mike Stone
24/12/2020	Granted Conditionally	20/01812/FUL	Mr Duncan Townsend	Single storey side and rear extension.	4 Venn Gardens Plymouth PL3 5PW	Mr Mike Stone
04/01/2021	Granted Conditionally	20/01662/TCO	Mr Curtis	Ash (T1) - Remove due to decay.	Castle Close 9 Barbican Road Plymouth PL7 1LX	Mrs Jane Turner
04/01/2021	Granted Conditionally	20/01761/FUL	Mr & Mrs Whitman	Single storey rear extension inc. demolition of existing conservatory and raise parts of rear garden by up to 1 metre and form steps.	15 Peters Close Plymouth PL9 8NU	Mr Mike Stone
04/01/2021	Granted Conditionally	20/01822/FUL	Mr & Mrs Michael Haywood	First floor side extension	29 Jennycliff Lane Plymouth PL9 9RN	Mr Sam Lewis
04/01/2021	Granted Conditionally	20/01890/FUL	Mr M Lowles	Change from flat roof to pitched roof with hip end to front dormers.	2 Hilldale Road Plymouth PL9 9JY	Mr Mike Stone