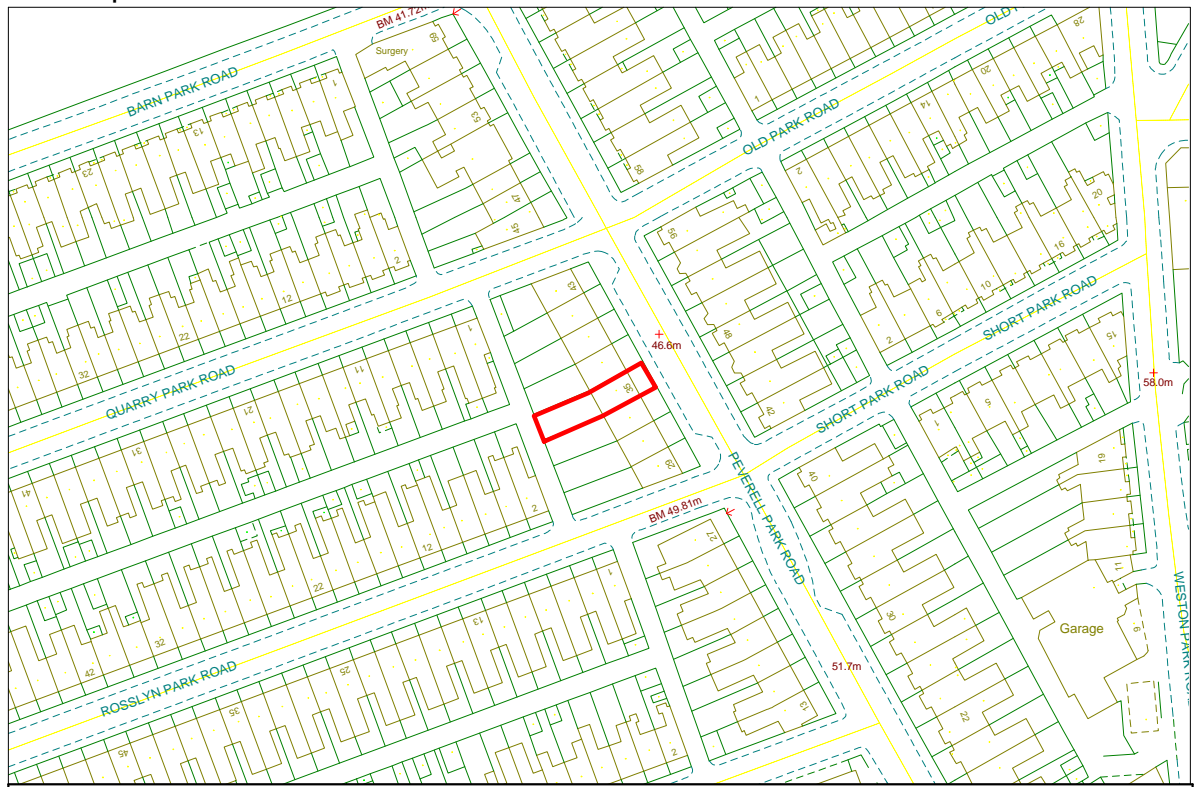


ITEM: 4

Application Number:	10/00598/FUL
Applicant:	Mr A Ojo
Description of Application:	Change of use and conversion of dwelling house to form three flats with provision of car parking, cycle storage and bin storage to rear (renewal of 07/01941)
Type of Application:	Full Application
Site Address:	35 PEVERELL PARK ROAD PEVERELL PLYMOUTH
Ward:	Peverell
Valid Date of Application:	19/04/2010
8/13 Week Date:	14/06/2010
Decision Category:	Member/PCC Employee
Case Officer :	Janine Warne
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk

Insert map for committee.



This application has been submitted by a Council employee.

OFFICERS REPORT

Site Description

35 Peverell Park Road is a mid-terraced property located in the Peverell area of Plymouth. Due to the land gradient of the area, the property is split level, with the ground floor at the front of the property being first floor to the rear. To the rear of the property is a hardstanding area which backs onto a rear service lane.

Proposal Description

Change of use and conversion of dwelling house to form three flats with provision of car parking, cycle storage and bin storage to rear (renewal of 07/01941).

Relevant Planning History

07/01941 - Change of use and conversion of dwellinghouse to form three flats, with provision of car parking, cycle storage and bin storage to rear - granted

07/01321 - Change of use, conversion, alterations and rear dormer extension – withdrawn.

85/02953 – Erection of private motor garage - granted

93/00022 - Erection of private motor garage – granted

Consultation Responses

Highway Authority - No objections, however request that conditions are added to any potential grant of planning permission

Public Protection Service - No objection in principle, however further details requested regarding bin storage. These should include additional capacity.

Housing Strategy & Renewal (Private Sector) - No objections

Representations

No letters of representation have been received regarding this planning application.

Analysis

This application turns on Policies CS02 (*Design*), CS15 (*Overall Housing Provision*), CS28 (*Local Transport Considerations*) and CS34 (*Planning Application Consideration*) of the adopted Core Strategy for Plymouth and the Development Guidelines Supplementary Planning Document (SPD). The key

planning considerations are deemed to be the impact on the character of the area and the standard of proposed accommodation, as discussed below.

This application is a renewal of application 07/001941 and is therefore identical to that approved in 2007. The site circumstances have not changed and the policy considerations are the same with the addition of the now adopted 'Development Guidelines' SPD which replaces SPG1. The floor areas of the flats proposed exceed the standards given in this document. The lower ground floor flat would be approximately 53m² and the flat at ground floor level 51m², exceeding the 40m² guideline for 1 bedroom flats. The flat at first floor level which has a second bedroom in the roof space would be approximately 89m² exceeding the 55m² guideline. The proposal is therefore deemed to accord with this SPD.

Transport note that the proposal may result in an intensification of use, however in light of the proposed two off-road parking spaces and proposed cycle storage it is not considered unreasonable. Conditions are requested to ensure both the parking and cycle-storage are provided prior to the occupation of the proposed units. The report notes that the proposed two bedroom unit should be allocated a parking space, and it is noted on the submitted plans that it will be allocated one of the two proposed spaces.

The lower ground floor flat is a one-bedroom unit; it will have sufficient amenities and all habitable rooms will receive an acceptable level of natural sunlight. The unit can be accessed from both the main front entrance as well as to the rear.

The proposed ground and first floor flats are self contained and considered to be of an acceptable size with all habitable rooms having an acceptable level of natural sunlight. Both units will be accessed through the main front access as well as being able to access the rear curtilage through an internal staircase.

The alterations will be minimal to the external appearance of the building. Two small windows are proposed at lower ground level on the front of the property and a rear door to the rear. It is considered that these alterations will not be unreasonably detrimental to the streetscene and will also ensure that there is no unreasonable impact on the amenity enjoyed by neighbouring properties.

All three of the units will have access to the rear amenity area where there is sufficient room for the drying of clothes and storage of refuse. Whilst a refuse storage area is shown on the submitted plans, no elevations have been shown and therefore a condition will be added to ensure an acceptable storage area is provided prior to commencement; this will satisfy the request made in the Public Protection consultation response.

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.

Equalities & Diversities issues

Cycle storage is proposed, details of which are recommended to be secured by condition.

Conclusions

In conclusion it is considered that the proposed units will offer an acceptable level of amenity for future occupiers whilst not impacting unreasonably on highway safety or the streetscene of the area. It is recommended that this application be approved conditionally.

Recommendation

In respect of the application dated **19/04/2010** and the submitted drawings, **35/PPR/01, 35/PPR/02, 35/PPR/03, 35/PPR/04, 35/PPR/05B, 35/PPR/06A, 35/PPR/07A, 35/PPR/08A, 35/PPR/09A, 35/PPR/10A, and accompanying design and access statement** , it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

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

Reason:

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

FURTHER DETAILS - BIN STORAGE

(2) No work shall commence on site until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz: details of the design of the proposed bin stores (including elevations).

The works shall conform to the approved details.

Reason:

To ensure that these further details are acceptable to the Local Planning Authority and that they are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Core Strategy.

CYCLE STORAGE

(3) The flats hereby permitted shall not be occupied until under covered and secure cycle storage facilities have been provided for each of the flats. Details of the storage units to be used shall have been submitted to and been approved in writing by the Local Planning Authority before any work commences on the sub-division of the premises into three flats.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building in accordance with Policy CS28 and CS34 of the Core Strategy.

PROVISION OF PARKING AREA

(4) The area allocated for parking on the submitted plan shall be made up and available for use by the occupants of the hereby permitted flats before they are first occupied. The said spaces shall thereafter be kept clear of obstruction and shall not be used for other than the parking of vehicles in connection with the occupation of the hereby permitted flats.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policy CS28 and CS34 of the Core Strategy.

CAR PARKING USE

(5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) the use of the parking spaces in the rear garden hereby permitted shall be limited to the domestic and private needs of the occupiers of the hereby permitted flats and shall not be used for any business or other purpose whatsoever.

Reason:

In the interests of highway safety and convenience in accordance with Policy CS28 and CS34 of the Core Strategy.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: standard of amenity, impact on highway safety and the impact on the character and streetscene of the area, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Government Policy Statements and Government Circulars, as follows:

CS28 - Local Transport Consideration
CS34 - Planning Application Consideration
CS02 - Design
CS15 - Housing Provision
SPD1 - Development Guidelines