

ITEM: 13

Application Number: 10/00847/FUL

Applicant: Saltire Property Developments Ltd

Description of Application: Demolition of existing buildings and redevelopment of site by construction of retail unit (Class A1) and student accommodation (17 cluster flats comprising 103 bedspaces) with associated cycle & refuse storage

Type of Application: Full Application

Site Address: FROBISHER HOUSE AND FLEET HOUSE, 64-66
EBRINGTON STREET AND 15 HEWERS ROW
PLYMOUTH

Ward: St Peter & The Waterfront

Valid Date of Application: 02/06/2010

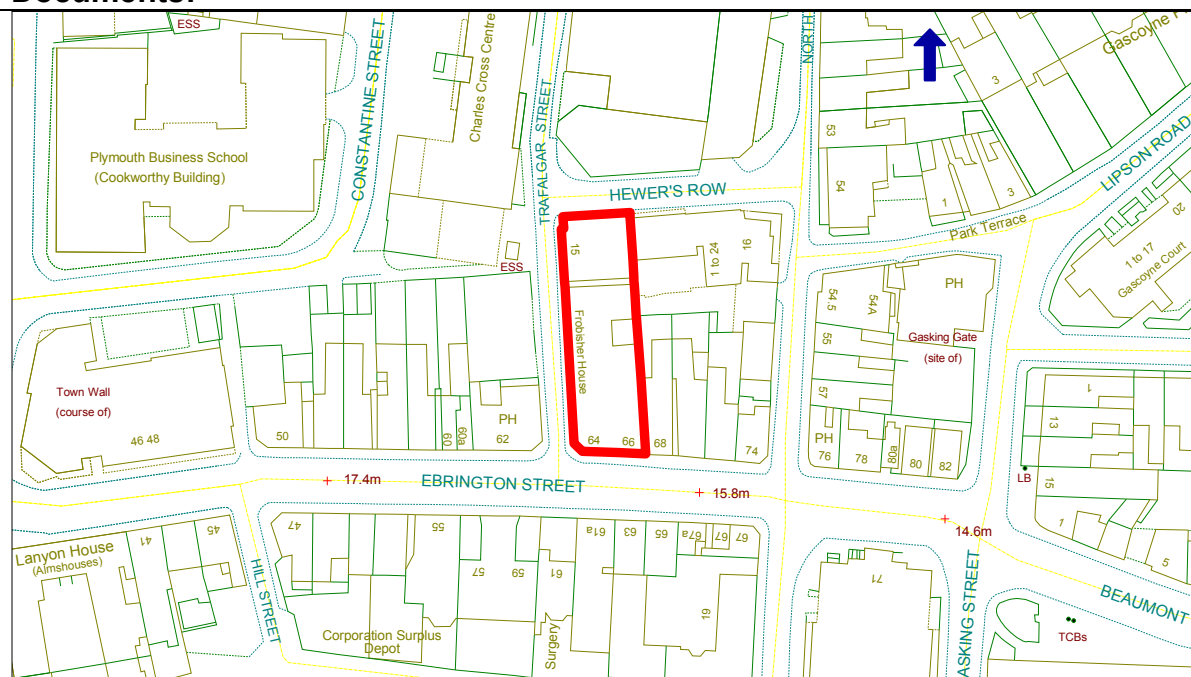
8/13 Week Date: **01/09/2010**

Decision Category: Major Application

Case Officer : Mark Evans

Recommendation: Grant conditionally subject to S106 Obligation, delegated authority to refuse if not signed by 27 August 2010

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OFFICERS REPORT

Site Description

The application site comprises 0.0578 hectares, and fronts onto Ebrington Street, with additional frontages onto Trafalgar Street and Hewers Row. Two retail units (Chemist and Sports Shop) fronting onto Ebrington Street with two storeys of office accommodation above currently occupy the front of the site, with an office use occupying the rear building fronting onto Hewers Row. There is no vehicular parking on the site.

Proposal Description

The application proposes the demolition of the existing buildings and the construction of a new building comprising 103 student units divided into 17 cluster flats, and a ground floor retail unit. The proposed building ranges from four storeys to eight storeys in height in order to relate to the massing of the surrounding development, and the building design steps back from the building line at higher level to reduce the actual and perceived massing.

The materials used within the modern building design will be a combination of render panels, curtain-walling glazing, powder coated aluminium windows, stainless steel and natural stone.

The natural stone will form a plinth from which the building rises and will wrap around the retail unit.

As the height of the building increases, there is a distinct change of materials at fourth and fifth floor levels, utilising a more transparent and lightweight palette of glazing and infill panels.

Several units have Juliette balconies.

No vehicular parking is shown on the site. Pedestrian access to the residential units will be off Trafalgar Street.

To improve highway safety, a new pedestrian pavement will be provided at the rear of the development onto Hewers Row (none exists at present) which is considered to be a planning gain.

Relevant Planning History

A material planning consideration is the recently completed redevelopment of the Charles Cross Centre on a site immediately to the north west of the site. The height and massing of that building is comparable to that proposed within this application at the junction of this building with Trafalgar Street and Hewers Row.

06/00853/FUL - Demolish buildings and redevelop site by erection of 42 residential apartments and 1 shop unit - APPROVED

Consultation Responses

Highway Authority

No objections subject to conditions.

Public Protection

Objection due to lack of sufficient information to demonstrate that the risk of contaminated land or that the risk of pollution to controlled waters is acceptable. Conditions recommended.

Representations

2 letters of representation received.

Objections can be summarised as:

1. The area is already saturated with student accommodation.
2. Concern about car parking. Proposal will result in additional demands for parking on small streets that are already heavily used. Question is raised where will visitors, contractors, deliveries etc. park ?
3. Concern about building height which is considered to tower above Ebrington Street, out of character with the historic character of the Conservation Area and the adjoining new development of flats at 20 North Street.

Analysis

Members will recall that the principle of a comparable development in terms of siting, design and massing was previously approved at Planning Committee under planning reference 06/0853/FUL subject to the satisfactory completion of a S106 Obligation.

The key issues are:

1. The impact of the development on the appearance and character of the Ebrington Street Conservation Area;
2. The impact of the development upon neighbouring properties;
3. The impact of the development upon the highway network;

The application should be assessed primarily against adopted Local Development Framework Core Strategy. This report therefore has due regard to the following policies: CS01 (Sustainable Linked Communities); CS02 (Design); CS03 (Historic Environment); CS08 (Retail Development Considerations); CS20 (Sustainable Resource Use); CS22 (Pollution); CS28 (Local Transport Considerations); CS32 (Designing Out Crime); and CS33 (Community Benefits/Planning Obligations); CS34 (Planning Application Considerations).

Consideration should also be given to PPS1 - Delivering Sustainable Development, PPS3 – Housing, Town Centres, PPG13 – Transport, PPS5 – Historic Environment, PPS22 – Renewable Energy, PPS23 – Pollution Control, PPG24 – Noise, adopted Design Supplementary Planning Document (2009), adopted Development Guidelines Supplementary Planning Document (2009), adopted Planning Obligations Supplementary Planning Document

(2010) and the Ebrington Street Conservation Area Appraisal & Management Plan.

The impact of the development on the appearance and character of the Ebrington Street Conservation Area

The existence of a grant of planning consent for a development of identical siting, scale and massing is a material planning consideration.

The Ebrington Street Conservation Area Appraisal & Management Plan – January 2008 records the existing buildings as being amongst the most significant “inappropriate and insensitive modern developments” on the street, specifically recording 64-66 Ebrington Street as “another singularly unsympathetic and intrusive modern build which contributes nothing to the Conservation Area”.

It is the objective of the Ebrington Street Conservation Area Appraisal & Management Plan to encourage the appropriate redevelopment of this site (amongst others), not only to remove the blight that currently exists, but also to contribute positively to the ‘preservation and enhancement’ of the Conservation Area by encouraging high quality redevelopment.

Planning Policy Statement 1 (PPS1) sets out the overarching planning policies on the delivery of sustainable development through the planning system and Planning Policy Statement 5 (PPS 5) deals with Planning for the Historic Environment. These PPS’s replace *Planning Policy Guidance (PPG) Note 1, General Policies and Principles* and *Planning Policy Guidance 15 (PPG)*. PPS1 establishes the Government’s firm commitment to creating sustainable communities. It emphasises that good planning is critical to realising this commitment through delivering this objective. Guidance on quality of design is clear: *Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning’ (para 33)*

Good design should contribute positively to making places better for people (para 34) Thus planning authorities should plan positively to secure high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted: *High quality design ensures usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is not just about the architecture of individual buildings, but also about the functionality and impact of the development on the overall character, quality and sustainability of an area including resources efficiency (for example energy consumption) There should be no acceptance of ill-conceived designs which do not contribute positively to making places better for people.*

The scale, design and massing of the proposed development is considered to be in keeping with development in the locality and will preserve and enhance the appearance and character of the site and Ebrington Street Conservation Area in line with the Ebrington Street Conservation Area Appraisal & Management Plan – January 2008 .

The development therefore accords with adopted policies CS01, CS02, CS03, CS32 and CS34, the Council's adopted Design Supplementary Planning Document (2009), adopted Development Guidelines Supplementary Planning Document (2009) and Government guidance contained in PPS1 and PPS5.

The impact of the development upon neighbouring properties

It is acknowledged that the impact of the development in terms of its siting and relationship to the neighbouring properties is comparable to that previously granted planning consent under 06/00853/FUL.

In terms of siting, design, scale and massing, the current development proposal does not materially alter the impact of the development on neighbouring properties and the development will not result in a significant increase in overlooking or loss of privacy.

The proposed change of residential use to student accommodation is not considered to have a significant adverse impact upon the residential amenity of neighbouring properties and taking into account the close proximity of the site to the City Centre and University is considered to be an entirely appropriate use for the development. The development is therefore acceptable and accords with adopted Core Strategy policies CS02 and CS34 and Government guidance contained in PPS1.

The impact of the development upon the highway network

The Highway Authority does not object to the proposed development.

Although this proposal changes the nature of accommodation and increases the number of rooms it does not alter the footprint of the development. As such there are no objections to the proposal for a car free student accommodation unit at the site.

The proposed building will include, as before, a small retail element which will be serviced as per the existing units at the site. Although no off-street servicing provision is proposed the current established practice can continue.

The applicant is proposing to install a cycle store for 63 cycles. This is above the minimum standard and as such is deemed acceptable. The store is within the building so is secure and covered by default.

The property lies within a resident parking permit scheme which is currently over-subscribed. As such the new development will be excluded from

obtaining permits or visitor tickets so the car-free aspect of the development can be justified.

As per the previous application (06/00853/FUL) the applicant is required to construct a footpath along Hewers Row at the rear of the site which will link in with the new footway on the adjoining recently constructed property. This has been shown on the plans and an appropriate condition is recommended to secure the footpath is constructed on site.

With regards the proposed lack of disabled car parking facilities within the site, it is noted that the site is accessed from a steeply sloping access road which will make unaided wheelchair access difficult. Although the building will be constructed so as to be accessible in compliance with "Part M" of the Building Regulations, it is noted within the Design and Access Statement that the University is looking to provide disabled and accessible bed-spaces closer to the campus and thus the proposed arrangements are considered acceptable. It is noted that adequate local on-street disabled parking facilities exist in the locality.

The development accords with adopted Core Strategy Policies CS01, CS02, CS28 and CS34, together with Government advice contained in PPS1 and PPG13.

Sustainable Resource Use

Adopted policy CS20 requires that the development incorporates on-site renewable energy production equipment to off-set at least 15% of predicted carbon emissions for the period 2010-2016.

In accordance with this, a condition is recommended to ensure that appropriate on-site renewable energy systems are integrated into the development and to ensure that the development fully accords with the requirements of Policy CS20 and Government advice contained within PPS22.

Community Benefits

In order to set the proposed development in the context of the current economic climate, it is important to note that the Council has formally agreed the adoption of a series of phased-in temporary concessions to be granted for developments in relation to the Plymouth Development Tariff. It has been agreed that as part of these measures, 50% of the tariff will be charged for the development of previously developed brown-field land.

Under the parameters of the Plymouth Development Tariff the development is required to make a contribution of £86,658 (Eighty six thousand, six hundred and fifty eight pounds). This amount has been agreed with the applicant.

Other Matters

It is considered that the concern of the Public Protection Service regarding the lack of sufficient information to demonstrate that the risk of contaminated land or that the risk of pollution to controlled waters is acceptable is a matter that should be dealt with by the imposition of an appropriate condition requesting submission of the details for the approval of the Local Planning Authority prior to any development taking place. On this basis the development will accord with adopted Core Strategy Policies CS22, CS34 and Government guidance contained in PPS23 (Planning and Pollution Control). A "Land Quality" condition is recommended accordingly.

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.

Section 106 Obligations

1. Financial contribution of £86,658 (Eighty six thousand, six hundred and fifty eight pounds) towards the Plymouth Development Tariff payable upon commencement of development.

This sum will be divided in the following way:

Local Infrastructure

Health - £13,193

Libraries - £6,424

Greenspace - £19,029

Playing Pitches - £34,081

Strategic Infrastructure

Transport- £5,606

S106 Management fee

£8,325.

The application has been assessed against the Governments Community Infrastructure Levy (CIL) and it is considered that the financial obligation required by the Plymouth Development Tariff of £86,658 meets the 3 CIL tests and that the obligation is necessary to make the development acceptable in planning terms, is directly related to the development and is fairly and reasonably related in scale and kind to the development.

The above obligation has been agreed with the applicant.

Equalities & Diversities issues

The redevelopment of this prominent site which will further contribute to the regeneration of the area will provide much needed student accommodation close to the University.

The key equality groups particularly benefiting from the development are younger people and those with disabilities as percentage of the units will be built so as to be fully accessible to disabled persons.

The benefits to all groups will be positive as it will provide accessible student accommodation close to the city centre.

No negative impact on any of the equality groups is anticipated.

Conclusions

The siting, design, materials and finish of the development are considered to be acceptable and would preserve and enhance the appearance and character of the site and wider Ebrington Street Conservation Area. The redevelopment of this prominent site would not have a significant adverse impact upon neighbouring properties and will contribute to the regeneration of the area as a whole. It is therefore recommended that the development be conditionally approved subject to the satisfactory completion of the above S106 Obligation by the 27 August 2010, with delegated authority sought to refuse the application if the Section 106 Agreement is not signed by this date.

Recommendation

In respect of the application dated **02/06/2010** and the submitted drawings, **1525 - 001, 1525 - 002, 1525 - 010 Rev I, 1525 - 011 Rev E, 1525 - 012 Rev E, 1525 - 013 Rev E, 1525 - 030 Rev H, 1525 - 031 Rev B, 1525 - 032, Design and Access Statement**, it is recommended to: **Grant conditionally subject to S106 Obligation, delegated authority to refuse if not signed by 27 August 2010**

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 and Compulsory Purchase Act 2004.

CODE OF PRACTICE DURING CONSTRUCTION

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

The development shall be constructed in accordance with the management plan.

Reason:

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

ACCESS

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

Reason:

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

ARCHAEOLOGICAL INVESTIGATION

(4) Unless otherwise agreed previously in writing with the Local Planning Authority, no part of the development allowed by this consent shall be started until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and agreed with the Local Planning Authority.

Reason:

In accordance with policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DESIGN DETAILS

(5) Notwithstanding the details submitted, unless otherwise agreed previously with the Local Planning Authority, no work shall commence until the following details have been submitted to and agreed in writing by the LPA:

- (i) Details of the design, method of construction, materials and finish of the surface treatment for the Ebrington Street façade (and associated Trafalgar Street return).
- (ii) Details of the design, materials, method of construction and finish of the Ebrington and Trafalgar Street retail unit shop frontage;
- (iii) Details of the design, method of construction and finish of the glazing system/curtain walling system and spandrel panel to be used;
- (iv) Details of the design, materials and finish of the feature "masts"..
- (v) Details of the design, materials and finish of any balcony railings.
- (vi) Details of the depth of reveals to all window openings.

Such agreed details shall be strictly adhered to during the course of development and thereafter so maintained.

Reason:

To enable the LPA to consider the details of the design, materials, method of construction and finish of: The feature "masts"; Ebrington and Trafalgar Street retail unit shop frontage; Glazing system/curtain walling system/spandrel panels to be used; The Trafalgar Street entrance terrace glazed boundary panels and details of a public art feature for the development in the interests of the appearance and character of the development and locality, in accordance with Policy CS01, CS02, CS03, CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(6)No development shall take place until samples of the materials, finish and colour scheme to be used in the construction of the external surfaces of the development hereby permitted including that of the proposed roofing, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS01, CS02, CS03 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SURFACE MATERIALS

(7)No development shall take place until details/samples of all surfacing materials to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS01, CS02, CS03 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STREET DETAILS

(8)Notwithstanding the details submitted, development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, all new and replacement curbing shall be constructed using granite curbstones. The building shall not be occupied until the public footway which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policy CS28 of

the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(9) No unit shall be occupied until the cycle storage area hereby approved has been laid out within the site in accordance with the approved plans.

Reason:

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

CYCLE STORAGE

(10) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority. For the avoidance of doubt, the cycle store shall be secured by a lockable door(s) prior to any occupation of the student units commencing.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building. in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PEDESTRIAN/CYCLE ACCESS

(11) No unit shall be occupied until a means of access for pedestrians and/cyclists has been constructed in accordance with the approved plans.

Reason:

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

REINSTATEMENT OF FOOTWAY - TRAFALGAR STREET

(12) The development shall not be brought into use until the existing footway crossing on Trafalgar Street (now redundant) has been removed and the footway reinstated.

Reason:

In the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

GRAMPIAN (13)

(13) No occupation shall be permitted until such time that a footway has been constructed on Hewers Row in accordance with details to be submitted and approved in writing with the Local Planning Authority..

Reason:

In the interests of highway and pedestrian safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SUSTAINABILITY

(14) Unless otherwise agreed previously in writing with the Local Planning Authority, prior to any development taking place, the applicant shall provide to the Local Planning Authority a report for approval identifying how for the period up to 2016, a minimum of 15% of the carbon emissions for which the development is responsible will be off-set by low carbon production methods. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

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

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to off-set at least 15% of predicted carbon emissions for the period up to 2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within PPS22.

LAND QUALITY

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

1. Site Characterisation

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

- (i) a desk study characterising the site and identifying potential risks from contamination;
- (ii) a survey of the extent, scale and nature of contamination;

- (iii) an assessment of the potential risks to:
human health,
property (existing or proposed) including buildings, crops, livestock, pets,
woodland and service lines and pipes,
adjoining land,
groundwaters and surface waters,
ecological systems,
archeological sites and ancient monuments;
- (iv) an appraisal of remedial options, and proposal of the preferred option(s).

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

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority.

The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

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

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

Reason:

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

EAST SIDE WINDOW DESIGN

(16) Notwithstanding the submitted drawings, development shall not commence until details of the siting, design, glazing finish and method of opening of the side windows on the east elevation have been submitted to and agreed in writing with the Local Planning Authority. Unless otherwise previously agreed in writing, the windows to communal rooms 5, 8, 11, 14 and 16 shall be first constructed and subsequently maintained using obscure glazing and permanently fixed shut.

The agreed details shall be strictly adhered to during the course of development and thereafter so maintained and retained unless otherwise agreed previously in writing with the Local Planning Authority.

Reason

To enable the LPA to consider the details of the design of the side elevation windows in the interests of the protection of the residential amenity and privacy of the neighbouring property and to achieve a reasonable standard of amenity to the proposed accommodation units in accordance with policy CS02 of Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within PPS1.

NOISE PROTECTION

(17) Unless otherwise agreed previously in writing with the Local Planning Authority, all residential units shall be constructed so as to meet the "Good Criteria" for noise during Daytime and Nighttime, as outlined under BS8233:1999.

Reason:

To protect the residents from unwarranted noise, in the interests of the residential amenity of occupiers of the new development and in accordance with adopted Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government advice.

INFORMATIVE - CODE OF CONSTRUCTION

(1) The management plan required in connection with the "Code of Practice During Construction" Condition should be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.
- b. Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, and construction traffic parking.
- c. Hours of site operation, dust suppression measures, and noise limitation measures.
- d. details of an area to be created within the site for the parking of contractor's equipment and materials.

INFORMATIVE - EXCLUSION FROM RESIDENT PERMIT PARKING SCHEME

(2) The applicant should be aware that the development lies within a resident parking permit scheme which is currently oversubscribed. As such the development will be excluded from obtaining permits, visitor tickets and business permits for use within the scheme.

INFORMATIVE - OVERSAILING OF PUBLIC HIGHWAY

(3) It appears evident from the drawings that parts of the building will oversail the highway. As such the applicant must apply for a section 177 licence from the Highway Authority for overhanging the highway.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: The impact of the development on the appearance and character of the Ebrington Street Conservation Area; The impact of the development upon neighbouring properties; The impact of the development upon the highway network, 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, and (b) relevant Government Policy Statements and Government Circulars, as follows:

- PPG13 - Transport
- PPG24 - Planning and Noise
- PPS3 - Housing
- PPS1 - Delivering Sustainable Development
- PPS22 - Renewable Energy
- PPS23 - Planning & Pollution Control
- CS28 - Local Transport Consideration
- CS32 - Designing out Crime

CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS22 - Pollution
CS08 - Retail Development Considerations
CS20 - Resource Use
CS03 - Historic Environment
CS01 - Sustainable Linked Communities
CS02 - Design
SPD2 - Planning Obligations and Affordable Housing
SPD1 - Development Guidelines
PPS5 - Planning for the Historic Environment