

PLANNING APPLICATION REPORT



ITEM: 4

Application Number: I1/00028/FUL

Applicant: United Reformed Church South Western Synod

Description of Application: Re-develop site by erection of 14 two bed apartments with associated car parking, cycle and refuse storage (demolition of existing church and building)

Type of Application: Full Application

Site Address: LAIRA UNITED CHURCH, 247 OLD LAIRA ROAD
PLYMOUTH

Ward: Efford & Lipson

Valid Date of Application: 01/02/2011

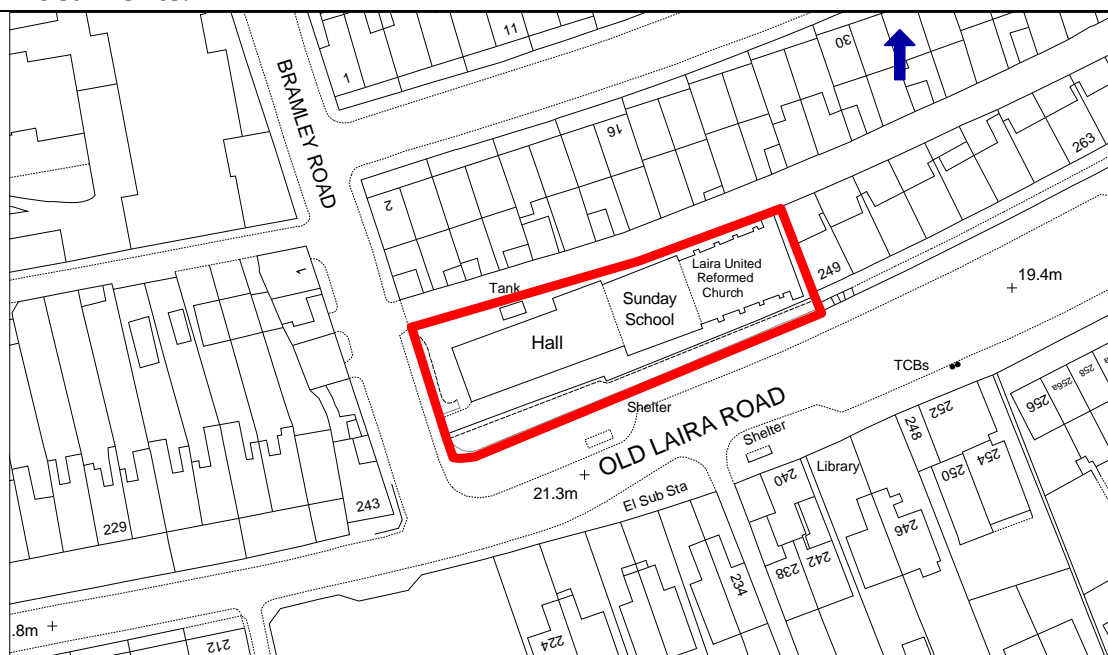
8/13 Week Date: **03/05/2011**

Decision Category: Major Application

Case Officer : Robert Heard

Recommendation: Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 03 May 2011

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OFFICERS REPORT

Site Description

The site is rectangular in shape and is located at the end of an existing terrace of houses, at the junction of Old Laira Road and Bramley Road in Laira. It is stepped up from the road due to the steepness of the land in this area, which rises significantly northwards from Old Laira Road. The church and adjacent residential development are accessed via steps that serve a raised platform providing access to the front of the existing development.

The church is single storey with a pitched roof and is finished predominantly in red brick. The main church building appears to be emanate from the early twentieth century, although there are post war additions providing a hall and school room. Due to the steepness of the roof pitch and scale of the building the ridge level of the church roof is marginally higher than the ridge of the adjacent properties roofs, which due to the topography are also on slightly lower land. The church is currently vacant and hasn't been used for approximately 18 months. The surrounding area is predominantly residential, comprising mainly of terraced houses from the late nineteenth/early twentieth century.

Proposal Description

It is proposed to demolish the existing church and construct 14 two bed apartments in three linked blocks. The proposed development has been oriented to face south and overlook Old Laira Road, with the main access via the lane to the rear of the site.

Put a section in here about parking and site layout once revised plans received

Relevant Planning History

No relevant planning history.

Consultation Responses

Public Protection Service

No objection subject to conditions

Highway Authority

No objection subject to conditions

Representations

4 letters of representation received, objecting to the application on the following grounds:

- Loss of view of the estuary to properties to the rear of the site.
- The layout and density of the site not in keeping with surrounding development.
- Loss of view and sunlight to no. 18 Federation Road.
- The service land would become blocked with cars making it inaccessible.
- Parking on Federation Road would become difficult.
- Construction noise and disturbance will impact upon existing residents amenities.
- Federation Road is not suitable as the main access to the proposed development.
- The proposed development is too high.

Analysis

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.

This application raises a number of key topics; the principle of development, highways, access and parking issues, design and layout considerations and residential amenity issues.

Principle of Development

The site is located within an established residential area and is not constrained by any restrictive planning policies. It does not lie within a Conservation Area and there are no protected trees on the site.

It is considered that this proposal will ensure that a previously used but now redundant site is developed for a use that is compatible with the surrounding development, which is mainly residential. The loss of the existing church is not considered to be significant. It has been empty for almost 2 years and there is not an identified shortfall of community facilities in the area. The Sustainable Neighbourhoods Assessment for Laira states that it is served by a moderate range of community facilities which correlates with the moderate population size.

Proposed density levels at the site are consistent with the density levels in the immediate vicinity. The constraints at the site with regards to the steeply sloping topography and the limited space which is constrained by existing surrounding development make it difficult to provide any further units without impacting upon parking levels and amenity within the site, which would result in over development.

Therefore officers are satisfied that there has been no attempt by the developer to deliberately avoid having to provide affordable housing at the site, and the application is thus considered compliant with Policy CS15 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007).

Highways, Access and Parking Issues

The highways officer is supportive of the application, stating that it provides 'a separate pedestrian access onto Bramley Road to allow safe pedestrian movement to and from the site without the need to walk along the narrow rear lane which would not provide safe suitable pedestrian access to the site. The car parking spaces which are all served off the rear access lane are shown to be of suitable dimensions in accordance with normal standards. Therefore there is no objection to the proposal.

Eight cycle parking spaces are to be provided in covered and secure lockers. Finally a condition is suggested to ensure that the proposed boundary fence does not impact on visibility to the left for vehicles emerging from the rear lane onto Bramley Road.'

Design and Layout

The area surrounding the site is predominantly characterised by period development from the early twentieth century, mainly in the form of terraced streets containing 2 storey housing with pitched roofs. The topography is steeply sloping, with the land falling away significantly to the south of the site and rising steeply to the north.

The application proposes to demolish the existing church and construct 14 two bed apartments in three linked blocks. The proposed development has been oriented to face south and overlook Old Laira Road, with the main access via the lane to the rear of the site. The layout of the proposed development is a direct response to the constraints of the site and appears to be a sensible solution to its redevelopment. The existing building line, established by the properties adjacent to the east of the site, is respected, with the proposed development appearing as a continuation of the existing terrace of housing on the north side of Old Laira Road. In terms of scale and massing, it is respectful of the existing development that is nearby, being 2 storeys with a pitched roof to match the closest existing development (being the adjacent terrace of period housing to the east) and also being similar in scale (and height) to the existing church that is to be demolished. The existing landscaped bank at the front of the site is to be retained, ensuring that the development sits comfortably within the streetscene at the same level as the existing development to the east of the site, which is set above the road and accessed from a raised platform due to the steeply sloping topography in the vicinity.

The proposed car parking is to the rear of the site and will not be visible from Old Laira Road, with access from the rear lane. It will be well overlooked by the proposed apartments but also located safely within the site so as not to obstruct the lane. The proposed refuse and cycle storage areas are communal and easily accessible to future occupants. The potential for usable outdoor amenity space is limited given the requirement for parking and the steeply sloping nature of the site. However, the total amount provided is considered acceptable. The space is distributed between one discrete area of 58m² at the corner of the rear lane and

Bramley Road which will be landscaped, a landscaped bank, 170m², at the front of the site as at present and private balconies each with a useable area exceeding 3m² comprising some 72m² in all. The proposed layout of the site is therefore considered acceptable and is consistent with the existing pattern of development in the area.

Concerning issues of building design, the external appearance of the proposed apartment blocks is residential and domestic in character, respecting the established character of the surrounding buildings which are of traditional two storey appearance, the majority being render faced with slate pitched roofs. The proposed apartments continue the building line of the adjoining buildings to the east and also show a consistent roofscape, with slate coverings to match the existing nearby development (although with photovoltaic cells in order to meet the requirements of Policy CS20 Sustainable Resource Use). The windows and doors are to be casement operated with returns to the reveals to provide some depth and shadow. Wall finishes are rendered as is common in the area but with a subsidiary note of brick to the link blocks and the rear boundary walls (referencing the existing church) and with a single, feature, gothic window as a reminder of the existing building. The traditional form of the proposal and proportioning of openings and features such as the entrance and bay windows ensures that the character, identity and context of the surrounding and closest existing townscape is respected. The overall design of the proposed development and use of a varied materials palette is considered positive, ensuring an acceptable balance between the introduction of contemporary features and materials whilst ensuring compatibility with the existing townscape and local context.

The proposed layout of the site and design of the proposed apartments is thus considered acceptable. In summary, it is considered that the application will provide a positive addition to the streetscene and help to improve local visual amenity. It is therefore compliant with Policy CS02 (Design) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007).

Residential Amenity Issues

It is important that the residential amenities of nearby property occupiers are not significantly affected. The proposed development has been located and oriented on the site to ensure its impact on the amenities of neighbours is not significant. The dwellings closest to the site are no. 249 Old Laira Road which is the end of terrace property on the adjacent terrace of dwellings to the east and no.s 2 - 24 Federation Road to the rear (north) of the site.

With regards to 249 Old Laira Road, there will be a 1 metre gap (at the tightest point) between this property and the proposed development. This leaves a large enough gap for maintenance to be carried out to its side elevation and is identical to the gap between the existing church and 240 Old Laira Road, thus the relationship created between existing and proposed development is not materially different. There are no existing windows in the side elevation of 240 Old Laira Road or the side elevation of the proposed development so no direct conflict with regards to loss of privacy to habitable rooms in either the existing or proposed development will be created. The rear first floor windows of the proposed development will to some degree overlook the rear garden space of 240 Old Laira Road but this relationship is

identical to the existing relationships shared by the existing terrace of properties on Old Laira Road to the east of the site and therefore the rear garden space of 240 Old Laira Road is already overlooked by its adjoining neighbour no 251 Old Laira Road.

To the rear of the site is Federation Road, which is characterised by terraced housing that is 2 storey and late Victorian in appearance. Federation Road is positioned on higher land than the application site due to the steeply sloping topography in the area and the properties on the southern side of Federation Road (the side closest to the application site) face north, therefore turning their backs on the proposed development. The separation distance between the rear elevation of the proposed development and the rear elevations of the existing properties on Federation is 18 metres at the closest point. This, and the fact that the dwellings on Federation Road are located on significantly higher land than the application site ensure that the proposed development has no impact upon any of the existing dwellings on Federation Road.

The existing residential development on the southern side of Old Laira Road will not be affected by this proposal as it is separated from the application site by a busy road, will have a minimum separation distance of 25 metres (between the front elevation of the existing properties and front elevation of proposed development) and is situated on significantly lower land than the application site, with the proposed development looking straight over the roof tops of the existing development on the south side of Old Laira Road.

Due to the site being positioned on a corner and at the junction of Old Laira Road and Bramley Road there is also existing development to the west of the site across Bramley Road. No 243 Bramley Road is situated on the opposite corner and is currently a hairdressers/beauty salon. This property projects forward of the building line and faces south with its main window openings on the front elevation. It will not be significantly affected by the proposed development and the relationship created will be similar to the existing relationship with the church.

In summary, it is considered that there will be no significant residential amenity conflict created between the existing dwellings and proposed development, and that they will sit comfortably alongside each other without any negative impacts or unacceptable relationships being created. The proposed development will not appear dominating and the application is therefore considered compliant with Policy CS34 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007).

Other Issues

Policy CS20 (Sustainable Resource Use) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) requires all new residential developments of 10 units or more to incorporate onsite renewable energy production equipment to off set at least 15% of predicted carbon emissions for the period 2010 – 2016.

The application includes an energy statement and in order to meet the requirements of Policy CS20 it is proposed to have Photovoltaic Panels installed on the roof. With regards to visual impact, the panels will be almost flush with the roofline and will not

be visible from the street. Photovoltaic Panels generate electricity from light and their energy source is therefore sunlight, meaning that they do not require fuel to operate and produce no air pollution or hazardous waste.

The use of Photovoltaic Panels is more than adequate to meet the 15% energy saving and the application is therefore compliant with Policy CS20.

Policy CS19 (Wildlife) seeks to provide net biodiversity gain and protect important species. The site is generally hard surfaced and therefore there is very little biodiversity at the site. The applicants have submitted a bat survey which shows that there is a very low likelihood of bats or birds using the building. It is considered that the application is compliant with Policy CS19 subject to the provision of a bat tube and bird boxes, which can be secured by planning condition.

Concerning Lifetime Homes, three of the proposed apartments (4, 7 and 8) are designed as Lifetime Homes compliant and this is shown on drawing P3215.03. This meets the policy requirement as set out in Policy CS15 (Housing Provision) and is proposed to be secured via planning condition.

Letters of Representation

Four letters of representation have been received, objecting to the application on the grounds listed above in the Representations section of this report. Most of the issues raised in the letters received have been addressed above in the main analysis section of this report. However, with regards to those that have not; loss of a view is not a planning consideration and construction noise and disturbance is accepted for a short time whilst development is undertaken, but the impacts of this can be managed and a code of practice condition is attached in order to control working operations at the site.

Section 106 Obligations

A planning obligation is required to mitigate the impacts of the proposal. Impacts will arise in the following areas:

Local Infrastructure

Primary schools. The development provides for family accommodation which will generate a demand for school places. The Council's Children's Services have provided evidence that there is likely to be a deficiency of school places in the locality from 2012 given projected population growth. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £28, 589.

Local green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact on existing local green space, most specifically through the need for green space improvements. The estimated cost of mitigating this impact is £6, 374.

Playing Pitches. The development is in a location that is deficient in terms of access to playing pitches. There is therefore an impact on infrastructure requirement that arises as a result of the development, namely the provision of improved access to playing pitches. The estimated cost of mitigating this impact is £11, 563.

Strategic Infrastructure

Strategic green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the quality of environmental sites protected by legislation, particularly through increased recreational demands. The Council's has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £14, 218.

European Marine Site. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the environmental quality of European Marine Site particularly through increased recreational demands. The Council's has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £355.

Strategic sports facilities. By reason of the increased population facilitated by the development and the increased demand for use of sports facilities, it will contribute to the cumulative impact of development on the city's sports infrastructure. The estimated cost of mitigating this impact is £9086.

Strategic transport. By reason of the increased population facilitated by the development and the increased demand for journeys, it will contribute to the cumulative impact of development on the city's strategic transport infrastructure. This will bring the likelihood of increased congestion and pollution unless there is adequate mitigation. The estimated cost of mitigating this impact is £50, 246

Strategic public realm. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the City Centre's public realm. This is because there will be a greater level use of the City Centre which itself generates extra pressure on the existing infrastructure. The estimated cost of mitigating this impact is £1, 078.

The following Heads of Terms are proposed, each of which have been tested against Regulation 122 of the Community Infrastructure Levy Regulations 2010, to enable appropriate mitigation of the impacts identified above:

- a. Local schools tariff: £28, 589, to be allocated to the provision of additional school places within the south east locality.*

- b. *Playing pitches tariff. £11, 563, to be allocated to the provision of improved playing pitch facilities in the south sub-area, as identified in the Playing Pitch Strategy.*
- c. *Local green space tariff. £6, 374, to be allocated to the improvement of local green space.*
- d. *Strategic green space tariff. £14, 218 to be allocated to the provision of strategic green spaces that help to take pressure off the designated environmental sites, as identified in the Plymouth Green Infrastructure Delivery Plan.*
- e. *European Marine Site tariff. £355, to be allocated to appropriate management measures for the Tamar Estuaries as identified in the Tamar Estuaries Management Plan.*
- f. *Strategic sports facilities tariff. £9, 086, to be allocated to the delivery of priority strategic sports facilities as identified in the Sports Facilities Strategy.*
- g. *Strategic transport tariff. £50, 246, to be allocated to the delivery of priority strategic transport interventions as identified in the LTP3 Transport Implementation Plan.*
- h. *Public realm tariff. £1, 078, to be allocated to the delivery of priority City Centre public realm improvements as proposed in the City Centre & University Area Action Plan.*
- i. *Planning Obligations Management Fee. £1, 968, to be used to meet the Council's costs in administering and monitoring implementation of the Section 106 Agreement.*

Therefore, to mitigate the impacts of the proposal, a total tariff contribution of £121, 509 is required. In addition to this, a Planning Obligations Management Fee of £1, 968 is required, in order to meet the Council's costs in administering and monitoring the implementation of this Section 106 Agreement.

Equalities & Diversities issues

The application proposes 14 new residential units that on completion should be offered for sale on the open market and therefore will be available to people from all backgrounds to purchase. No negative impact to any equality group is anticipated.

Conclusions

This application proposes fourteen new 2 bed apartments in an established residential area that is not constrained by any restrictive planning policies. The development provides satisfactory levels of car parking, cycle and refuse storage and is in a form that is respectful of the surrounding townscape, whilst introducing contemporary elements of building design and materials. The residential amenities of nearby property occupiers are not significantly affected and the applicant has agreed

to provide the financial contributions generated by the Plymouth Development Tariff. It is therefore recommended for approval, subject to conditions and the satisfactory completion of a Section 106 Legal Agreement, with delegated authority to refuse the application sought if the Section 106 Agreement is not signed by the 3rd May 2011.

Recommendation

In respect of the application dated **01/02/2011** and the submitted drawings P3215.01, P3215.02, P3215.03B, P3215.04B, P3215.05B

,it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 03 May 2011**

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.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: P3215.01, P3215.02, P3215.03B, P3215.04B, P3215.05B.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(3) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted 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 CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF BOUNDARY TREATMENT

(4) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development hereby permitted is occupied. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SITE CHARACTERISATION

(5) 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 survey of the extent, scale and nature of contamination;

(ii) 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;

(iii) 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'.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

SUBMISSION OF REMEDIATION SCHEME

(6) 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.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

(7) 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.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

REPORTING OF UNEXPECTED CONTAMINATION

(8) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 5, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 6, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 7.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

CODE OF PRACTICE

(9) Prior to the commencement of development approved by this planning permission the developer shall submit a Code of Practice for the site that outlines how they intend to prevent or control any nuisance arising from any work carried out. The Code of practice must comply with all sections of the Public Protection Service, Code of Practice for construction and demolition sites, with particular regards to the hours of working, crushing and piling operations, control of mud on roads and the control of dust. All sensitive properties surrounding the site boundary shall be notified in writing of the nature and duration of works to be undertaken, and the name and address of a responsible person, to whom an enquiry/complaint should be directed.

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.

SUSTAINABLE RESOURCE USE

(10) 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 a minimum of 15% of the carbon emissions for which the development is responsible will be off-set by on-site renewable energy 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 2010-2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within PPS22.

FURTHER DETAILS

(11) 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 showing the location of 3 x Schwegler IFR bat tubes and 3 x Schwegler No 17 Single Cavity Swift Boxes. The approved bat tubes and swift boxes shall be provided in the agreed locations prior to occupation of the development hereby approved and shall be permanently retained.

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

CAR PARKING PROVISION

(12) The building shall not be occupied until the car parking area shown on the approved plans has been drained and surfaced and of suitable gradient in accordance with details to be submitted to and approved by the Local Planning Authority, and that area shall not thereafter be used for any purpose other than the parking of vehicles.

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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(13) No dwelling shall be occupied until space has been laid out within the site in accordance with the approved plan for eight bicycles to be parked.

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.

PRESERVATION OF SIGHT LINES

(14) No structure, erection or other obstruction exceeding one metre in height shall be placed, and no vegetation shall be allowed to grow above that height, within the approved sight lines to the site access at any time.

Reason:

To preserve adequate visibility for drivers of vehicles at the road junction in the interests of public safety in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PEDESTRIAN/CYCLE ACCESS

(15) The building shall not be occupied until a means of access for pedestrians 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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007

LIFETIME HOMES

(16) The development shall be constructed strictly in accordance with drawing no. P3215.03B which shows 5 units (plots 4, 7 and 8) within the development hereby approved to be constructed to Lifetime Homes standards. The layout of the floor plans hereby approved shall be permanently retained for so long as the development remains in existence, unless a further permission is granted for the layout of these units to change.

Reason:

In order to provide 20% Lifetime Homes at the site, in accordance with Policy CS15 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007).

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 proposed development on visual amenity and the streetscene, residential amenity and highway safety, 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 (1) 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

- CS28 - Local Transport Consideration
- CS32 - Designing out Crime
- CS33 - Community Benefits/Planning Obligation
- CS34 - Planning Application Consideration
- CS19 - Wildlife
- CS20 - Resource Use
- CS01 - Sustainable Linked Communities
- CS02 - Design
- CS15 - Housing Provision
- CS16 - Housing Sites