

ADDENDUM REPORT PLANNING COMMITTEE 28th April 2011

Item: 6.7

Site: 3-5 Market Road, Plymouth.

Ref: 11/00238/FUL

Applicant: Barratt Homes.

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Comments have now been received from the Councils Highways Officer and English Heritage. They are as follows:

Highways Officer

There are no (in principle) highway objections to the proposal as the trip generation characteristics of the development of 14 units would be either similar or less than that associated with the former garage/hire business on the site (the residential development would only generate around 7 combined movements (in and out) in the am and pm peak traffic hours).

The proposed car parking standard of 1.6 spaces per unit is considered acceptable as the site is within easy walking distance of the large number of bus services that run along Plymouth Road (near St Mary's Bridge). Furthermore this standard is consistent with the residential car parking standards outlined in the Development Guidelines SPD.

Previous comments have been raised in respect of the layout of the site and it is likely that most of these points could be addressed through the Section 38 Agreement process.

Suggested conditions for inclusion within the Committee Report are as follows:-

Street Details

Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road 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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Access (Contractors)

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.

Details of New Junction

Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

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.

Garage Door Type (Adjacent to Highway)

The door to the garage hereby permitted shall be of a type that does not project beyond the face of the garage when opened or being opened.

Reason:

To ensure that the door does not project over the adjacent highway at any time in the interest of public safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

Car Parking Provision (Development - maximum of 23 spaces)

The development shall not be occupied until space has been laid out within the site in accordance with the Approved plan for a maximum of 23 cars to be parked.

Reason:

In the opinion of the Local Planning Authority, although some provision needs to be made, the level of car parking provision should be limited in order to assist the promotion of sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Cycle Provision (Residential)

No dwelling shall be occupied until space has been laid out within the site in accordance with the approved plan for 8 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.

Cycle Storage

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.

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.

Waiting Restrictions

No occupation of any of the residential units hereby proposed shall take place until the applicant has (through best endeavours) sought to introduce waiting restrictions (in the form of double yellow lines) along Old Priory.

Reason:- In order to provide a safe and satisfactory means of access to and from the site in the interests of highway safety and convenience in accordance with Policies CS28 and CS34 of the City of Plymouth Local Development Framework Core Strategy adopted April 2007.

English Heritage

An archaeological evaluation of the site, undertaken with Scheduled Monument Consent, has demonstrated that there is a relatively low potential for the survival of nationally-significant archaeological remains upon the site. The Scheduled Monument No. 24847, Plympton Priory, extends into the application site and its ruined masonry remains occupy the neighbouring site. There was a well-founded concern that the remains of the priory would be well-preserved within the application site.

Although this has proved not to be the case within the trenches opened previously, the applicant will still need to apply for SMC to undertake the proposed development, in parallel to their planning application. This will need to be supported by a programme of archaeological mitigation approved by EH.

Within the Scheduled area, this work should comprise a 'strip & record' exercise, to pick up any archaeology within the part of the monument not subject to evaluation. Within the non-scheduled part of the site I understand that Plymouth CC's Historic Environment Officer advises that a 'watching brief' and basic historic building recording would be sufficient. I concur with this advice.

Environment Agency

Comments to be reported verbally.

Wildlife

It is proposed to add the following condition:

Biodiversity

Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Impact Assessment (dated February 2011) for the site. For the avoidance of doubt, an Enhancement and Mitigation strategy and details of a bat feeding roost, nine bat tubes, 5 Sparrow Boxes and 5 House Martin boxes (as recommended in the EIA) shall be submitted to and agreed in writing with the Local Planning Authority, in accordance with the EIA prior to its use on site, and shall thereafter be permanently retained.

Reason:

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in PPS9.