

ADDENDUM REPORT PLANNING COMMITTEE 12.01.05

Item: 01
Site: Sainsburys Supermarket, Plymouth Road
Ref: 04/01805
Applicant: Sainsbury's Supermarkets Ltd
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1. A TR110 Holding Direction was received yesterday from the Highways Agency with an apology for the timing of the response. This is to enable them to have more time to agree to the off-site highway works that are considered to be reasonable and necessary arising from this proposed expansion.
2. The Highway Agency is concerned that the Marsh Mills junction link with the trunk road network will be over saturation in 2021.
3. In effect this means that in accordance with the Town and Country Planning (GDP) Order 1995 the Secretary of State for the Environment, Transport and the Regions has directed that the City Council cannot grant permission for this application at this time – and the direction applies for a six month period or until such time as an agreement is reached.
4. It is hoped that this outstanding issue can be resolved by your next meeting (February 2nd). A deferral will also enable further discussions to take place to resolve concerns of the Environment Agency about the flood risk assessment.

Recommendation – Defer.

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Item: 02
Site: 315 – 317 Tavistock Road
Ref: 04/01970
Applicant: Mr T Turner
Page: 12

Application withdrawn.

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Item: 03
Site: 47 – 49 Alma Road
Ref: 04/02011
Applicant: Mr and Mrs P Treble
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Additional information/ clarification was requested following the members site visit on 29th December 2004:

Anticipated trip generation figures for this size of nursery (50 children):

- The Council's Transport Engineers have confirmed that of the Nursery sites included within TRICS programme, the proposed 50 space Nursery would generate approximately 26 vehicular movements in the am peak (between 7.00am and 9.00am) and 25 movements in the pm (between the hours of 4.00pm and 6.00pm). The busiest period of the sites surveyed was between 8.00am and 9.00am, with 0.42 movements per child.

Adequacy of remaining parking for dwelling at No 47:

- At present the existing property at no. 47 is over-provided in terms of off-street car parking provision, with a garage and 2 spaces. Whilst the proposal will result in the loss of these 2 off-street car parking spaces, the Parking Standards in the draft City of Plymouth Local Plan indicate that a parking standard of 1.5 spaces should be applied. As the property is situated on the edge of the City Centre Core Area within a short walk of the City Centre and associated facilities (railway station etc), the proposed reduction in the level of car parking to one space is considered to be in accordance with the advice and guidance as set out in PPG 's 3 and 13. Furthermore, the 2 spaces that will be allocated for use by staff working at the crèche (spaces 6 and 7) could be used by visitors/residents of No. 47 outside the operational hours of the crèche. This is likely to coincide with the busiest periods of activity at the property (evenings and weekends).

Layout of rear parking area

Alternative layouts for the rear parking area have previously been discussed with the applicants, which did not result in the submission of revised plans. However options for minor changes to the parking layout to create a dedicated pedestrian route into the rear access have been discussed with the applicant who has indicated that such changes would be acceptable (amended plans could be dealt with by condition).

- a dedicated pedestrian route could be provided through the parking area to the path that leads to the entrance to the crèche. This would be best achieved by extending the 1.0m wide path from the back gate, through parking space 1 to the point where the space abuts the rear service lane. Parking space 1 would then have to be widened by an additional 1m which would result in the loss of a small strip of the existing garden area (1m). The pedestrian route through the parking area would need to be suitably demarcated so that vehicles do not park over it. Bollards may also be required on the 'leading edges' of the pedestrian route.

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Item: 04
Site: Site at Friars Lane
Ref: 04/02123
Applicant: Pemberley Developments
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1. An Aerial Perspective for the above scheme has been received and will be displayed at your meeting. This is additional information and does not purport to be an amendment to the submitted drawings.
2. A letter has been received from the applicants explaining how they have been in negotiations in the past with the Mount Edgcumbe Masonic Hall over the purchase of a strip of land to the rear of the Masonic Hall and they confirm that there is no breach of the agreed site boundary. They have also supplied a copy of a letter addressed to the owner of the Queens Arms giving assurances about the retention of boundary walls during construction and measures to mitigate disturbance during construction.
3. Additional Conditions:
The following conditions should help to address some of the concerns of residents:

12. CODE OF PRACTICE DURING CONSTRUCTION

Before any development is commenced, a Code of Practice shall be submitted to and approved by the Local Planning Authority which shall indicate measures to mitigate against adverse effects of noise, dust and traffic generation during the construction of the proposed development. The Code of Practice shall indicate: -

- a. the proposed hours of operation of construction activities;
- b. the frequency, duration and means of operation involving demolitions, excavations, drilling, piling, concrete production and dredging operations;
- c. sound attenuation measures to be incorporated to reduce noise at source;
- d. details of measures to be taken to reduce the generation of dust;
- e. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material.

The Code of Practice shall be strictly adhered to during all stages of the construction of the proposed development.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy AEV49 of the adopted City of Plymouth Local Plan First Alteration 1996.

13. DETAILS OF GATES

The building shall not be occupied until gates have been erected to Friars Lane, in accordance with details previously approved in writing by the Local Planning Authority.

Reason:

In interests of security and to ensure that the materials used are in keeping with the character of the area in accordance with Policy AEV31 of the adopted Local Plan First Alteration 1996.

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Item: 06
Site: 13 Mutley Plain
Ref: 04/02200
Applicant: GBCO Trading Ltd
Page: 42, 43

1. Since the report was drafted a further 157 letters of representation and a petition have been received:
 - 150 are identical letters in support of the application the comments of which are already précised in the report.
 - A petition with 58 signatories objecting on grounds that the proposal will result in a lack of amenity to the local community (lack of peace and quiet).
 - 7 letters of objection on grounds already précised in the report, but in addition that the Mutley and Greenbank Neighbourhood has been identified as the third highest in Plymouth for all crime, the highest for burglary and the fourth highest for violent crime and alcohol related offences with sharp increases over the period 2001 to 2004 with this perceived by residents as being related to the increase in drinking establishments.
2. Correction – the proportion of non-retail units with the Mutley Plain centre as a whole is currently 52.2%, not 55% as stated in the report. This compares with previous figures of 34.5% (appellant's survey in 1994), 46.6% in 1995 and 50.9% in 2001.