

EXMOUTH LITTLEHAM
(Exmouth)

09/2192/MFUL

Target Date: 11.02.2010

Applicant:

Mr G Turton

Location:

14 Cyprus Road, Exmouth

Proposal:

Demolition of existing redundant student accommodation and construction of 40 bed residential care home

CONSULTATIONS

County Highway Authority

'The proposed development shows an alteration to the access to Cyprus Road, widened to serve the types of vehicles that would be anticipated. There are six parking spaces (including disabled spaces) proposed, four motorcycle spaces and at least six cycle spaces, all of which comply with the approved parking standards contained in the District Council's Local Plan.

In the event that car parking were to take place on Cyprus Road as a result of the development, the carriageway in the vicinity of the site is wide enough to accommodate such parking without any detriment to highway safety.'

Natural England

'Based on the information provided, Natural England have no objection to the proposed development. The reason for this view is that we consider that the proposal will not have a significant effect on any protected species.

We fully support the comments made within the Protected Species Survey Report undertaken by Richard Green Consultant Ecologist in November 2009.'

Environmental Health

'I have considered the plans and the close proximity of other residential properties and recommend the following conditions are attached to any permission granted.

1. No burning of any kind on site during construction.
2. No noisy construction machinery shall be operated during construction outside the following hours- 0730 to 1800 Monday to Friday and 0730 to 1300 Saturday and not at all on Sundays or public holidays.
3. To submit details of a dust suppression scheme to be operated as required during construction.'

TOWN COUNCIL

OBJECT on the following grounds:-

- does not comply with the Design Statement for the Avenues,
- inadequate access for emergency vehicles,
- overdevelopment / overbearing,
- bulk and height of the building,

- creating loss of amenity to adjoining properties,
- inadequate parking provision,
- inadequate sewerage infrastructure to cope with large development.

WARD MEMBER(S)

The initial comments of the Ward Member(s) are –

Cllr T Wood:

'The comments I give below are my preliminary views and may be altered by further information.

On the present information, I am opposed to this application for several reasons. They are:

1. The proposal appears to involve a significant over development of the site in relation to criteria set out in The Avenues design statement.
2. The layout of the development appears to involve very substantial overlooking of three neighbouring locations, namely Kempstone House to the rear and the two homes to the North West and North of the site. Indeed a very large number of the proposed care home's rooms and their windows would be overlooking these existing homes, patios and gardens. From this point of view the application design is unusual and creates a more severe problem because what would normally be the rear garden of the property has been entirely taken up by the proposed building.
3. The two properties to the rear of the properties are both bungalow type homes. In relation to them, this very substantial new development would be quite excessively dominant, particularly as the 3/4 storey building would be built up to about 3 metres from the boundary at the rear.
4. The provision of only 6 parking spaces for a 40 bed nursing/residential home is quite inadequate. It is difficult to believe that virtually all the permanent staff will travel by foot or bicycle but even if they did, doctors, hairdressers, occupational therapists etc. would almost certainly travel by car as would most of the visitors to residents and patients. There will also be the need for delivery lorries to call at the home and access has always got to exist for ambulances. In view of the nature of the substantial development approved on the opposite side of the road, it would be extremely unwise to rely on street parking.
5. The Council took a clear view of the style of development appropriate for the Haseldene site on the opposite side of the road. As a result a development proposal was there put forward where the design of the homes facing Cyprus Road was deemed very satisfactory by the Council. In this application we have a design that is completely out of sympathy with the design approved opposite and quite different to other developments in the road. I perhaps should indicate that my objection to the design is not to the fundamentals of the design but oppose such a design in this location particularly when it is of such size and dominance.
6. Care needs to be taken over the nature and location of the entrance to the site given the traffic and entrances related to the Haseldene development.

I also have concerns about the adequacy of certain internal features of the proposed building but I do not think these are planning matters.

I may have further comments in the light of other information that I may receive. If it were to be suggested that the application be approved, I request that the application be considered by the Development Management Committee.

In the event that this application comes to Committee I would reserve my position until I am in full possession of all the relevant facts and arguments for and against.'

REPRESENTATIONS

Objections

18 letters have been received raising the following points:

- The design is out of character with surrounding buildings
- The building is too large for the plot
- Increased noise for neighbouring residents generated from the use of the building
- Inadequate parking provision
- The only reasonable use for the site is a residential property
- The number and size of openings are excessive
- The building would be overbearing to neighbouring residents
- The grass roof area could be used as amenity space for residents
- Overlooking and loss of amenity
- The proposal is not in keeping with the design statement for the Avenues
- Additional pressure on utilities
- The levels on the submitted plans are inaccurate
- The mass, height and density of the building are excessive
- Impact of smells generated from the kitchen
- Loss of natural light to neighbouring properties
- Light pollution from external lighting
- The materials are out of keeping with the area
- Demolition of the existing property would adversely affect the character of the area
- The siting of a fence on the boundary with Kempston House would cause a loss of natural light
- Does not comply with Policy D1 of Local Plan
- Misleading site coverage given on plan
- Similar issues to Inspector's decision at 10c Douglas Avenue

PLANNING POLICIES

Government Guidance

PPS 1 - Delivering Sustainable Development
PPS 3 - Housing
PPS 9 – Biodiversity and Geological Conservation
PPG 13 - Transport

Devon Country Structure Plan (2001-2016)

ST1 – Sustainable Development
ST5 – Development Priority
ST15 – Area Centres
CO6 – Quality of New Development
CO15 – Air Quality
CO16 – Noise Pollution
TR4 – Parking Strategy, Standards and Proposals
TR5 – Hierarchy of Modes
TR10 – Strategic Road Network

East Devon Local Plan (1995-2011)

S4 - Development Within Built-up Area Boundaries
D1 – Design and Local Distinctiveness
D2 – Sustainable Construction
D4 – Landscape Requirements
D5 – Trees on Development Sites
E2 – Employment Generating Development in Built-up Areas
RE3 – Open Space Provision in New Housing Developments
TA7 – Adequacy of Road Network and Site Access
TA9 – Parking Provision in New Development

Supplementary Planning Guidance

Exmouth Avenues Design Statement

SITE LOCATION AND DESCRIPTION

14 Cyprus Road (known as St Olans) is a three storey building with the third floor provided in the roof. Built in yellow bricks beneath a slate roof with red brick detailing it is a building that is typical of its time, having originally been a single dwelling before its use as student accommodation. Although somewhat sad and neglected following its closure it reflects the general age, style, form and architecture of the buildings that continue to define The Avenues area of Exmouth and in particular Cyprus Road and Portland Avenue.

The Exmouth Avenues Design Statement identifies the special character of the area which arises from the 19th/20th century road layout and typical large, detached two-floor family houses. The Statement also emphasises the spacious and open feel of the area which is created by the generous plot dimensions and the distance between properties. This openness is reinforced by mature gardens and landscaping which often surrounds and partially obscures the buildings from public vantage.

The property occupies an 'L' shaped plot with a wide frontage onto Cyprus Road which reduces in width by approximately half towards the western side of the curtilage. This reduction accommodates Kempston House which is the nearest neighbouring building, although 12c Cyprus Road to the north west and 12b to the north also border the site. Members will recall the recent application for 40 residential units at Hasledene (Ref: 08/2871/MFUL) which is directly opposite on Cyprus Road.

PROPOSED DEVELOPMENT

The application proposes the demolition of the existing building and the construction of a 40 bedroom residential care home. The replacement building would move approximately 6 metres closer to Cyprus Road and would also extend to the west and south to reflect the 'L' shape of the plot. The proposal is for a predominantly three storey structure with a fourth storey located above the north eastern 'axis' of the building. The architectural approach is that of a clear contemporary style which is emphasised most markedly by the form, composition and appearance. The flat roof and crisp lines employed to break up the massing of the building are indicative of this approach as is the uncluttered fenestration and palette of materials comprising zinc roofing and coloured render for the elevations.

The submitted details also include an extensive landscaping plan which would make use of the area to the south of the new building and between Kempston House and Cyprus Road. The details show this area to be provided as a more formal space for residents whilst also providing a range of trees and shrubs to soften the impact of the new building. The area between the building and Cyprus Road would be utilised for car and motorcycle parking and there is also provision for cycle storage. The existing access onto Cyprus Road would be widened in order to accommodate the type of vehicles which would be expected to access the new building.

CONSIDERATIONS AND ASSESSMENT

The application has attracted a significant amount of local interest in addition to the comments received from statutory consultees. The main issues to consider are the principle of the proposed development, the size and scale of the replacement building, the design and impact on the character of the area, the potential impact on neighbouring residential amenity, parking and access and landscaping.

Principle of Development

The existing building makes a valuable contribution to the character of the area being a typically proportioned and detailed villa-style property. The cream and red brickwork and the grey slate roof also lend an appearance which reflects the discernible and prevailing character of this area of the Avenues. Notwithstanding these considerations and the Avenues Design Statement which encourages retention and re-use, however, the property is not listed and is not within a conservation area. It would therefore be difficult to resist the demolition of the building and its replacement with a new structure. The Avenues is residential in character and although the original properties were large family dwellings, the area now exhibits a range of residential uses. It is not considered that the provision of a care home in this location would be in any way out of keeping with the existing uses.

Size, Scale, Height and Massing

The proposal involves an increase in the footprint when compared to the existing building which would take the plot coverage to 32%. It is important to note that the Avenues Design Guide advises plot coverage of no more than 25% which should include garages and parking areas. When the hardstanding areas around the building are taken into account the figure is close to 50% but this amount should be considered against its context. The figure in the Design Guide is stated as guidance only in an attempt to preserve the open and spacious character of the Avenues. It should not be viewed as a limit against which applications should be judged, but rather as a means of ensuring that proposals do not lead to overdevelopment which would be prejudicial to the special qualities of the area.

In this instance the parking and hardstanding areas would be largely screened from the main road by the prominent brick wall to the frontage which would be retained. The lack of any formal garaging or car ports ensures that there would be no additional built form over and above the main building. The siting and size of the building would permit landscaping to each boundary which is discussed in detail later in this report. Importantly the proposal would allow for a 10 metre distance between the building and the front boundary wall. This set back would be comparable with other buildings in the locality and that approved opposite on the Hasledene site where the position of each building varies in relation to the front boundary. The massing of the east elevation is broken up by the drop from four floors down to three whilst the texture created by the curved front bay, overhanging eaves and articulation of the south east and north east corners further lessen the bulk of the building. The angled siting in relation to Cyprus Road also affects views from public vantage by lessening the prominence, whilst the main garden and amenity area would provide screening forward of the property when viewed from the south east. This would help soften the impact of the building and it is not considered that significant harm would result.

The rear curtilage boundary backs onto residential units and the new building would therefore be distanced from public vantage on Portland Avenue. The spacious pattern of development here affords views of St Olans at a number of points between buildings but the distance would soften any impact as a result of the size and scale of the building. The western projection to the rear of the building would encroach toward this viewpoint and increase the massing when compared to the existing property. Notwithstanding this comparison, it is important to assess the proposal on

its own merits and consider whether the proportions would cause harm contrary to the character of the area. The flat roof design adds bulk to each elevation but this is tempered by the prominent eaves line, bay window features and contrast in the colour of the render. The existing screening to be retained would also soften the views from Portland Avenue and it is not therefore considered that the size of the building would give rise to significant harm. There is variation in the height of buildings and their prominence and within this context the proposed building would not appear out of keeping or result in significant visual harm.

A number of representations have raised the issue of levels shown on the submitted plans, particularly in the context of the impact on neighbouring residents. These are therefore discussed under the heading of residential amenity below.

Design and Impact on the Character of the Area

The design and access statement which accompanies the application outlines that: 'the proposal aims to be of an individual, distinct and classical form.' The starting point has been to provide a contemporary building which adheres to the design principles of the Avenues area in terms of its relationship to neighbouring buildings and curtilage boundaries and also in terms of its architectural features. Although the form is that of a distinctly modern building, the approach has been to introduce design elements which relate to both the existing building and the prevailing character of the area.

The prominent bays help to break up the massing of the building but also reflect a key feature of the existing St Olans building. The bays are emphasised by a contrast in the use of white and buff coloured render whilst the variance in their width reflects the character of the existing property. The pronounced eaves are a contemporary take on the shadow lines created by overhanging roofs so typical of the Victorian villas in the surrounding area. This feature is replicated to a lesser extent above the ground floor windows in the same way that the more detailing banding can be seen on the current building. Individual bay windows are also an important feature of the design and are used to further break up the massing. Again these relate to existing architectural features within the Avenues. Taller windows are proposed on the ground floor and this hierarchy in the fenestration lends a more residential character to the building.

It is clear from this range of features that the design is a response to the traditional character of Cyprus Road and Portland Avenue albeit from a contemporary starting point. In its own right, the building reads as an attempt at a modern take on the traditional villa properties which typify the surrounding pattern of development. The issue to consider is whether the building would reinforce the special local distinctiveness or would be at odds with this prevailing character. It is important to note that the Avenues Design Statement does not preclude contemporary design and in any event such an approach would not necessarily conflict with policies and planning guidance. The site does lie within an area which is likely to be included within an extension to The Beacon/Louisa Terrace conservation area and Members will be updated further on this issue in the spring. Similarly, however, such a designation would not prohibit a contemporary design approach and the application must be considered on its own merits under the current relevant policies.

The architectural character which is identified within the Avenues Design Statement is that of large detached two storey family houses dating predominantly from the early 20th Century. Due to the plot sizes allocated to the original dwellings, the area has come under pressure in recent years for infill properties and redevelopment. To some extent, this later development also characterises parts of the Avenues with simpler designs and differing sizes of buildings now evident. Notwithstanding this gradual evolution, the Avenues area overall and specifically Cyprus Road and Portland Avenue retain a strong sense of their traditional character with many of the original buildings still very much in use. These are typically red and buff brick buildings under slated roofs which often show a considerable amount of detailing in their banding, brickwork patterns and decorative ridge tiles. Importantly, any proposal for redevelopment in this locality must respect the spacious character of the area in terms of both the size and scale of buildings and the proximity of development to curtilage boundaries. This report has already

considered that, on balance, the scale of the proposed building would not undermine this aspect of the character but the design must also be assessed within its context.

In this regard, it has already been considered that the building has merit in terms of its design although it does not intend to simply reflect the local style of 'Victorian Villas' in the Avenues area. Development should generally reinforce the key characteristics and special qualities of an area but equally development should be forward looking. To achieve a balance between the two is often a difficult task. The balance in this case is towards the more contemporary design at the expense of the distinctive appearance of the area but nevertheless, it is considered the design is of a sufficient high quality that this should weigh in favour of the scheme.

Impact on Residential Amenity

The proposal stands to impact most significantly upon Kempston House located to the south west of the site with regard to overbearance as this is the building in closest proximity. The submitted details show that the new building would be cut into the site which slopes down from north to south by some 1.5 metres. The area of the site proposed for development would also be levelled such that the hardstanding area around the perimeter of the building would be set at the same datum. The new building would therefore sit 0.2m higher in relation to Kempston House whereas the current structure is 1.7m higher.

The height to the eaves of the existing building on the south elevation extends to 6.5 metres which, owing to the existing change in levels of 1.7 metres, gives a height of 8.2 metres in relation to Kempston House. The new building would be taller which, when considered in conjunction with the amended levels, would total 9.2 metres in relation to neighbouring Kempston House. The current distance between the two buildings would be closely replicated under the proposed scheme although the south projecting element would encroach further toward Kempston House. Notwithstanding this arrangement, the increase in height and the siting of the new building would ensure that the development would not be significantly overbearing on the occupants of the neighbouring property. The increase in footprint would predominantly be accommodated towards the rear (west) of the building and would be sited adjacent to a largely blank elevation of Kempston House. Although the increase in the built form and particularly the height has the potential to detract from amenity, it is important to assess what is reasonable in planning terms. In this instance it is not considered that the narrow area to the east of this building which is utilised for amenity space would be significantly affected due to the siting of the new building. Both 12b and 12c Cyprus Road benefit from a greater separation from the proposal site which, notwithstanding the increase in height, would be sufficient to prevent any significantly overbearing impact.

Representations have also raised the potential loss of natural light for neighbouring residents which may arise from the new development. The application stands to impact upon 12b most significantly in this regard due to the orientation of the two buildings. This is particularly the case given that the building would extend to four storeys in height for part of its north elevation. This part of the building would be set in from the boundary by 8 metres at its closest point whilst the driveway providing access to 12c Cyprus Road measures 4.5 metres at this point. Even with the increased height of the building it is not considered that at this distance the development would lead to a loss of light which would significantly detract from residential amenity. Again, it is important to consider what is reasonable in planning terms and what could be defended at appeal if an objection was made on such grounds. Having regard to the proposals and the relationship of the proposed building to 12b and its curtilage, it is not considered that an objection could be substantiated.

With regard to the potential for overlooking, the plans show a 1.8 metre fence to be sited on the boundary between the new building and Kempston House. This would actually improve the privacy of the amenity area to the east of Kempston House in comparison to the current open arrangement. The south elevation also shows angled bay windows which provide for openings which face away from the neighbouring building. The west elevation shows openings facing toward the garden area of 12c Cyprus Road but the windows would serve landing areas. Given

this use it is not considered that the proposal would result in a harmful degree of overlooking to this property. The proposed building would be set in from the northern boundary of the site by 7 metres at its closest point. As outlined above, 12b Cyprus Road is also distanced by the driveway providing access to 12c. Although habitable rooms are proposed with openings facing towards the north, it is not considered that at the distances involved there would be a significant degree of overlooking to 12b.

One further issue which has arisen from the representations received relates to the potential impact from the use of the kitchen. The Environmental Health Officer has been consulted and did not raise an objection on these grounds. It is important to note that any impact which may arise in the future would be controlled by Environmental Health legislation which would protect residential amenity. Similarly any excessive noise which may be generated from the use of the building would also be controlled by the same legislation. The submitted details do not show any significant provision of external lighting and the access onto the flat sedum roofs would be for emergency access only. Each of these considerations could be the subject of suitably worded planning conditions if Members are minded to approve the application.

Highway Impact

The application follows pre-application discussions with the Highways Authority and proposes a slight increase to the width of the existing entrance from Cyprus Road. This would allow for easier access into the site and also provide additional visibility for vehicles egressing the site. 14 Cyprus Road benefits from good visibility to the north and south and the intensification in the use of the access would not be prejudicial to highway safety.

One of the areas of concern raised in the representations relates to the amount of car parking provided for. The submitted details show a total of six spaces in addition to four motorbike spaces. This provision is in accordance with the East Devon Local Plan which has maximum parking standards under Policy TA9 in line with government recommendations with PPG 13 (Transport). These maximum standards provide a limit on the number of spaces that can be provided depending on the type of use proposed and the size of the building. In this instance the 40 bedroom care home and staff numbers expected would be adequately served by the spaces allocated in addition to the secure cycle store. The site is served by nearby bus routes whilst the Highway Officer noted that parking on the carriageway in the vicinity of the site would not prejudice highway safety. The Highways Officer recommended conditions that should be attached to any grant of planning permission but did not raise an objection to the proposal.

Devon Fire and Rescue Services have been consulted with regard to access for emergency vehicles and Members will be updated verbally with any response received.

Landscaping

The application includes detailed hard and soft landscaping proposals which provide for pedestrian access around the perimeter of the building and car parking to the front and side of the property. The hard landscaping also includes a pathway around the garden area to be created to the south of the care home. Importantly, the boundary walls would be retained and the piers reinstated after the access is widened. The retention of these walls would largely obscure much of the hard landscaping within the site and it is the provision of soft landscaping which would impact most significantly upon the setting of the building.

The landscaping plans show significant planting to each boundary of the site although the amenity area to the south of the curtilage is proposed to accommodate the majority of new planting. This area would provide outdoor space for residents but the species to be planted would also ensure that the gardens provide a strong degree of screening for the new building. In time this would help to soften the visual impact of the new building and reinforce the presence of mature gardens which are so typical of the Avenues area.

Other Considerations

Although the scheme proposes an intensified residential use of the site, it is not considered reasonable to request a contribution towards open space provision in the locality given the intended use. The future residents would not be expected to place any significant demands on the local recreation infrastructure.

The application is accompanied by an ecological survey which did not find any evidence of protected species at the site. On the basis of these findings Natural England did not raise an objection although informatives are recommended within the report should Members be minded to grant permission.

CONCLUSIONS

The main themes to arise during consideration of the application were the principle of the proposed development, the size and scale of the replacement building, the design and impact on the character of the area, the potential impact on neighbouring residential amenity, parking and access and landscaping. This report has concluded that on balance the size of the replacement building would not prejudice the open and spacious character of the area nor lead to an overly dominant building when viewed from public vantage. Concern has been raised not over the design per se, but rather over the contemporary form and overall character of the building in relation to the area, but on balance, it is considered that the contemporary approach is of sufficient quality and picks up important defining characteristics of the area, to warrant support.

A further key consideration was the relationship with neighbouring residents. In particular the size and height of the proposed building would have the potential to detract from amenity. A careful consideration of the potential overbearance, overlooking and loss of light for neighbours concluded that on balance the development would not significantly harm existing levels of amenity. Although the building would impact to some extent, the effects would not be so significant that an objection could be substantiated in planning terms. The issue of parking was also raised but the on-site provision complies with both national and local planning policies. There is no reason to consider the application as an exceptional case as the proposed use would be commensurate with the existing uses in the area. Off-road parking is available close to the site if necessary and the use of this would not prejudice highway safety. The application includes generous landscaping proposals which include new planting to curtilage boundaries. This would help to soften the impact of the new building were permission to be granted and also reflect the mature gardens which are typical of the Avenues area.

RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. Before development is commenced, a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external walls and roofs of the proposed development shall be 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 are sympathetic to the character and appearance of the area.)
3. Before any other operations are commenced, the amended site access and visibility splays shall be constructed, laid out and maintained for that purpose in complete accordance with the application drawings.

(Reason - To provide a satisfactory access to the site with adequate facilities for short term parking.)

4. No part of the development hereby approved shall be brought into its intended use until the access, parking facilities and turning area have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.
(Reason - To ensure that adequate facilities are available for the traffic attracted to the site .)
5. Before any development commences details of final finished floor levels and finished ground levels in relation to a fixed datum shall be 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 adequate details of levels are available in the interest of the character and appearance of the locality.)
6. No development shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority; such a scheme to include the planting of trees, hedges, shrubs, herbaceous plants and areas to be grassed. The scheme shall also give details of any proposed walls, fences and other boundary treatment. The landscaping scheme shall be carried out in the first planting season after commencement of the development unless otherwise agreed in writing by the Local Planning Authority and shall be maintained for a period of 5 years. Any trees or other plants which die during this period shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.
(Reason - In the interests of amenity and to preserve and enhance the character and appearance of the area.)
7. Before the development hereby permitted is brought into use, the car and motor bike parking spaces, together with the cycle stand, shall be provided in accordance with the submitted site plan and thereafter maintained.
(Reason - In the interests of providing sufficient parking and sustainability.)

Reasons for Approval

1. The proposal complies with the Devon Structure Plan 2001-2016 policies ST1 (Sustainable Development), ST5 (Development Priority 2001 to 2016), ST15 (Area Centres), CO6 (Quality of New Development), CO15 (Air Quality), CO16 (Noise Pollution), TR4 (Parking Strategy, Standards and Proposals), TR5 (Hierarchy of Modes), TR10 (Strategic Road Network).
2. The proposal complies with the adopted East Devon Local Plan 1995-2011 policies S4 (Development Within Built-up Area Boundaries), D1 (Design and Local Distinctiveness), D2 (Sustainable Construction), D4 (Landscape Requirements), D5 (Trees on Development Sites), E2 (Employment Generating Development in Built-up Areas), RE3 (Open Space Provision in New Housing Developments), TA7 (Adequacy of Road Network and Site Access), TA9 (Parking Provision in New Development).
3. The proposal does not adversely affect the privacy or amenity of neighbouring properties.
4. The design and external appearance of the proposal does not harm the visual amenity of the site and surrounding area.
5. The proposal is contained within the defined built-up area boundary of the settlement.

Approved Plans

T1-A Location Plan

P2 Site plan

P3, P4, P5, P6, P7 - Plans proposed

P8 - Sections

P9, P10, P11, P12 - Proposed elevations

P13, P14, P15 - photomontages

St0 - 02 - 27/10/09 - Landscaping

St0 - 03 - 27/10/09 - Landscaping

03373 - Tree protection

List of Background Papers

Application file, consultations and policy documents referred to in the report.