

# Public Document Pack



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## **PLANNING COMMITTEE - ADDENDUM**

**DATE: THURSDAY 20 JANUARY 2011**  
**TIME: 1.00 PM**  
**PLACE: COUNCIL HOUSE, ARMADA WAY, PLYMOUTH**

### **Members –**

Councillor Lock, Chair  
Councillor Roberts, Vice Chair  
Councillors Mrs Bowyer, Browne, Delbridge, Mrs Foster, Mrs Stephens, Stevens,  
Thompson, Tuohy, Vincent and Wheeler

***Members are invited to attend the above meeting to consider the items of business overleaf***

***Members and Officers are requested to sign the attendance list at the meeting.***

Please note that, unless the Chair agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used during meetings.

**BARRY KEEL**  
**CHIEF EXECUTIVE**

## PLANNING COMMITTEE

5.1. PLYMSTOCK QUARRY, THE RIDE, PLYMSTOCK,  
PLYMOUTH 07/01094/OUT

**(Pages 1 - 6)**

Applicant: Persimmon Homes Ltd.  
Ward: Plymstock Radford  
Recommendation: Minded to approve, subject to the following -

- (1) the completion of a S106 with the applicants, based on the scale and nature of provision and the requirements as indicated in Documents 2 and 3 detailed in this Committee report. These requirements are essential to adequately reflect local planning policies, the PCC Core Strategy and NPAAP planning policies and proposals as indicated in this report;
- (2) the planning conditions (as outlined in Document 1);
- (3) Delegated authority to refuse if the S106 is not completed within 6 months.

**PLANNING COMMITTEE 20<sup>th</sup> JANUARY 2010****ADDENDUM REPORT****Item: 5****Site: PLYMSTOCK QUARRY (MORLEY PARK)****Ref: APPLICATION 07/01094****Applicant: Persimmon Homes Ltd****Pages: 3-192****1. Document 1 –Conditions (5 changes to the report)****1.1 Approved Plans condition 1 and 30 (page 92 and 102)**

Correction needed --amend drawing number CH008 rev Issue 07 to **08**. (Also where referred to on page 102 in condition 30 \_Junction arrangements –the Ride access) and also add the site plan to the list (drawing P.0303-36-1d)

**1.2 Street Furniture condition 12 (page 96)**

Due to the lengthy build out period, it is reasonable that stone samples and examples be agreed at reserved matters stage. The proposed amended **condition 12** to conclude with the words **'agreed in writing with the LPA for each Reserved Matter Area prior to the commencement of development within the Reserved matter Area.'**

**1.3 Proposed Foul Drainage Conditions 23, 24 and 25 (page 100)**

The applicants expressed some concern about not exceeding their drainage responsibilities (and their off-site budget of £4.5m). Recently new information has been provided by SWW, with more detailed information in relation to the technical requirements and this has assisted in a better understanding of where the capacity issues are based (Billacombe Road). It has also led to a clearer picture of where the responsibility for some of these issues lie and how best to deal with them from the planning perspective. Consideration has also been given to the approach taken in respect of the Sherford conditions that are warranted to enable some housing development to get underway with requisitioning arrangements to take place between SWW and the developers in the normal way.

The proposed amended conditions to include phasing are as follows:

**23. Prior to the commencement of development, details of the provision to be made for foul water drainage and the disposal of sewage from the site including the phasing thereof shall be submitted to and approved in writing by**

the LPA. The development shall thereafter be implemented in accordance with those agreed details.

**24. No building hereby permitted shall be occupied and no connection to the public sewage system shall take place until the improvements to the public sewerage network rendered necessary by the Development have been completed to the LPA's satisfaction.**

**25 Applications for reserved Matters shall include details of the foul water drainage for the Reserved Matter Area and the phasing for their provision. The details shall be fully implemented prior to occupation of any building within the Reserved Matter site in accordance with the approved phasing.**

(The reasons are as before)

#### **1.4 Bus Infrastructure Provision condition 41 (page 106)**

The Transport unit suggest an amended **Condition 41** as Real Time Passenger Information (RTPI) may be superceded by new technology for example audio information which provides the same information more efficiently.

**(41) Details and particulars of each Reserved Matters Area shall include details of the locations of bus stops and infrastructure to be provided at each stop to include pole, flag, shelter and provision of Smart Passenger Transport Information such as Real Time Passenger Information (RTPI) together with access routes between the nearest residential development and each bus stop. Prior to the first occupation of any residential development within each Phase there shall have been constructed bus infrastructure in accordance with the Approved details in addition to safe and convenient turning provision for buses within that Phase.**

(The reasons are as before)

#### **1.5 Proposed conditions as Directed by the Highways Agency (pages 106-108)**

Recently the Highways Agency has considered information from the applicants and the PCC Transport Unit about the phasing of the MOVA scheme at Marsh Mills Junction and has issued a revised Direction notice.

Page 106 -**Condition 44** now reads:

44. The first occupation of the development hereby permitted shall not commence until full details of a MOVA (Microprocessor Optimised Vehicle Actuation) system to be installed to the traffic signal controls at A38(T) / A374 / B3416 Marsh Mills Junction have been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport), and the approved scheme shall be installed and made operational **prior to the occupation of the 301<sup>st</sup> dwelling of the development hereby permitted or within 18 months of the first occupation of development, whichever is the sooner.**

Page 107 - **Condition 45** now reads:

45. The first occupation of the development hereby permitted shall not commence until a Travel Plan Strategy for the whole of the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport). Prior to the commencement of **each** phase of development (to be agreed as part of the approved overall phasing plan) a Comprehensive Travel Plan shall be prepared for all elements of the development hereby permitted in accordance with the approved Travel Plan Strategy. Each Comprehensive Travel Plan shall be submitted for approval of the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport) prior to first occupation of **each** phase of development.

The Travel Plans shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- The identification of targets for trip reduction and modal shift based on trip rates **provided in the October 2009 Transport Assessment**, and which meet SMART (Specific, Measurable, Attainable, Relevant, Time-bound) criteria.
- Innovative and practical measures to encourage modes of transport other than the private car including (but not limited to) car clubs, travel forums and web based travel information, householder welcome packs and travel passes.
- The identification of timescales and responsibilities for implementation of the agreed measures.
- The mechanisms for monitoring and review.
- The mechanisms for reporting and mitigation, including the fallback arrangements to be applied in the event that trip rates and targets contained in the October 2009 Transport Assessment are not met.
- The mechanisms for marketing the Travel Plans.
- The management arrangements including the appointment of a Travel Plan Co-ordinator and the utilisation of the iTRACE Travel Plan management software.
- Implementation of the Travel Plans to an agreed timescale or timetable and their operation thereafter, with reference to the proposed phasing of the development
- Mechanisms to secure variations to the Travel Plans following monitoring and reviews and for drawing down and spending of the Transport Contingency Fund.
- A scheme, to the satisfaction of the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport) by which residents shall have access to Bus Pass Vouchers upon occupation of their dwelling.

All the recommendations and proposed actions contained within the approved Travel Plans shall be implemented in accordance with the timetable contained therein, and the approved Travel Plans (or any variation of the Travel Plans agreed in writing with the Local Planning Authority who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport) shall be operated thereafter strictly in accordance with the details approved.

Page 108 - **Condition 46** now reads:

46. The construction of the development hereby permitted shall not commence until there has been submitted to and approved in writing by the Local Planning Authority

(who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport) a Construction Traffic Management Plan. The plan shall include details of construction vehicle movements, construction operation hours, **construction vehicle access(es), wheel washing,** construction delivery hours, expected number of construction vehicles per day, car parking for contractors, **specific measures to be adopted to mitigate construction impacts and a travel plan for contractors.** The construction of the development hereby permitted shall be carried out strictly in accordance with the approved Construction Traffic Management Plan.

The reasons are as before and the HA also require an **Informative** to be added to the decision notice.

The implications of this for the Document 2 S106 Heads is that an amendment is needed to **Appendix 7 at the bottom of page 178** of the report to alter the trigger to match the HA Direction accordingly for provision of the Marsh Mills Interchange MOVA.

## **2. Document 2 - S106 Heads (changes to 2 schedules and appendices)**

### **2.1. Schedule 2 (Remodelling, landscape and ecological mitigation measures)**

The National Trust have pointed out where a couple of words are missing relating to the requirements of the proposed management plan and a couple of corrections are needed to clarify matters concerning the length of the walls of historic interest as follows:

**Page 119** clause 6 adds the words '**the green spaces and**' prior to '**the exposed rock faces**'.

**Page 123** clause 16 substitutes '**300m**' for '**250m**' (also page 138 clauses 1 of schedule 10)

A local resident is concerned about possible overshadowing of his property by dense planting on the **Devon Bank in the Eastern Pastures**.

**Page 154** - the following addition to section **6.15 of Appendix 2** should set the desired framework for the consideration of acceptable future planting details on the Devon Bank:

*The planting mixes for the Devon Bank is to comprise: i) a tree and shrub mix, and ii) a shrub mix. The evergreen species content of the tree and shrub mix is proposed as maximum 15%, and the shrub mix evergreen content is proposed as maximum 5%. Tree species are to be planted in central section of Devon Bank and shrub species to be planted predominantly to the outer edges. Ash and Elder are to be mixed with Blackthorn and Hawthorn to prevent potential gaps in winter. Deciduous species are to be located on the north bank facing Saltram House and Park. Conifer and evergreen tree species are to be located on the pasture side where they would assist in all year round screening. Species to be: Pinus nigra var. maritime (Corsican pine); Ilex aquifolium (Holly); Quercus ilex (Holm Oak). Conifer and evergreen tree species are*

*to be planted singularly at a minimum distance of 5.0m apart and never in a line of two or more evergreen trees to avoid the risk of future 'shading out' and an unacceptable hedge configuration. The Devon Bank planting is to be managed in the future in accordance with details in the approved Green Space and Ecology Management Plan, with requirements to manage the height of the vegetation to a height and density to achieve the objective of assisting in screening views from Saltram Park, whilst avoiding potential issues of conflict with neighbouring residential properties. The conifers and evergreen vegetation is to be managed so as to avoid a solid thicket of conifers/evergreens, instead they are to be managed to form defined individual trees.*

## **2.2 Schedule 3 (Affordable Housing)**

### **Appendix 3 (Clawback Review Mechanism) (page 161)**

Recent discussions have been held about the risk of infrastructure cost variations reducing the effectiveness of the mechanism to deliver 20%-25% affordable housing. An amendment to a sentence of the S106 of the Committee report should reduce that risk.

**Page 161** first sentence of clause 8 should be deleted and amended as follows:

#### **8. Sharing the cost savings for infrastructure works.**

**The Gardiner & Theobald cost estimate report (October 2009) shall define the infrastructure construction works costs except that it shall be adjusted in accordance with the table below for the purposes of defining the baseline infrastructure cost of £86,974,589 for the clawback review mechanism in this Agreement.**

<b>G&amp;T Infrastructure Cost Estimate (October 2009)</b>		<b>£86,313,000</b>
<u>S106 cost adjustment</u>		
Omit S106 costs, as G&T document	£(26,446,000)	
Add S106 costs, as PHL S106 cost schedule issued 7 <sup>th</sup> January 2011	£26,972,589	£526,589
<u>Further scheme changes</u>		
Increased frequency of on-site bus shelters}		
Additional carriageway works at the main entrance}	Allowance	£135,000
Repairs to historic walls}		
<b>Revised Infrastructure Baseline Cost</b>		<b>£86,974,589</b>

**Cost variations can be incorporated into the review mechanism only in the event that a revised build-out plan and master plan are required and such have previously been agreed in writing by the Ipa.**

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