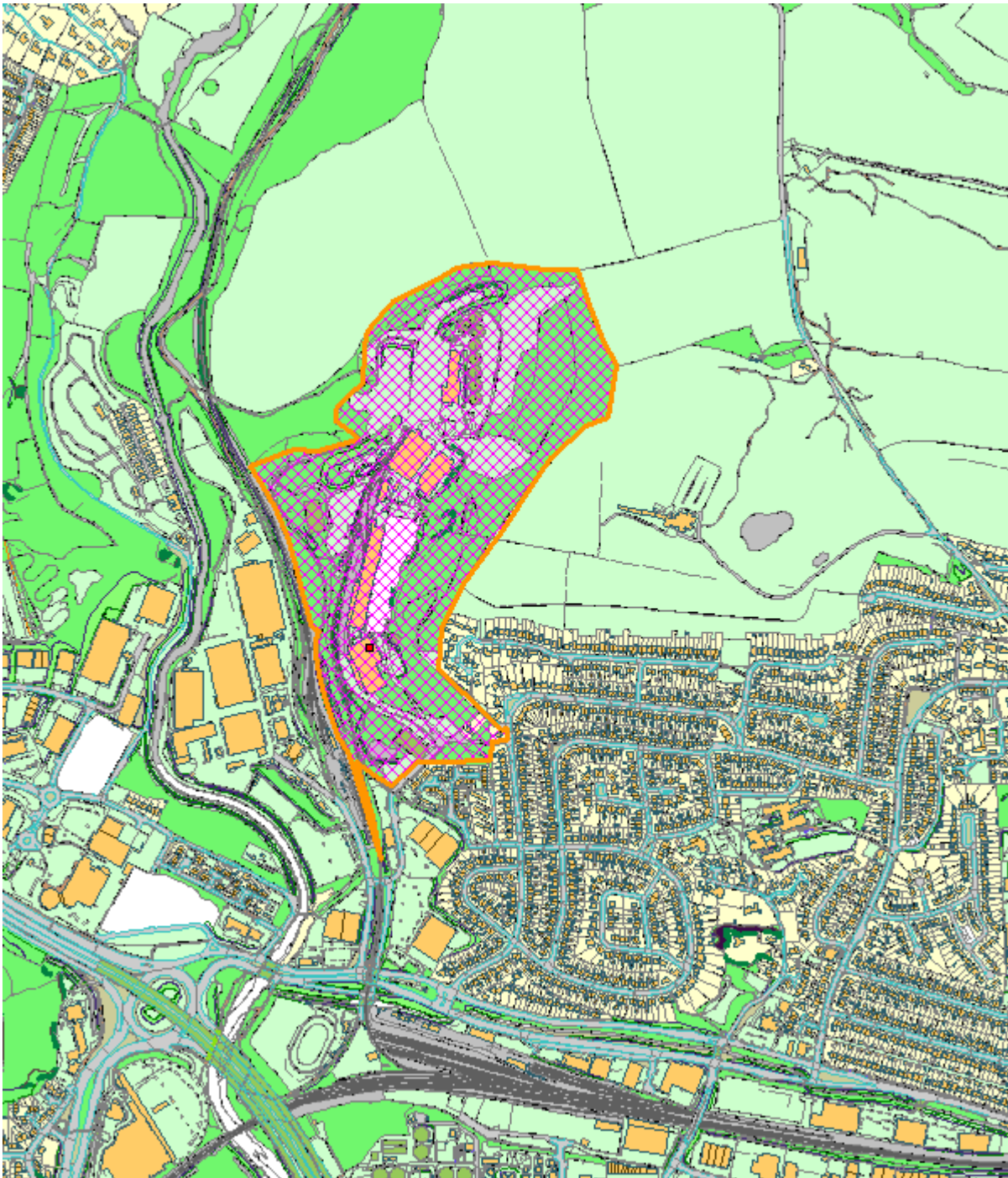


# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	19/01288/OUT	<b>Item</b>	<b>06</b>
<b>Date Valid</b>	09.08.2019	<b>Ward</b>	PLYMPTON ST MARY
<b>Site Address</b>	Former China Clay Dryer Works Coypool Road Plymouth		
<b>Proposal</b>	Outline application with details of access for development of up to 490 dwellings; up to 60 older persons units; a Community Hub of up to 700sqm providing flexible community space (for Use Classes A3 and/or B1 and/or D1); up to 400 sqm of retail (Use Class A1); provision of up to 15.9ha of open space/woodland; and associated infrastructure (Existing buildings to be demolished) (details of appearance, landscaping, layout & scale reserved for future consideration).		
<b>Applicant</b>	Mr Paul Britton		
<b>Application Type</b>	Outline Application		
<b>Target Date</b>	<b>29.11.2019</b>	<b>Committee Date</b>	<b>23.06.2021</b>
<b>Extended Target Date</b>	<b>30.06.2021</b>		
<b>Decision Category</b>	Councillor Referral		
<b>Case Officer</b>	Mr Simon Osborne		
<b>Recommendation</b>	Grant conditionally subject to S106		



### **I. Description of Site**

The site is the Marsh Mills China Clay Dryers complex at Coypool that ceased operations in 2008. It is located approximately 5km to the north-east of Plymouth City Centre, and within the ward of Plympton St Mary.

The Site is bounded by Plym Valley Railway to the west, beyond which is Princess Yachts Yard. To the north of the Site is agricultural land which is allocated in the Plymouth and South West Devon Joint Local Plan (JLP) under Policy PLY60(11) for a sports hub. To the east of the Site is Boringdon Park Golf Course and to the south east are residential buildings of Cundy Close, Woodford Avenue, and Triumphal Crescent. To the south of the Site is Coypool Retail Park with Coypool Park and Ride to the south. The Drake's Trail recreational footpath and cycle path (also referred to as the Plym Valley Trail) constitutes National Cycle Network Route No.27 and runs adjacent to the Site's western boundary, following the western banks of the River Plym.

The site is characterised by its woodland setting and prior to their demolition by circa 30,000 sqm of large vacant asbestos clad industrial-style buildings, hardstanding yards, access road and concrete platforms and structures associated with the storage, drying and processing of china clay served by a pipeline that once transported china clay from the Lea Moor china clay area to the north east of Plymouth. The western part of the site also contains the remnants of a former railway line connection with the Marsh Mills area to the south. An existing but defunct leat, which flowed in a southerly direction, partially forms the western boundary of the Site and crosses the south western corner before entering an existing culvert outside of the Site boundary. The site also included a vacant bungalow and an occupied dwelling at 91 Woodford Avenue in the south east corner of the site which has now been demolished. Woodford Avenue is an estate road on the eastern boundary of the site. The majority of the industrial buildings and infrastructure have now been demolished.

The topography of the Site is relatively steep and falls generally in a westerly direction towards the River Plym.

Coypool Road to the south of the site forms the main access which was constructed in accordance with a 1974 planning permission to serve the clay dryer complex with direct links to the A38 (and the City Centre beyond via Marsh Mills). There is now a gate across it to control access. A substandard access from Woodford Avenue was closed once Coypool Road was constructed, and access from that point has been blocked by a wall. Both Coypool Road and Woodford Avenue link directly with Plymouth Road to the south before linking with the A38 via the Marsh Mills Junction.

The site includes protected woodland (TPO 506) which surrounds the buildings and hard infrastructure.

A small section to the northwest of the site is situated in a flood zone two.

## **2. Proposal Description**

Outline application with details of access for development of up to 490 dwellings; up to 60 older persons units; a Community Hub of up to 700sqm providing flexible community space (for Use Classes A3 and/or B1 and/or D1); up to 400 sqm of retail (Use Class A1); provision of up to 15.9ha of open space/woodland; and associated infrastructure (Existing buildings to be demolished) (details of appearance, landscaping, layout & scale reserved for future consideration).

The proposed development seeks to utilise the existing woodland to bring built form and landscape together through a comprehensive and integrated development framework. As such the application includes an Illustrative Masterplan which identifies the layout of the proposed development. This is then supported by Parameter Plans, a Woodland Strategy and a Design Code document (including a regulating plan) to provide clarity on how the masterplan can be implemented.

The parameter plans fix key elements of the proposed scheme and include building heights, density, green infrastructure, access and movement, and land use.

The Design Code provides a benchmark for development quality by illustrating a number of design principles to guide the shape and form of the development generated from the masterplan. This includes codes on Public Realm, Streets, Parking, The Urban Edge, Architecture and on Plot codes. It is pitched at a level of detail to avoid prescription and allow creativity whilst providing confidence and continuity of quality across the site. The code will be a tool for developers and designers preparing schemes for the submission of reserved matters applications, and the council and stakeholders in reviewing and determining them.

Likewise the Woodland Strategy provides a benchmark for delivery and use of the proposed enhanced woodland resource.

An Environmental Statement submitted with the application presents the findings of an Environmental Impact Assessment (EIA) undertaken in accordance with the Town and Country Planning (EIA) Regulations 2017 and covers all matters identified within the Council's Scoping Opinion and assesses the environmental impact of the development proposals. The scope of assessment includes: landscape and visual impact, Cultural Heritage and Archaeology; Ecology and Nature Conservation, Traffic and Transport, Ground Conditions, Flood Risk and Drainage; and Population and Health.

### Regrading

The topography of the Site slopes from east to west. The highest recorded level on the Site is located along the eastern boundary at approximately +63m Above Ordnance Datum (AOD) and there are a series of low points along the western perimeter at approximately +5m AOD. In order to bring forward residential development it will be necessary to create development platforms across the Site. In the absence of a detailed housing layout at the outline planning application stage it is not possible to fix the extents and AOD heights of the development platforms however the maximum height of platforms is fixed on the Building Heights Parameter plan to ensure the wider landscape impacts are acceptable. Full details of earth works and an earthworks strategy which will include the proposed grading and modelling of the land are reserved for future consideration through a condition and future reserved matters applications.

### Design and Appearance

While appearance is reserved for future consideration the parameter plans and Design Code propose that the Primary street will be designed as a leafy urban environment with strong frontages and a generously proportioned street broken up by clusters of tree planting that provide a good sense of enclosure. Secondary streets will be generally tighter and still well enclosed by strong frontages with less tree planting. The lower order streets away from the central spine of the site, streets will provide a greater degree of informality in respect to parking treatments and boundaries to help the edges relate to the woodland.

The Architecture and material codes are not overly prescriptive but control general approaches to design including windows, doors, features such as bay windows, and roof materials.

Front boundary treatments are more prescriptive as a consistent and clear approach to the design of boundaries enables them to be a unifying feature of the streets across the development. For example only a low wall with railing or a low wall with railing and hedge will be allowed on the primary street.

### Access, Streets and parking

The site would be accessed from the existing entrance on Coypool Road. In addition an access exclusively for emergencies, pedestrians and cyclists would be provided on to Woodford Avenue. The primary spine road would then run south to north through the site to the northern boundary with a network of smaller secondary and tertiary streets running off it. A cycle/pedestrian link is proposed to be provided at the south of the site onto Coypool Road and linking directly to the park and ride. Furthermore a pedestrian and cycle link will be provided to Drakes Trail to the west of the site.

The primary spine road will accommodate pedestrians, cyclists, busses and vehicular traffic and include clusters of tree planting.

The Access and Movement Parameter Plan shows the indicative alignment of the proposed primary street through the Site. This will be taken from the Coypool Road access and connect up to a point on the Site's northern boundary, in order to enable access to be provided to serve the allocated

Boringdon Park sports hub . A network of upper and lower secondary streets loops feed into the primary street, serving the residential areas and creating an interconnected and legible layout. A series of tertiary routes and lanes complement the pedestrian only stepped east-west connections and allow for a good level of permeability.

New bus infrastructure would be provided throughout the Site including bus stops with appropriate facilities, including real time travel information.

Provision is made for 1.7 car parking spaces per dwelling as an average across the proposed development. Electric charging points would be provided for residents along with communal charging points at the Community Hub.

Offsite highway works will include:

Coypool Road / Plymouth Road On-Slip westbound traffic - it is proposed to provide a bus gate at the on-slip which will hold general traffic on the slip road thus allowing the bus to travel onto Plymouth Road without interruption. When no bus is present general traffic will flow onto Plymouth Road without needing to wait at the current give-way marking

Coypool Road / Plymouth Road Junction (eastbound traffic)- The junction of Coypool Road to Plymouth Road, for eastbound traffic onto Plymouth Road, was initially included within the council's Eastern Corridor Junction Improvement scheme (ECJI) and new traffic signals have been provided. The additional lane from Coypool Road, that was part of the ECJI scheme, was not delivered under that scheme due to uncovering an unknown culvert and a requirement to divert services, which would have taken the scheme beyond a reasonable delivery date. This part of the scheme will now be delivered as part of the proposed development

### Dwellings

The proposed development would provide up to 490 dwellings and up to 60 older persons units comprising a wide mix of sizes, types and tenure. While the precise housing mix and housing types will be subject to subsequent detailed reserved matters applications an indicative mix has been provided to demonstrate the site can accommodate the proposed unit numbers. This mix would be as follows, 46 one bed apartments, 54 two bed apartments, 93 two bed dwellings, 233 three bed dwellings and 64 four or five bed dwellings. The proposed density would be an average of 47.5 dwellings per hectare (DPH) throughout most of the scheme with a density of 150 DPH for the 60 bed Older persons scheme. In terms of building heights the proposal would allow up to 3 storeys throughout most of the scheme with up to four storeys on strategic corners. The older person scheme would be up to 4 storeys. The built form in the southwest corner adjacent to existing dwellings would have a maximum height of 2 storeys.

The older persons scheme is proposed to be located in the centre of the Site, in close proximity to the Community Hub or integral to the Hub.

### Community Hub and Retail

A Community Hub of up to 700sqm is proposed within the site next to the proposed key public space which would include a park and play area. The application documents state that the community hub is envisaged as a central gathering and meeting point at the heart of the new community and will provide space for community services and facilities (encompassing Use Classes A3 (restaurants and cafes) and/or BI (business) and/or DI (non-residential institutions).

The Hub could potentially accommodate a café, nursery, and flexible multi-use space for local clubs, health clinics and the community. The Applicant has not defined the specific activities that could take place and instead wants to retain flexibility to accommodate the needs and aspirations of the new community and the ability to adapt to changing needs over time.

The application proposes up to 400sqm of retail provision (use class A1) in addition to the Community Hub. The application allows for flexibility in the distribution of on-site retail provision. This could be provided just at the Community Hub/older persons scheme, or could be split across two locations: with one small retail unit at the Community Hub and another small shop provided closer to the Site entrance for example.

#### Open Space, Playspaces and Woodland

The proposed character and amount of open space on the Site is set out on the Green Infrastructure Parameter Plan. This is then informed by the Woodland Strategy which will guide the detailed design of the woodland and other proposed public open space as part of future reserved matters applications.

The application documents state that one of the key objectives of the proposed development is to retain and enhance the existing woodland around the Site which has been significantly degraded as a result of poor management and repeated damage by deer. Another key objective is to provide public access to and through the woodland making it accessible as an area for recreation and play, for the benefit of both future residents of the development and existing residents in the surrounding areas.

The proposed development would include 15.9Ha of woodland and open space provision. In addition to the woodland and the informal play areas proposed the proposal includes three formal areas of equipped play. Play space 1 would be located close to the existing Woodford community and accessible via a cycleway/footpath on to Woodford Avenue. Play spaces 2 and 3 would then be located in a broadly central location in the Site, close to the Community Hub. Provision is intended to cater for a wide range of ages, including an area for teenagers to use.

A community orchard is proposed in the east of the Site within a large clearing in the existing woodland and a community green is proposed adjacent to, and associated with, the Community Hub. This is intended to serve as an outdoor meeting and social space.

It is proposed that water attenuation features will be designed to provide focal points within the area of open space in which they sit and act as landscape features. Two attenuation features are proposed on the Site and the existing natural watercourses will be retained and designed so that they become part of the open space network. The watercourse along the valley at the northern end of the Site will remain open along its current length. There is potential for an existing culverted watercourse that runs east to west in the centre of the Site, to be partially opened up, to provide a feature of the public realm. This would be the subject of detailed design at reserved matters stage.

#### Phasing and Delivery

The applicant intends to divide the development site into parcels which would be developed by a number of different housing developers, including small and medium sized house builders (SMEs). The detailed design of each parcel (including, for example, the architectural detail of housing) would be subject to future reserved matters applications, submitted by the individual housing developers. The build period is anticipated to be between 6 and 10 years.

### **3. Pre-application Enquiry**

A pre application process was began with council officers in October 2018 which involved a series of pre-application topic meetings including demolition, ground conditions and drainage, natural infrastructure, transport and highways, land use, socio economics and the design of the emerging masterplan. Separate meetings regarding viability have also taken place.

As part of this pre-application process the applicant took the scheme to two independent Design Review sessions which helped to inform the final proposals. The Design Review Panel was generally

supportive of the scheme and officers consider the applicant has explored and where appropriate incorporated the panel's suggestions into the scheme.

The submitted Statement of Consultation indicates that the applicant has undertaken a number of consultation events including four meetings with Ward Councillors and representatives of the Plympton St Mary Neighbourhood Forum and two Public Consultations events at Woodford Methodist Church, one in November 2019 and the second in May 2019.

#### **4. Relevant Planning History**

The Coypool Clay Dryer complex was formerly used for the drying of china clay as part of the wider operations for china clay manufacturing at Lee Moor, officially closed in May 2008. In its entirety the site comprises 32.58 hectares (80.5 acres) of existing industrial style buildings with settlement tanks and an infrastructure bespoke to the china clay industry and has an extensive woodland tree belt on the lower western and higher eastern boundaries.

The previously developed part of the application site extends to approximately 21.38 hectares (52.8 acres) and prior to commencement of current demolition included large hanger style warehouse buildings, former office blocks and a significant amount of industrial type infrastructure associated with clay drying and storage operations.

##### Mineral related activity-planning history

In 1951 the Plympton St.Mary Rural District Council granted planning permission for clay drying at Marsh Mills in association with the extensive Lea Moor mineral workings and planning conditions were imposed following an appeal in 1958. The 1958 permission covers part of the china clay drying works at Marsh Mills. These conditions have subsequently been reviewed in accordance with legislation relating to Reviews of Old Mineral Permissions (ROMPs) by Devon County Council and Plymouth City Council.

689/74/1(b) -Construction of new access road for Marsh Mills China Clay Works and adjoining industrial land at Marsh Mills China Clay Works. Granted subject to conditions 9th October 1974. In November 1975 the council refused an amendment to the condition to allow employees to enter the site via the Woodford Avenue access in their private motor vehicles.

93/00886 and 95/00011 Change of use of part of the china clay site to transport depot granted personal planning permission (to EEC) 2nd March 1995

16/00664/FUL -Application submitted April 2016 for removal (then variation) of planning condition imposed upon the above 1974 permission for the construction of Coypool Road. Essentially the application was to permit a route between part of the complex and Woodford Avenue along a 30m long carriageway. Refused July 2016. The condition had been breached for a 5 month period culminating in the service of a Breach of Condition Notice A222-EN386 following the decision to refuse the application. The notice issued by the Council on the 20th July 2016 was subsequently complied with (on the 11th August 2016) by the construction of a wall blocking the unauthorised access route. A subsequent appeal was withdrawn.

16/00148/TPO, dated 27 January 2016, application by Imerys to remove 2 TPO trees close to the eastern boundary of the site was refused by notice dated 23 March 2016 and the appeal was dismissed (APP/TPO/NI160/5249) 4th October 2016 following a hearing.

16/01278/OUT- residential development of up to 321 dwellings with access off Woodford Avenue and open space, play space, a sustainable urban drainage system, biodiversity enhancements, landscaping and all other associated infrastructure along with the demolition of onsite infrastructure- Withdrawn.

18/01766/ERS105- Request for scoping opinion for proposed development of 600 residential units, a community hub, vehicular access, and hard and soft landscaping, including Sustainable Drainage Systems

18/01999/FUL Site clearance and demolition of existing structures down to ground slab, along with safe removal of asbestos and remediation of naturally Occurring radioactive materials (NORM) works to render the site safe - Permitted.

19/01964/FUL Demolition and removal of roads, hardstanding, slabs beneath demolished buildings, concrete water tank, pipework (redundant landing lines), contamination from identified 'hotspots' and removal of other redundant services, foundations and obstructions associated with the former use of the site - Permitted.

20/02001/11 -91 Woodford Avenue - Demolition of residential dwelling 91 Woodford Avenue (inc. garage and associated hardstanding) - Prior Approval Required and Given.

## **5. Consultation Responses**

The application has had 3 full consultation periods in total due to submission of amended information during the consideration of the application. The summary below is of the latest responses.

Local Highway Authority - No objections subject to conditions.

Highways England - No objections subject to conditions.

Lead Local Flood Authority - No objections subject to condition.

Natural Infrastructure Team - No objections subject to conditions.

Public Protection Service - No objections subject to conditions.

Low Carbon Team- No objection subject to condition.

Housing Delivery Team- Support the application.

PCC Public Health – No comments received.

Urban Design – No objections –The urban design officer supplied comments throughout the pre application stages including the development of the Design Code.

Historic Environment Officer - No objections.

Environment Agency - No objections subject to condition.

Natural England - No objections.

Network Rail: - currently a holding objection to review information.

Economic Development -No objections subject to conditions.

Designing Out Crime Officer – Recommends conditions.

Office for Nuclear Regulation- No objections.

Natural England - No objections.

Ministry of Housing, Communities and Local Government (MHCLG)-no comments to make on the Environmental Statement.

Historic England - No objections. Recommends discussions take place in regard to securing improvements to Lee Moor Tramway Bridge.

Sport England- No objections.

Forestry Commission - Make a series of comments and recommendations but raise no objections.

Health and Safety Executive - No comments or objections.

Plympton St Mary Neighbourhood Forum - No objections subject to comments.

SUSTRANS - No response received.

British Gas - No response received.

## **6. Representations**

As mentioned above the application has been the subject of 3 consultation periods.



7 letters of objection and one letter of general support were received during the first consultation period. The following issues/observations have been made:

1. Object to public access into woodland to north of the site due to impact on wildlife and privacy.
2. Planning notices not put up.
3. No neighbour letters.
4. The effects on wildlife including protected species have not been adequately considered. The information submitted is out of date and inaccurate.
5. The red boundary line is inaccurate.
6. Residents were told demolition of No 91 Woodford Avenue was not required.
7. Disappointing that the road at the far side of No 91 is not be utilised.
8. Insufficient detail in the DAS regarding the Woodford Avenue Access.
9. The photos of Woodford Avenue are not representative.
10. It needs appropriate boundary fencing.
11. Visitors and new residents are likely to park near to the accesses and impact on Woodford Avenue. Parking management is required.
12. Parking court requirements are inconsistent.
13. The illustrative plan shows an area of amenity land with no overlooking.
14. No indication of where the proposed 'small shop near Woodford' would be sited.
15. No indication as to how the deer will be managed.
16. The masterplan shows trees removed for a line of terraces which should be retained.
17. Potential overlooking issues from new dwellings.
18. Construction parking will occur in Woodford Avenue if the new pedestrian access is formed in the first phase.
19. The existing pathways from Triumphal Crescent and Cundy Close need upgrading if they are to provide satisfactory links.
20. Concern that achieving over 100 additional dwellings above the JLP allocation will be at the expense of green space, community space or decent sized houses and gardens.
21. Concern that construction traffic will use Woodford Avenue.
22. Impact of new houses and cars on the climate and air pollution.
23. Impact on local infrastructure including doctor's surgeries, dentists and police.
24. No designing out crime.
25. Care must be taken to ensure the development is sustainable and carefully planned.
26. The sports hub is a misnomer.
27. Developers never stick to original plans and this will lead to development of the fields to the north and all the associated impacts.
28. All the houses should be electric, no fossil fuels.
29. All houses should be provided with electric sockets to charge electric cars.
30. Solar panels should be fitted to the houses.
31. Over development.
32. The development should include provision to deal with crime and disorder.
33. All trees cut down should be replaced.
34. Assurance from South West Water that the local sewage works have capacity. From the regular 'Plympton pong' it seems they are struggling.
35. A direct or indirect connection with the farm fields should be deleted from the plan.
36. Any proposed development of PLY60 should be subject to completely separate future standalone planning applications.

The letter of general support has made the following comments/concerns:

1. Health should be prioritised in the s106.

2. Concerns exist in the local community about the loss of the detached house to create a new access. Ensure that all available land is used efficiently. Objection to the need for emergency access.
3. Concern about queueing onto Plymouth Road. Suggests an additional lane should be proposed over and above the current works in the Eastern Corridor Scheme.

A second consultation took place following the submission of an Environment Statement Addendum and amended Green Infrastructure Parameter Plan and Building Heights Parameter Plan. One letter was received in response. The issues raised are:

1. The deer issue is not addressed.
2. Position of retail unit is not shown.
3. No new trees or landscaping shown in areas near Woodford Avenue which would prevent overlooking.

A further letter was received from Princess Yachts who raised concerns over noise mitigation.

A third period of consultation has taken place following the amendment of the Red Line Site Boundary to accommodate a small parcel of land to the south of the site and provision of cycle/footways across the land. 2 letters of representation has been received in response to this. The issues raised are:

1. Concerns over traffic queues and behaviour from the Coypool MacDonald's resulting in queues from the development on Coypool Road.
2. Concern over the impact on wildlife and the environment.

## **7. Relevant Policy Framework**

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 of the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government of their choice to monitor at the whole plan level. This is for the purposes of the Housing Delivery Test and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019. This confirmed the Plymouth, South Hams and West Devon's revised joint Housing Delivery Test Measurement as 163% and that the consequences are "None". It confirmed that the revised HDT measurement will take effect upon receipt of the letter, as will any consequences that will apply as a result of the measurement. It also confirmed that that the letter supersedes the HDT measurements for each of the 3 local authority areas (Plymouth City, South Hams District and West Devon Borough) which Government published on 19 February 2019.

Therefore a 5% buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.4 years at end March 2019 (the 2019 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2019 (published 26 July 2019). The methodology and five year land supply calculations in the Housing Position Statement are based on the relevant changes in the revised National Planning Policy Framework published 19

February 2019 and updates to National Planning Practice Guidance published by the Government in September 2018, subsequently amended by NPPG Housing Supply and Delivery published 22 July 2019.

Other material considerations include the policies of the National Planning Policy Framework (NPPF), guidance in Planning Practice Guidance (PPG) and National Design Guidance. Additionally, the following planning documents are also material considerations in the determination of the application: The Plympton Neighbourhood Plan 2015-2034, The Joint Local Plan Supplementary Planning Document (SPD).

## **8. Analysis**

1. The most relevant JLP policies include PLY53 (Former China Clay dryer complex); PLY57 (Strategic infrastructure measures for the Eastern Corridor Growth Area), PLY5 (Minerals), Policy PLY57 (Strategic infrastructure measures for the Eastern Corridor Growth Area), SPT1 (Delivering sustainable development), SPT2 (Sustainable linked neighbourhoods and sustainable rural communities), SPT3 (Provision for new homes) SPT9 (Strategic principles for transport planning and strategy), SPT10 (Balanced transport strategy for growth and healthy and sustainable communities) SPT11 (Strategic approach to the historic environment), SPT12 (Strategic approach to the natural environment) Policy SPT13 (Strategic infrastructure measures to deliver the spatial strategy) PLY2 (Unlocking Plymouth's regional growth potential) DEV1 (Protecting Health and Amenity); DEV2 (Air, Water, Soil, Noise, and Land); DEV3 Sport and recreation); DEV4 (Playing Pitches); DEV5 (Community food growing and allotments); DEV7 (Meeting local housing need in the Plymouth Policy Area); DEV9 (Meeting local housing need in the Plan Area); DEV10 (Delivering high quality housing); ; DEV14 (Maintaining a flexible mix of employment sites); DEV16 (Providing retail and town centre uses in appropriate locations); DEV19 (Provisions for local employment and skills); DEV20 (Place shaping and the quality of the built environment); DEV21 (Development affecting the historic environment); DEV23 (Landscape character); DEV26 (protecting and enhancing biodiversity); DEV27 (Green and play spaces) DEV28 (Trees, woodlands and hedgerows) DEV29 (Specific provisions relating to transport); DEV30 (Meeting the community infrastructure needs of new homes); DEV31 (Waste management); DEV32 Delivering low carbon development; DEV35 (Managing flood risk); Policy DEL1 Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy)

2. The Plympton St Mary Neighbourhood Plan lists the housing development planned for Plympton St Mary and the neighbouring area as set out in the JLP, including the PLY53 allocation. Other policies of relevance are Policy PSM2 (Provide new healthcare facilities), PSM3 (High quality amenity green space), Policy PSM4 (Green space on the Boringdon/Newnham Ridge), Policy PSM5 (Increasing opportunities for sustainable travel), PSM10: (Mitigating flood risk) and PSM11 (Conserving and developing the historic environment).

### Principle of Development

3. The site is allocated for residential development through JLP Policy PLY53 which is also supported in the Neighbourhood plan and therefore the principle of residential development is considered to be acceptable. Policy PLY53 sets out the vision for the site:

4. Land at the former China Clay dryer complex at Coypool is allocated for a comprehensive residential redevelopment. Provision is made for in the order of 400 new homes. Development should provide for the following requirements:

1. Delivery in accordance with a strategic masterplan for the entire site.
2. Principal vehicle access off Coypool Road, with secondary access into the Woodford estate, and improvements along Plymouth Road.
3. Provision of access to the proposed Boringdon Park sports hub.

4. Enhanced pedestrian and cycle links to the Strategic Cycle Network including the Plym Valley trail, the Coypool Park and Ride facility and surrounding residential areas, with the need for enhancements to the Coypool Park and Ride facility being assessed and provided for.
5. Provision of both formal and informal public amenity space.
6. Retention of the significant tree belts close to the boundary of the site with provision of managed public access.
7. A form of development which visually makes a positive contribution to the wider historic landscape setting and the setting of the designated Boringdon Arch.
8. A management strategy for the restoration and aftercare of the former clay dryer complex to ensure that the site is properly managed pending its future comprehensive redevelopment.
9. Proportion contribution to the delivery of the Boringdon sports hub.
10. Support the continued development of the Plym Valley railway.
11. Contributions towards strategic transport infrastructure / programmes on the Eastern Corridor.
12. Contributions towards health and education infrastructure in the locality.

5. The allocation policy makes provision for housing in the order of 400 units. The policy does not preclude higher density development provided that the site can adequately accommodate the proposed number of units and the impacts are acceptable particularly with regard to the constraints of the site and to the sites deliverability which is addressed in detail below. Furthermore the NPPF requires development to make effective use of previously developed sites and efficient use of land.

#### Density and Design

6. The Masterplan, Density Parameter Plan, and supporting documents indicate an average density of 47.5 dwellings per hectare (DPH) throughout most of the scheme with a density of 150 DPH for the 60 bed Older persons. The capacity of the masterplan has been tested on the basis that the dwellings meet the internal space standards set out in the Development Guidelines SPD (First Review) which was the relevant guidance at the time of submission but has now been superseded by the JLP SPD. The layout and capacity testing is also based on providing adequate storage, parking and amenity space for each home. The amenity space standards from PCC's Development Guidelines SPD (First Review) were also used, most of which have been brought forward in the JLP SDP. The internal spaces are now in most cases slightly bigger, should this or any other updated requirements result in the need to reduce the quantity of units this can be controlled through the determination of future reserved matters applications.

7. The issue of density will be dealt with through the Reserved Matters submissions however officers consider that the indicative density levels are unlikely to result in harm and are in compliance with policy.

8. While design is a matter reserved for future consideration a design code has been produced which illustrates a number of design principles to guide the shape and form of the development generated from the masterplan. This includes codes on Public Realm, Streets, Parking, The Urban Edge, Architecture and on Plot codes.

9. Housing has been planned to provide overlooking of publicly accessible streets and areas of open space. The proposed development will meet good standards of design, contributing positively to both townscape and landscape, and will protect and improve the quality of the built environment. While appearance is a reserved matter, a strongly landscape-led approach to masterplanning has been adopted. This has meant embracing the existing character of the Site and proposing the retention and enhancement of the woodland as a key principle, so that it becomes a visible and integral part of living in the proposed development.

10. Conditions will ensure that future reserved matters are compliant with the Design Code and Woodland Strategy. Officers consider that the design code principles will ensure that the development will be of high design quality in accordance with policy DEV20 of the Joint Local Plan. Furthermore it is the intention of Homes England to retain a controlling interest in the development and oversee a quality scheme.

### Residential Amenity

11. Officers do not consider that the proposed development will impact significantly upon the residential amenities of nearby properties due to the separation distances between the existing surrounding development and the site, the extent of green landscaping that will be retained and also the changing topography, with much of the site being significantly lower than the surrounding areas and separated from adjoining residential development by woodland. The building heights parameter plan indicates that the buildings located in the south eastern corner of the site would be a maximum of 2 storeys in height in order to ensure the impact of the development is acceptable. While the exact positioning of these buildings together with boundary treatment would be determined at Reserved Matters stage, there is adequate room to ensure that the distances between any new buildings and existing dwellings will meet or exceed the minimum distance guidelines in the JLP SPD.

12. The aspects of the development that could have an impact on residential amenity of neighbouring properties, such as noise and disruption caused from development construction, potential light pollution issues and potential noise nuisance issues, can be mitigated through the imposition of planning conditions. On this basis the development proposal is not considered to have an unacceptable impact on the residential amenity of neighbouring properties in terms of outlook, noise, nuisance or light pollution.

13. Officers consider that the development accords with adopted Joint Local Plan Policies DEV1 and DEV2.

### Highway Considerations

#### Traffic Impact

14. The application is accompanied by a Transport Assessment (TA) to appraise the impact of traffic on the Local and Strategic Highway Network.

15. The TA has assessed the level of trips that will be generated by the development and provided a future forecast of how the existing and proposed traffic will operate in the study area. For the purpose of this assessment the study area was agreed as the Eastern Corridor, between Leigham interchange, to the west and St Mary Bridge, to the east. The TA accounted for the changes to the network, as a result of the ongoing Plymouth City Council Eastern Corridor Junction Improvement Scheme (ECJI) so predicted a future baseline to account for the changes provided by the ECJI project.

16. Additional traffic growth was applied to background flow before the development traffic was added to the network. This provides a robust assessment of traffic impacts as arguably the applied growth, which is essentially based on Local Plan projections, would account for some traffic associated with this development site. There will be an element of double counting as a result but in terms of assessing worst case there have not been any reductions.

17. Trips rates were applied to quantum of development. This concluded that the proposed development could generate approximately 230 two-way trips and 240 two-way trips during the AM (0800-0900) and PM (1700-1800) highway peak hours respectively. These hours are generally accepted as the peak hours for assessment purposes.

18. The proposed development trips are considered to be worst case as they do not allow for any internal trips that are likely to occur, such as trips to the proposed community uses, nor do they account for any modal shift as a result of Travel Plan measures which will be required. Furthermore, the future year assessment scenario included a full build out of the development whereas, in real terms the build rate is likely to be approximately 75 houses a year so is likely take up to 7 to 8 years, this goes beyond the assessment years.

19. It should also be noted that the future impacts to traffic flows, from the COVID-19 pandemic, are not yet known but it is understood that home working might increase and levels of traffic during the peak hours, compared to pre-COVID levels, may reduce in the future. Therefore, the assessment of traffic impact within the TA demonstrates a worst case as it assessed pre-COVID conditions and traffic surveys were taken during these times. Officers therefore consider the assessment is robust.

20. The assessment indicates that the junction of Coypool Road / Plymouth Road (Westbound), hereafter referred to as Coypool Road on-slip, could be subject to queuing of vehicles which will increase as a result of the additional development traffic. Although this doesn't necessarily impact on the main Plymouth Road traffic flow it could block back sufficiently and prevent a bus entering the existing bus lane, thereby giving rise to delay to the bus service. Therefore it is proposed to provide a bus gate at the on-slip which will hold general traffic on the slip road thus allowing the bus to travel onto Plymouth Road without interruption. When no bus is present, which would require a detection system as part of the works, general traffic will flow onto Plymouth Road without needing to wait at the current give-way marking. This will effectively remove any queue and thus not interfere with the free flow of the bus.

21. The scheme proposes to extend the bus lane northwards, notwithstanding the tight bend that prevents a continuous lane being provided over a short section, which effectively turns the extent of Coypool Road between the retail park entrance and the bottom of the on-slip as a one-way highway. Currently uncontrolled parking tends to occur along this section of road which essentially means that southbound traffic tends to use the northbound lane to pass. However, the level of traffic heading northwards is minimal as this route only serves as an access to the rail yard. A traffic survey has identified that less than 10 movements per day (mostly occurring between 1500-1600) leave the rail yard, in a northward direction, so preventing this movement, and thus requiring any eastbound journeys to make use of the on-slip and u-turn at Marsh Mills, should not give rise to any significant issues. In order to facilitate the proposed scheme, the parking will need to be removed and appropriate Traffic Orders implemented (one-way traffic, parking control and bus lane). The ban on right turns out of the rail depot will be the same as that imposed on the adjacent speedway facility.

22. The impact of the on-slip traffic on to Plymouth Road, and in particular at Marsh Mills has been assessed in the model and it considered to be acceptable. Traffic from the on-slip will join lane one on Plymouth Road which would then allow drivers to merge into the required lane before reaching Marsh Mills, a similar movement to the existing arrangement. The existing lane configuration provides sufficient highway to facilitate this manoeuvre, as part of the existing bus lane, which currently provides the bus priority, will not be required and can be removed.

23. In addition to the highway works, which does require some localised widening to the carriageway by way of a small retaining structure, the traffic signals will be connected to the systems on Plymouth Road and in the event where queues become excessive at Marsh Mills the traffic can be held on the slip road to assist in reducing the queue. The modelling suggests this is unlikely to occur, but this provides further comfort to Officers.

24. Full details of the scheme will be secured by a condition. Separate from planning permission the scheme will also be subject to a Section 278 Agreement, Highways Act 1980, and to ensure that the works are completed prior to first occupation. As the scheme involves new Traffic Orders it will

be subject to a public consultation. Should the outcome of the consultation conclude that the scheme cannot be delivered then it would be possible to reduce the extent of the bus lane to the on-slip only but this would reduce the public transport provision. It does however provide a fallback solution should the Traffic Order not be approved.

25. The junction of Coypool Road to Plymouth Road, for eastbound traffic onto Plymouth Road, was originally included within the ECJI scheme and new traffic signals have been provided. The additional lane from Coypool Road, that was part of the ECJI scheme, was not delivered under that scheme due to uncovering an unknown culvert and a requirement to divert services, which would have taken the scheme beyond a reasonable delivery date.

26. With the proposed distribution of traffic an element of development traffic will use this junction and turn left on to Plymouth Road.

27. The ECJI layout was included within the traffic impact assessment within the TA and the results show that the scheme offsets the additional impact of the development traffic, to a reasonable level. As such the applicant will provide the junction improvement, in accordance with the approved PCC ECJI Scheme, but deliver it under the provisions of a Section 278 Agreement secured by a planning condition. The scheme will be commenced on commencement of the first dwelling and will be delivered before occupation of the 40th dwelling.

28. Following the assessment, which included the ECJI improvements, to be completed, the network was shown to operate within reasonable thresholds throughout. Where instances of operational pressures are prevalent the difference between the baseline situation and the 'with development' scenario is minimal and not considered to be severe. With the mitigation outlined above and the ongoing ECJI works providing betterment to the operation of the corridor, the additional proposed development traffic does not give rise to unacceptable levels of additional traffic or congestion.

#### Site accessibility

29. Access to the site is achieved by way of the former Dryer Complex access road, from Coypool Road. This commercial access road currently has a single footway and consists of a number of vehicle access points into commercial units and service yards. In its current configuration it not considered suitable to serve as a primary means of access for a residential development.

30. The application therefore proposes to upgrade the former access and improve pedestrian crossing facilities, across the commercial access points, along its length. The road is proposed to become a 20mph zone which will benefit from a gateway feature at its junction to Coypool Road.

31. Due to width restrictions a single sided footway can only be provided with cycle ramp facilities at each end. Within the site the footway increases in width to provide a shared facility. The access arrangement has been assessed using tracking software and it is not possible to reduce the carriageway widths any further. The proposed access is essentially the best that can be delivered but it is accepted that it does fall short of the normal requirements.

32. To address this the proposal includes a pedestrian/cycle link through the site to connect the National Cycle Network, Drakes Trail - National Cycle Route 27 (NCN). This will make use of an existing tunnel under the NCN and ramp up to negotiate the level change. This will provide an alternative route for pedestrians/cyclists and cater for both work related journeys as well as leisure trips and serve as a desire line route for journeys to the north.

33. In addition, the applicant has secured land adjacent to Coypool Road and the steam railway which, as part of a landscaping scheme, will include a pedestrians/cycle route from the site towards

the Coypool Road Park and Ride, and nearby commercial units, catering for movements to the south. The redundant rail tracks on Coypool Road will be removed and the footway improved.

34. Exact details of each route will be secured by condition. The northern route will need to be completed and made available during phase two.

35. The link to the south will be required upon first occupation, and at the same time as the access road is bought up to an appropriate standard.

36. As mentioned earlier the development includes a pedestrian / cycle link to Woodford Avenue. This will not be used for vehicular access but will have the ability to be used as a means of emergency access, should the primary access be blocked for some reason. This situation, if it does arise, will be short lived and likely to be under police control in relation to an incident on the other route. A condition will prevent sustained use of this route for vehicles.

37. An indicative masterplan layout has been submitted within this planning application, which includes the link to Woodford but a detailed access plan must be submitted and the link constructed prior to first occupation. This will be secured by condition.

38. These access routes are considered appropriate to offset the limitations of the primary means of access and therefore, as a package of measures, the proposed access arrangements are considered suitable to serve the proposed development.

#### Internal Road Network

39. As previously discussed the details of the layout of the development are reserved for future consideration. However the design code provides details of the street form strategy for the development. The main route through the development site, the Primary Street, will provide access for all users and is suitable for use as a bus route. Bus stops will be provided along this route with junctions to secondary and tertiary streets provided throughout.

40. The development provides a walkable neighbourhood with provision for cyclists ensuring that sustainable travel is strongly promoted for future residents.

41. The design code has undergone a review and the principles, contained within the designs, are considered suitable for the development. The principles of the design code are secured by way of a condition with the construction and engineering principles controlled by way of the standard street details condition.

#### Proposed Parking

42. The level of car parking has been submitted to cater for the different user needs. The final quantum of parking provision will be subject of the reserved matters application. At this time the applicant indicates 1.7 car parking spaces per dwelling, as an average across the proposed development. Details of the parking allocation for dwellings will need to be submitted for approval. Safe and secure cycle parking will also need to be provided in line with both PCC policy requirements and cycle parking guidelines.

43. Car parking typologies will vary through the Proposed Development based on character area, and will comprise a mixture of on-plot (including garages), parking courts and on-street parking.

44. The adopted Development Guidelines SPD refers to provision of charging infrastructure for electric vehicles (EV). The SPD states that each dwelling with a drive or garage must be provided with a single charging point. For other dwellings at least 25% of space should be provided with charging points with 50% of all other spaces safeguarded with passive wiring to allow future



connection. While the minimum level of charging facilities is currently unknown, the applicant has committed, within the TA, to provide at least 20% of spaces with a suitable charging port and potentially provide the necessary infrastructure to allow future bays to be upgraded through the phased entry process. The current offer falls below the recently adopted SPD but at the time of the application the SPD was only a draft document. As there is currently a mix of on-plot, off-plot and on-street parking proposed it is considered that the majority of on-plot parking spaces could have the appropriate charging infrastructure to comply with the SPD requirements with visitor facilities throughout the site, including around the community hub. Electric vehicle charging facilities therefore need to be provided at convenient locations across the site to encourage the take up of electric vehicles in line with the SPD requirements and will be secured by condition.

45. Parking provision, including EVC and Cycle storage (including e-bikes / scooters) will be controlled by way of a condition with details submitted for approval under future reserved matters applications.

#### Site Sustainability

46. The CIHT guidance 'Planning for Public Transport in Developments' defines 400m as the recommended maximum distance to walk to a bus stop. The site does provide a pedestrian route onto Woodford Avenue where local bus services operate. However, these bus services would exceed the 400m walking distance for the majority of future residents. Services are lacking on Coypool Road so in order to ensure that every residential dwelling is located within 400m of a bus stop the applicant will fund an additional carriage on the Park and Ride service which will allow the service to extend in to the proposed development and retain its frequency.

47. The requirement for funding is £130,000 for an additional bus, per year, and the applicant will need to fund the service for a period of five years. Beyond this, additional years, up to three years, will be required on a year by year basis which will be reviewed against operational requirements. As such a S106 obligation to secure the necessary funding to extend the P&R service is required (£650,000 for five years and if still required £130,000 per year for up to three years).

48. The extended bus service, into the site, will need to be operational from first occupation and appropriate bus stops and turning provision must be provided within the site. Details of the turning area must be submitted for approval and subject to planning conditions. It will be acceptable for a bus to perform a reversing manoeuvre as a temporary arrangement, in a dedicated area, if required whilst construction continues within the site.

49. The application includes an Outline Residential Travel Plan which aims to promote sustainable travel and reduce the number of journeys made by single occupancy vehicles. Sustainable travel options will be designed into the residential estate but a Travel Plan will ensure that residents are made fully aware of all modes of sustainable travel in the area and a Travel Plan Co-ordinator will be appointed to liaise with the Councils Sustainable Travel Officers to ensure information is up to date.

50. Targets, for modal shift away from private car trips, will be identified and through the lifetime of the Travel Plan reviews / surveys will be undertaken to determine the success of the Plan. Reports will be submitted to the Council in a timely manner with results communicated to residents.

51. The Travel Plan will include a welcome pack for each property and each property will receive a Travel Voucher which can be redeemed for the purchase of bus tickets or towards a bicycle (including electric cycles / scooters). Each voucher will be worth up to £200, in accordance with a S106 obligation, and will be available for the first occupants of each property only.

52. The Travel Plan is subject to a condition and will require surveys to be undertaken to establish baseline travel trends and future targets.

## Construction Traffic

53. Access to the site is achieved via a road network that consists of strategic roads leading to commercial estate roads. However, as the development progresses the nature of the local road network will change, by way of becoming a primary means of access to a residential development, and it is therefore important to ensure that a Construction Traffic Management Plan, CTMP, is submitted. This should include details of access routes, contractor parking, welfare areas, Traffic management requirements and construction times. Construction traffic, associated with the development, during peak hours on the highway should be avoided where possible. This will also include a Construction Worker Travel Plan (CWTP) which will assist with management of worker car parking to avoid overspill in to surrounding local streets.

54. The applicant will also be required to provide a dilapidation survey of the local roads with a commitment to make good any damage caused by construction traffic. Road sweeping must be carried out on a regular basis to maintain clean roads and footways. This will be secured by condition.

55. Significant pre-planning and planning application discussions have taken place with the applicant in regard to this proposed development. The traffic impacts have been fully assessed and where issues arise a package of measures and mitigation proposals have been negotiated which include financial contributions towards the ECJI project and highway works to Coypool Road.

56. Access will be achievable for all users with a range of routes into, and within, the development provided for pedestrians and cyclists. Connections will be made to link into existing sustainable infrastructure and the applicant will fund a bus service, for up to eight years, to ensure that all future residents live within the recommended 400m distance to a bus stop.

57. The internal estate road network will be designed as a low speed environment with details secured through a design code to ensure consistency throughout the residential estate. The development will provide a walkable neighbourhood to encourage lower car-based journeys. Localised pedestrian and cycle route improvements will be provided to link with existing facilities in the area.

58. Parking will be provided in accordance with current standards and the applicant has committed toward providing Electric vehicle charging points for dwellings and in shared facilities within the site.

59. The application has been submitted as an outline, with access as a full detail, the Reserved Matters Application(s) can ensure that further details are acceptable due course.

60. Officers consider that the proposed development is acceptable with regard to highways and is in accordance with JLP policies DEV29 and PLY53 of the JLP. as well as PSM5 of the PSMNP.

## Openspace, Landscape Impacts and Trees

61. The proposed character and amount of open space on the Site is set out on the Green Infrastructure Parameter Plan. This is then informed by the Woodland Strategy. Officers consider the proposed development helps address local deficiencies in the accessibility and quality of green space and play space in compliance with JLP Policy DEV27. Managed public access to the woodland will be provided through the creation of new connections and provision of recreational routes through the woodland, for the benefit of both existing and future residents. Formal public spaces will be provided to complement the woodland and provide further opportunities for play and recreation. This includes the proposed community orchard, playspaces, Community green, and provision of open space for teenagers close to the Community Hub.

62. Public access to the woodland is considered to be a major benefit of scheme and meets the requirement of Policy PLY53(6). The scheme will also comply with Policy PSM3 of the approved Plympton and St Mary Neighbourhood plan. The applicant has agreed to transfer the openspaces, playspaces and woodland to the council once all work and improvements in those areas are complete which will be secured through the s106 along with a commuted sum of £1,441,281 cover the cost of management and maintenance for a period of 20 years (unless an alternative management arrangement is agreed).

63. A Landscape and Visual Impact Assessment has been submitted with the application which concludes that due to the topography of the site and existing vegetation impacts on landscape character is likely to be minimal. The Proposed Development would generally be seen within the context of residential development both along the edges of Woodford and beyond the Site to Plymouth. It is considered that, whilst the existing environment comprises a partly undeveloped landscape, the Proposed Development and landscape strategy proposals would be beneficial to the improvement and enhancement the current landscape condition and quality, which has historically been used for industrial purposes and characterised by large industrial structures. Officers are in agreement with these conclusions and therefore the application complies with policies DEV23 and DEV27 of the JLP.

64. The majority of existing tree cover connectivity across the site would be retained. Approximately 1.45 hectares of trees (9% of total tree cover) would be removed if the development was carried out in strict accordance with the Illustrative Masterplan.

65. The majority of trees that would be removed comprise low quality groups of self-set regeneration or structure planting as well as trees which have been structurally compromised by previous ground remediation works. There would be some loss of moderate quality trees but this is generally restricted to woodland edge and occasional open grown trees. Connectivity of woodlands will be retained wherever possible with only the access road to the north affecting this.

66. The Woodland Strategy sets out the principles by which the existing woodlands and areas of tree cover will be incorporated into the development and how they will be managed and improved as part of the development process.

67. Detail of replacement tree planting will be dealt with through reserved matters applications and address mitigation for the loss of trees opportunities to augment and connect existing tree cover.

68. A detailed Arboricultural Impact Assessment (AIA) will be required in support of any future reserved matter/applications which will be secured through condition. Officers consider the proposal complies with policy DEV28 of the JLP.

#### Biodiversity

69. The Proposed Development incorporates a number of ecological measures that protect the existing ecological features at the Site and make the most of the opportunities for ecological enhancement. An outline Landscape and Ecological Management Plan has been submitted with the application which details a number of ecological features which will be incorporated within the Proposed Development. These include:

- Retention and enhancement of woodlands and adoption of management regimes to ensure longevity and structural diversity in addition to maintaining wildlife interest;
- Creation of structurally and botanically diverse grasslands;
- Landscaping and management to encourage pollinators e.g. selection of native and wildlife friendly nectar and pollen producing species for bees and butterflies, including early and late

flowering species, in addition to management operations that maintain forage sources throughout the season and which safeguard overwintering and breeding habitats;

- Provision of 30 habitat features for insects, such as 'bee bricks', bumblebee nest boxes, 'bug hotels' and similar;
- Sanctuary areas for badgers and reptiles, created and safeguarded through landscaping and public access management;
- Wildlife refuge features suitable for small mammals, birds, invertebrates and reptiles;
- Provision of bird boxes, suitable for a range of species, within the woodlands to maintain nesting opportunities during woodland management operations, in addition to 20 bird nest units (e.g. for swifts, swallows, house sparrow) incorporated within the new residential development;
- Provision of 30 bat boxes, including models suitable for pipistrelles, Myotis species and barbastelle, within woodlands to maintain roost habitat for tree dwelling bats throughout woodland management operations, in addition to 10 bat roost units installed within or on to appropriate structures within the new residential development (for example, buildings within the community hub facing onto open space, apartment buildings or residences within the older persons scheme which face towards woodland edges);
- Long-term maintenance of the existing bat barn in the northeast corner of the Site and creation and long-term maintenance of second bat building in the west of the site to maintain roost opportunities and range within the site; and
- Adoption of a wildlife sensitive lighting strategy to minimise light spill within sensitive habitats and light disturbance affecting a range of nocturnal wildlife occupying the site.

70. Officers consider the biodiversity measures are acceptable. Biodiversity Impact calculations have been undertaken which demonstrate a significant Net Biodiversity Gain as required by policy DEV26. Conditions have been added to secure these measures and the submission of detailed LEMPS at reserved matters stage. The conditions will secure details of the deer impact and mitigation.

71. The number of bird boxes proposed falls below that which is required by the SPD therefore a condition has been added requiring the equivalent of 1 bird box per unit as per the guidance, Conditions have also been added securing details of the new 2nd bat house, and full reptile translocation details.

72. An Outline Construction Environmental Management Plan (CEMP) has been provided which sets out the principles of protecting biodiversity and the environment during construction of the development. A condition has been added securing a detailed CEMP prior to commencement.

### Sustainability

73. A sustainability Statement and Energy Strategy have been submitted with the application which states that the proposed development will be designed and constructed in accordance with the energy hierarchy: be lean (designed to reduce energy demand); be clean (use energy efficiently); and be green (supply with renewable local carbon energy where feasible). The strategy allows for a combination of Low and Zero Carbon Technologies (LZCTs) to be integrated into the Proposed Development. The strategy can be delivered through one (or a combination of) the following measures:

74. -Photovoltaics;  
- Air Source Heat Pumps (ASHPs);  
- Site-wide district heating network fed by gas-fired heat and power (CHP);
75. and/or  
- Site wide renewable community heating systems fed by biomass boilers.

76. Officers are in agreement with the majority of the Energy Strategy however consider some of the discounted options should be re explored along with whether there are any opportunities for shared offsite heat and power with the neighbouring Princess Yachts .

77. In overall terms, the submitted details in the Sustainability Statement and Low Carbon & Energy Strategy, meet current requirements of policy DEV32 in reducing CO2 emissions. Further details will be secured by condition.

#### Housing Provision and Affordable Housing

78. The application proposes 20% affordable housing (AH) which is below the 30% requirement in DEV7 subject to viability. Officers have therefore sought to secure various commitments from the applicant to improve upon the initial offer, which are outlined below in more detail.

79. Officers acknowledge that there are considerable abnormal costs associated with the development of this former industrial site, including the demolition of circa 30,000sqm of various large asbestos clad buildings, the remediation of the contaminated ground, and the steeply sloping topography of parts of the site which have a significant impact on the viability of the development. Officers therefore accept that achieving full policy levels of AH will not be possible, as evidenced by the agreed viability appraisal for the development.

80. It is also worth noting that without intervention by a public body such as Homes England, it is quite likely that the site would not have been assembled or brought forward for development at all, or even if it had, then the AH offer would almost certainly have been significantly lower. In addition Officers have taken the view that the 20% affordable housing offer should apply to all 550 residential units that are proposed on the site, which includes the 60 unit block of older person's flats.

81. 65% of the AH units will be for Social Rent and that the remaining 35% will be available as Affordable Home Ownership options which complies with the guidance within the SPD. If all 550 units are delivered this will equate to 72 Social Rent units and 38 Affordable Home Ownership units, providing valuable homes for the 7000+ households that are currently awaiting affordable rental accommodation on the Council's housing register, as well as those in the city who need to secure affordable forms of home ownership.

82. In order to maximise the contribution of the development towards AH delivery in the city, officers have worked with the applicant to find ways of improving on the original headline 20% offer. This includes:

- a. A commuted sum payment of £361,524 towards the delivery of off-site affordable housing in other parts of the city, captured in the S106 agreement.
- b. A formal commitment from the applicant to make reasonable endeavours to increase levels of AH at a later stage in the development process as set out in an Affordable Housing Statement, which would be appended to the S106. It is envisaged that additional AH units over and above those captured in the S106 will be enabled as a result of this agreement.

#### Phasing of Affordable Housing

83. The applicant's aim to subdivide the whole site into a number of parcels is welcomed, as officers consider that it will attract a range of developers and builders of different sizes, hopefully accelerating and diversifying housing development products and partners. Policy DEV7 requires however that developments should deliver a wide choice of high quality homes which create sustainable, inclusive and mixed communities, and therefore the AH should reasonably spread across the site, rather than being concentrated within a particular area. To secure this an Affordable Housing Base Plan will be required, prior to any Reserved Matters applications being submitted. This

will include a requirement that AH clusters do not exceed 12 properties (unless otherwise agreed by the Council) and for the AH units to be indistinguishable from open market units.

#### Housing Unit Type Mix

84. Although exact housing unit types will be reserved for future consideration the proposed indicative unit type mix for all forms of tenure is 390 houses and 160 flats which has been used in the capacity testing. This is considered to be acceptable for a housing development of this scale at this location, and will ensure that a wide range of housing needs are met by this development, complying with the strategic policy aims set out in DEV7 of the JLP.

85. The indicative housing size mix set out in the Planning Statement of 46 one bed apartments, 54 two bed apartments, 93 two bed dwellings, 233 three bed dwellings and 64 four or five bed dwellings will meet the need for both smaller and larger homes is in line with the strategic aims of JLP policy DEV7, and as evidenced by the SHMA part 2.

86. The proposal to develop 60 flats for older persons is welcomed given the predicted future housing needs of an ageing population, and again this is set out as a policy objective in DEV7. The proposal to locate this apartment block close to the neighbourhood centre, where the retail, community and public transport links will be concentrated is welcomed.

#### Provision of Accessible and Adaptable Homes

87. Policy DEV7 sets out the policy requirement for housing suitable for households with specific needs. In addition DEV9 makes a specific requirement for 20% of dwellings to meet Category M4 (2) of Building Regulations, and for 2% of dwellings on developments larger than 50 properties, to meet Category M4 (3). The application proposes to meet these requirements which will be secured by a condition. Given the scale of this development, officers consider this to be a valuable opportunity to meet some of the backlog of unmet need for this type of housing in the city.

#### Self-Build/Custom build

88. Policy DEV9 - Meeting local housing need in the Plan Area confirms that Self and custom build housing will be supported providing they meet the over-arching sustainable development, general amenity and design policies. It states that the LPAs will:

- i. Negotiate the identification of suitable plots on major development sites to meet this need.
- ii. Encourage the provision of serviced plots and co-housing schemes.
- iii. Be proactive in exploring ways to ensure sufficient plots are consented to meet the duty set out in the Self-Build and Custom Housebuilding Regulations.

89. Officers have discussed and negotiated self- build and custom build housing with the applicant who has committed to explore all options, to provide at least 5% Custom and Self-build housing at the Site where viable and deliverable. This commitment will be secured in the s106 which will require the applicant to submit an Annual Custom and Self-build Statement to the Council every 12 months from the date of securing Planning Permission. The Statement will provide an update on the marketing process and funding opportunities to support Custom and Self-build homes. It will also include a requirement to hold quarterly delivery team meetings with the Council to ensure that this approach is maintained throughout the lifetime of the project.

90. Officers consider that the proposal will make a significant contribution to meeting the AH need in the city, creating a wide range of high quality new homes for approximately 110 households in need of both Social Rented property and for those in need of Affordable Home Ownership. This is in addition to other AH units that will be enabled by the commuted sum for off-site AH provision.

91. Although the total percentage offer falls short of the policy level required by JLP policy, it is considered the offer is acceptable overall given the challenging nature of the site and the other commitments being offered by the applicant, as evidenced by the viability assessment.

92. In addition the application offers significant numbers of accessible homes to meet the backlog of need for households requiring adaptable and accessible properties, and this is also welcomed, given the relative scarcity of this form of housing across the city.

#### Retail and Town Centre Uses

93. Policy DEV16 'Providing retail and town centre uses in appropriate locations' states that proposals for main town centre uses in edge of centre locations and out of centre locations should be supported by a sequential test. It states that the test should demonstrate that there are no other sequentially preferable suitable and available sites within or on the edge of an appropriate centre within the hierarchy of centres. As such a sequential test has been submitted with the application.

94. The proposed retail and community uses are included within the development mix to help create a sustainable neighbourhood potentially meeting daily shopping requirements and providing a focal point for community life, as well as reducing reliance on public and private transport. Inclusion of retail provision in the development mix is therefore designed to meet a particular market and locational requirement at Coypool Park.

95. Policy SPT5 'Provision for retail development' states that proposals that meet compelling 'qualitative' needs for retail development will be considered favourably. This includes providing retail development 'in support of the principle of sustainable linked neighbourhoods, allowing for a small scale local convenience shop in locations where there is no other shop within a reasonable walking distance of a residential area'.

96. Although the sequential test has identified available units within nearby shopping centres officers consider that the limited retail space and community hub uses are needed to help create a sustainable neighbourhood particularly in contributing to reducing the amount of vehicle movements on the wider highway network and therefore the proposal is considered to comply with policies DEV 16 and SPT5.

97. The location of the retail unit(s) will be controlled through the reserved matters applications.

#### Pollution and contamination

##### Ground contamination

98. A Contaminated Land report and Remediation Strategy has been submitted with the application as an appendix to the Environmental Statement. The EA are in agreement with the report that the site contains localised organic and/or metals contamination that require remediation and further delineation. Some remediation in relation to Controlled Waters risks etc. has been carried out in accordance with permitted planning consent 19/01964/FUL for demolition and removal of roads, hardstanding and slabs etc. along with pipework (redundant landing lines) and contamination 'hotspots' The report also concludes that as part of the future site re-profiling works the residual risk of unforeseen NORM radiation occurring in excavated soils needs consideration as well as verification of soils for reuse. A condition has been added to secure appropriate investigation and remediation takes place.

##### Noise

99. A noise assessment has been submitted with the application which identifies external noise issues at proposed properties near Princess Yachts and the road traffic noise from the B3416 and A38. Mitigation measure are to be the noise barriers with proposed heights ensuring that sound level

of between 50-55db are not exceeded. The Public Protection Service are in agreement with this approach which will be secured by condition.

100. The construction phase of the development is initially unlikely to cause too much disturbance due to the size of the development space and the distances from any existing dwellings, however during the course of the development as residences become inhabited the potential for disturbance to existing residents will increase. As such a Construction and Environmental Management Plan has been conditioned which will deal with all elements of disturbance including noise, dust, mud on roads

#### Air Quality

101. An air quality assessment report has been submitted with the application which identifies construction dust as a potential issue. Construction dust is made up of particulates which can have an impact upon health, in addition to causing a nuisance to nearby residents. A dust management plan will be included within the Construction Environmental Management Plan (CEMP) secured by condition.

#### Drainage

102. The developable area is found entirely in Flood Zone 1. An area to the north is located in Flood Zone 2 and this is to remain as woodland. The EA defines Flood Zone 1 as being at a low risk of flooding from a 1% AEP (1 in 100 year return period) flood event.

103. Surface water flood risk mapping provided by the Environment Agency indicates isolated areas of surface water, but overall the current site is at a low risk of flooding from a 1% AEP (1 in 100 year return period) storm event. Mapping indicates that there is an ordinary watercourse in the north of the site extent which is culverted to the north west. This appears to connect to a leat (identified on mapping as a canal) towards the western boundary of the site, and is also identified as an ordinary watercourse. To the south of the site this watercourse is culverted beneath Coypool Road and the Coypool industrial development south of the proposed site, and outfalls to the Tory Brook. The outfall is understood to be below mean high water and can be tide locked.

104. The site is located in a Critical Drainage Area (green) identified by the Environment Agency as an area where the existing drainage system is close to or has reached capacity.

105. The site is located in an area identified as having the potential for contaminated land due to former china clay works.

106. The Environmental Statement includes a summary of flood risk with a Flood Risk Assessment as an Appendix.

107. The site is described as consisting of three existing catchments:

- Catchment 1 forms approximately 12.9ha of the north of the site and drains to an ordinary watercourse that discharges to the River Plym. The existing impermeable area is 0.84ha.
- Catchment 2 forms 7.5ha of the middle of the site that drains to a leat on the western boundary. The existing impermeable area is 1.78ha.
- Catchment 3 forms 7.7ha and drains to an infiltration basin located in the south of the site. This basin also has a pump that discharges to the leat. The existing impermeable area is 1.51 ha.

108. The proposed development increases the impermeable area from an existing 4.13ha to approximately 9.5ha.

109. Infiltration tests have been completed within the site and the rates are described as being 'generally good close to the western boundary', while the north eastern part of the site returned poor infiltration rates.



110. As part of the proposed development drainage works, the intention is to open up the existing ordinary watercourse where feasible and locally divert it to suit the proposed levels and for benefits in terms of placemaking and habitat creation.

111. The proposed drainage strategy is to discharge all surface water to infiltration. The general concept is described as discharging surface water to individual plot soakaways. Roads and parking areas are to be drained to permeable paved areas and soakaways where feasible. Where this is not possible, surface water will be directed to attenuation / infiltration SUDs ponds and underground tanks.

112. The design standard of the proposed drainage strategy is for a 1 in 100 year return period (1% AEP) event with a 40% allowance for climate change. An allowance of 10% increase in impermeable area has been included for 'urban creep' over the lifetime of the development. Recommended maintenance schedules have been included in the FRA.

113. Detailed drainage design drawings and supporting calculations are required for all proposed drainage features showing that the proposed drainage strategy meets the LFRMS design standard of 1 in 100 year return period with a 40% allowance for climate change. A condition has been attached requiring the submission of a fully detailed drainage strategy prior to commencement of development and drainage details to be submitted with each reserved matters application.

#### Foul Drainage

114. Due to the topography of the site two new foul water pumping stations will be required to pump foul water from the Proposed Development into the existing offsite 225 foul sewer located along Woodford Avenue. This has been agreed in writing with South West Water.

115. Pumping Station 1 will be located in the south west corner of the Site and Pumping Station 2 will be located in the west of the Site.

116. Full details of the foul drainage and its infrastructure will be secured by condition. The exact location and appearance of the pumping stations will form part of reserved matters applications.

#### Heritage

117. The application is accompanied by a Heritage Impact Assessment that identifies and assesses the impact on 4 nearby by designated heritage assets:

- The Borringdon Arch
- Saltram House
- Borringdon Park Wood
- Lee Moor Tramway Bridge

118. It also identified non designated heritage assets within the site, the Cann Quarry Canal (disused 'leat') and 18th century stone hedgebanks within the woodland.

119. The assessment concludes that there will be no direct effect upon the Borringdon Arch or upon its immediate setting, as the historic designed views from the arch out to the wider landscape, down to Saltram and Plymouth will be preserved. Dwellings in the north east of the site may be visible but this could be mitigated through design and woodland planting. The proposal will allow public access to the woodland to view the Borringdon Arch and hedgebanks which will enhance the understanding of the historic landscape.

120. The Site is located 780 meters to the north of Saltram House Registered Park and Garden the proposed development will bring built form closer to the south side of the Site, however this

change will be experienced largely in the context of existing built form at Woodford, as seen from the north and west side of the registered area.

121. The immediate setting and heritage significance of Boringdon Park Wood, will remain unaffected by the Proposed Development, and there are likely to be no direct impacts.

122. The retention and enhancement of woodland will help to ensure any visual harm on the wider setting of the Lee Moor Tramway Bridge is reduced. The existing modern industrial/retail units to the east have had an adverse impact upon the wider setting of the bridge, the buffer zone and woodland screening proposed will ensure that no significant further visual intrusion on the setting of the bridge will occur.

123. The 18 century hedgerows have low significant historic value but will be retained in the woodland where they will be able to be viewed by the public. The Cann Quarry Canal (the disused leat) will be retained within an area of enhanced open space and woodland. Therefore the layout of the Proposed Development will make a neutral contribution to the immediate setting of this non-designated heritage asset.

124. The railway underpass to the west of the Site is proposed to be opened up to connect the footpath and cycle way on the Site with the Plym Valley trail, which will enhance access to, and therefore appreciation of, the post medieval and modern industrial history of the Site, as well as the Plym Valley Railway and Plymbridge Woods

125. The Councils Historic Environment Officer and Historic England have raised no objections to the proposal but have expressed some regret regarding damage to the non-designated leat during the previous demolition and remediation works. Historic England have suggested a financial contribution towards repairs and improvements to the tramway bridge however given that these are not required to mitigate the impact of the proposal officers do not consider these would meet the required tests in the CIL regulations. Furthermore it is understood the bridge is in third party ownership.

126. The proposal is considered to enhance access to some historical assets and officers consider any adverse impacts will not be significant. The proposal therefore complies with policy DEV21 and of the JLP and PSM11 of the PSMNP

#### Other Issues

127. An Employment and Skills Plan has been conditioned to contribute to employment and skills development during the construction phase to meet the requirements of DEV19 of the JLP.

128. A condition requiring a Public Access Defibrillator to be installed on the community hub building or an alternative agreed location has been added in line with guidance within the SPD and to meet the requirements of DEVI and SPT2.

129. A secure by design condition has been attached requiring the development to reach secure by design silver standard and for all private gates to have locks in accordance with policies Dev 10 and Dev 20.

130. With regard to the letters of representation the majority of comments have already been addressed in this report.

131. With regard to Site Notices and publicity the application has been advertised on 3 separate occasions in line with national regulations and council protocols. This has included site notices and press adverts. Letters are not sent to neighbouring properties.

132. With regard to construction traffic and workers movements this will be controlled through condition. All construction traffic and worker movements will be via Coypool Road.

### **9. Human Rights**

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.

### **10. Local Finance Considerations**

The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended).

### **11. Planning Obligations**

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

Planning obligations have been requested in respect of the following matters:

- Strategic Transport
- Playing Pitches
- Health
- Education
- Allotments
- Outdoor Sports
- Wet Sports
- Dry Sports

The submitted viability appraisal has been scrutinised by development viability officers, who agree that the S106 financial package of £4,750,000 is justified. As previously mentioned officers acknowledge that there are considerable abnormal costs associated with the development of this former industrial site, including the previous demolition of various large existing buildings, the remediation of the ground, and the steeply sloping topography of parts of the site which have a significant impact on the viability. Officers consider without intervention by a public body such as Homes England, it is quite likely that the site would not have been assembled or brought forward for development at all.

The available contribution has been prioritized as follows.

Infrastructure Contributions:

- £1,790,813 towards strategic transport improvements along the city's eastern corridor including, but not limited to, the A374 / A379, the B3416 Plymouth Road and Marsh Mills roundabout.
- £1,000,000 towards Secondary Education provision at Hele's School or other provision in the City that mitigates the impact of the development on secondary education.
- £187,068 towards the Plympton Wellbeing Hub, or to alternative local wellbeing projects that mitigate the impact of the development on health and wellbeing infrastructure.
- £637,595 towards the Boringdon Sports Hub or other sports provision in the area.

- £361,524 towards offsite affordable housing.
- £13,000 S106 Management Fee.

In addition the s106 will secure:

- £650,000 to fund provision of the extension of the park and ride bus route into the development for 5 years. If after 5 years the route is still is not viable this will be funded for up to a further 3 years (£130,000 for each year).
- Travel plan measures up to the value of £110,000.
- Transfer of the openspace, playspaces and woodland to the council (unless an alternative management proposal is agreed) with a commuted sum of £1,441,281 to cover 20 years management and maintenance.
- 20% Affordable Housing and Affordable Housing Statement.
- Custom and Self build statement.

## **12. Equalities and Diversities**

This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and has concluded that the application does not cause discrimination on the grounds of gender, race and disability.

## **13. Conclusions and Reasons for Decision**

Officers consider the proposed development will deliver a high quality sustainable residential development on previously developed land. The development will deliver an important and recognisably difficult site allocated in the JLP and Plympton St Mary Neighbourhood Plan. Up to 550 homes are proposed which will make a significant contribution to addressing the housing need in the city. Furthermore 20% of these homes will be affordable housing with provisions in place to increase this in the city through an offsite contribution and a commitment to explore avenues of increasing the affordable housing provision on site in the future.

The development will provide community uses, playspaces and openspace to create a sustainable and desirable place to live. Public access and improvements to the woodland as well as its long term management will provide significant public benefit to existing residents in nearby estates as well as future occupiers.

Officers consider the Design Codes and Woodland Strategy alongside the other application documents will ensure a quality scheme which will successfully integrate the new built environment with the natural resources of the site.

The impact on the environment and wildlife has been comprehensively assessed in the Environmental Statement and appropriate mitigation and enhancement proposed to ensure any impacts are acceptable and net biodiversity gain is achieved.

A package of highways measures and offsite works as well as a significant financial contribution to the strategic highway network has been secured to ensure that the impact on highways is acceptable. Likewise the impact on infrastructure such as schools and health facilities will be mitigated through significant contributions which also includes a contribution to the delivery of an allocated sports hub to serve the area.

Officers consider the overriding social, economic and environmental impacts of the scheme are positive. Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance and is therefore recommended for conditional approval subject to a s106 agreement.

#### **I4. Recommendation**

In respect of the application dated 09.08.2019 it is recommended to Grant conditionally subject to S106.

#### **I5. Conditions / Reasons**

The development hereby permitted shall be carried out in accordance with the following approved plans:

##### **I      CONDITION: APPROVED PLANS**

Buildings and structures to be demolished I2991-GIS003-D received 07/08/19  
Density Parameter Plan 6052\_P\_005 Rev B received 27/04/21  
Illustrative Masterplan 6052\_P\_007 Rev A received 27/04/21  
Red Line Boundary Plan 6052\_P001 Rev B received 27/04/21  
Access and Movement Parameter Plan 6052\_P\_002 Rev B received 27/04/21  
Building Heights Parameter Plan 6052\_P\_006 Rev C received 27/04/21  
Site Location Plan 6052\_P\_100 Rev B received 27/04/21  
Land Use Parameter Plan 6052\_P\_003 Rev B received 27/04/21  
Green Infrastructure Parameter Plan 6052\_P\_004 Rev C received 27/04/21  
Pedestrian and Cycle Link to Coypool Road Illustrative Plan 6052\_SK040 - received 27/04/21  
SECONDARY ACCESS LAYOUT OPTION 2 I2991-CRH-ZZ-XX-SK-C-4005 ) P2  
Delivery Strategy Phase 1 and 2 (2 Sheets) received 23/06/20  
Proposed Slip Road Amendments I2991-CRH-XX-XX-DR-D-6075 P6  
ECJIW WORKS - COYPOOL ROAD / PLYMOUTH ROAD 70031204\_CP\_0101 Rev C  
PRIMARY ACCESS GENERAL ARRANGEMENT I2991-CRH-XX-XX-DR-D-4030 P5

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with the Plymouth & South West Devon Joint Local Plan 2014–2034 (2019).

##### **2      CONDITION: APPROVAL OF RESERVED MATTERS**

Approval of the details of means of appearance, layout, scale and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

##### **3      CONDITION: RESERVED MATTERS SUBMISSIONS I**

The submission of all Reserved Matters and the implementation of the development hereby permitted shall be carried out in accordance with the mix and disposition of land uses, outlined within the approved Masterplan, and in broad conformity with the layouts identified and details on the illustrative Masterplan, Regulating Plan, and approved Parameter Plans and or any subsequent amendment to these plans which may be subsequently approved in writing by the Local Planning Authority.

Reason:

To set a framework for the submission of full and adequate reserved matter details and for the assessment of the proposed development in accordance with the adopted Plymouth and South West Devon Joint Local Plan 2019.

#### **4 CONDITION: RESERVED MATTERS SUBMISSIONS 2**

Detailed plans and particulars of the Reserved Matters above shall be in compliance with the approved Design Code November 2020 and Woodland Strategy January 2020 (where applicable) and each application shall demonstrate in a written statement how the principles and requirements of the Design code and Woodland Strategy (where applicable) have been adhered to.

Reason:

To ensure the development achieves the aspirations of quality design set out in the Design Code in accordance with the adopted Plymouth and South West Devon Joint Local Plan 2019.

#### **5 CONDITION: TIME LIMIT FOR SUBMISSION**

The first and second applications for the approval of Reserved Matters shall be submitted to the Local Planning Authority (LPA) within three years from the date of this permission. The applications for the approval of Reserved Matters which relate to the remaining development shall be submitted to the LPA within 6 years from the date of this permission. The first reserved matters application submitted shall be for the woodland area.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990.

#### **6 CONDITION: TIME LIMIT FOR COMMENCEMENT**

The development hereby permitted shall be begun before the expiration of two years from the date of approval of relevant reserved matters to be approved.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

#### **7 CONDITION: RESERVED MATTERS FRAMEWORK PLAN**

No Reserved Matters applications shall be submitted until a Reserved Matters Area Framework Plan has been submitted to and approved in writing by the LPA. The plan shall divide the development into different reserved matters areas. Reserved Matters areas shall include all public open space and playspace and the interface between the built development and the woodland. The woodland shall form a separate and individual reserved matters area.

Reserved Matters Application shall be submitted in accordance with the approved Reserved Matters Area Framework Plan.

Reason:

To set a framework for the submission of full and adequate reserved matter details and for the assessment of the proposed development for particular areas, in accordance with the Plymouth and South West Devon Joint Local Plan.

#### **8 CONDITION: WOODLAND RESERVED MATTERS APPLICATION**

The woodland reserved matters application and any other reserved matters applications that include woodland shall be in compliance the following documents:

Woodland Strategy January 2020  
Green Infrastructure (GI) Parameter Plan (Figure 4.3 Ref 6052\_P\_004)  
Access and Movement Parameter Plan (Figure 4.1 Ref 6052\_P\_002)  
Proposed Habitats Plan (Figure 7.2 Ref G5810.70.069E)  
Wildlife Mitigation Strategy Overview (Figure 7.4 Ref G5810.70.071C)  
Outline Landscape and Ecological Management Plan (ES Appendix 4.4).

Reason:

To ensure the woodland improvements achieve the aspirations set out in the Woodland Strategy in accordance with the adopted Plymouth and South West Devon Joint Local Plan 2019.

## **9 CONDITION: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)**

### **PRE COMMENCEMENT**

Prior to commencement of any development a detailed CEMP shall be submitted to and approved in writing by the Local Planning Authority

The CEMP shall be in accordance with the principles and objectives of the Outline Construction Environmental Management Plan dated April 2021 (ES Appendix 4.3). The CEMP shall include details of all permits, contingency plans and mitigation measures that shall be put in place to control the risk of pollution to air, soil and controlled waters, protect biodiversity and avoid, minimise and manage the productions of wastes with particular attention being paid to the constraints and risks of the site. The CEMP will also include a dust management plan and a site waste management plan. The development shall be carried out in accordance with the approved CEMP.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policies DEV1, DEV2, DEV26 and DEV35 of the Plymouth and South West Devon Joint Local Plan.

## **10 CONDITION: CONTAMINATED LAND**

### **PRE-COMMENCEMENT**

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation shall not take place in that phase until sections 1 to 2 of this condition have been complied with for that phase. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until section 3 of this condition has been complied with in relation to that contamination.

#### **Section 1. Submission of Remediation Strategy**

A remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority

This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved

### Section 2. Implementation of Approved Remediation Scheme

The approved remediation scheme shall be carried out in accordance with its terms. 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 the replaced PPS 23 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.

### Section 3. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of section 1 of this condition, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section 2, 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 section 3.

#### 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, in accordance with policy DEV2 of the Plymouth and South West Devon Joint Local Plan.

Pre commencement justification: To ensure that contamination is dealt with at the appropriate time.

## **11 CONDITION: CONSTRUCTION TRAFFIC MANAGEMENT PLAN PRE-COMMENCEMENT**

No development shall commence until there has been submitted to and approved in writing by the Local Planning Authority a Construction Traffic Management Plan (TMP). The said TMP shall include, but not be limited to, details of all likely vehicle movements including number, type and size of vehicle; site operation hours and local highway embargo (peak traffic hour times); routes being used by site traffic; site access (vehicle and pedestrian / cycle) and security; wheel wash facilities; cycle storage and welfare facilities; and details of contractor's car parking arrangements. The approved works shall be carried out in strict accordance with the approved TMP.

#### Reason:

To ensure that the traffic impacts associated with the demolition phase of the proposed development does not lead to adverse impacts upon the operation of either the Local or Strategic



Road Networks in accordance with Policy DEV29 of the emerging Plymouth and South West Devon JLP March 2017.

Pre-commencement justification: To ensure the impacts of demolition and construction on the highway are acceptable from the beginning of works.

## **12 ACCESS (CONTRACTORS)**

### **PRE COMMENCEMENT**

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 Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

Pre commencement justification: To ensure that the construction access is acceptable before development begins.

## **13 CONDITION REPTILE TRANSLOCATION**

### **PRE-COMMENCEMENT**

Prior to commencement of the development a detailed method statement for reptile translocation, as proposed in the Outline Landscape and Ecology Management Plan (ES appendix 4.4) shall be agreed in writing with the Local Planning Authority. The method statement shall:

- a) identify on appropriate scale plans the areas that will be subject to translocation to remove reptiles in advance of phased development;
- b) set out the methods to be employed to find, capture and translocate reptiles;
- c) the timetable for translocation, including optimal times of year and seasonal constraints;
- d) identify the receptor site(s) selected for translocation of reptiles with established habitat sufficient to support the reptile population to be moved;
- e) identify qualifications and experience necessary for those responsible for implementing the works.

Where reptile survey data is older than 2 years old on land to be developed, repeat surveys shall be undertaken to establish current population levels and distribution prior to translocation. Reptile translocation shall be carried out in accordance with the approved method statement and timetable.

Reason:

In the interests of the retention, protection and enhancement of legally protected wildlife and features of biological interest, in accordance with Joint Local Plan Policies SPT12 & DEV26 and Government advice contained in the NPPF paragraphs 170, 174 & 175.

Pre commencement justification: To ensure that the reptile translocation takes place at the appropriate time.

## **14 HIGHWAY DILAPIDATION SURVEY**

### **PRE COMMENCEMENT**

No works shall commence on-site until the applicant has undertaken a highway dilapidation survey in consultation with the Local Highway Authority. The survey shall assess the existing condition of all highway infrastructure adjoining the site which will be impacted upon through the construction

activities associated with the development hereby approved. This shall also include routes to and from the site being used by construction traffic.

#### REASON

To ensure that any damage to the existing highway infrastructure arising from the construction of the proposed development is properly recorded and addressed by the developer on completion of the works in the interests of the safety of all users of the highway in accordance with Policy DEV29 of the Plymouth and South West Devon JLP March 2019.

Pre commencement justification: To ensure that the survey takes place before construction vehicles start entering the site.

#### **15 CONDITION: DETAILS OF EARTHWORKS AND EARTHWORK STRATEGY** **PRE-COMMENCEMENT**

No development shall take place until details of earthworks and an earthworks strategy have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and modelling of the land areas including the levels and contours to be formed, showing the relationship of the proposed modelling to existing levels and contours, vegetation and surrounding landform.

The Earthworks Strategy shall include:

- How the cut-and-fill operations will contribute towards the aim of achieving as close as reasonably practicable to a balance within the site, so as to minimize the net import or export of soil.
- How the works will be phased
- Shall incorporate opportunities for advance planting to further reduce visual impacts during construction
- Provide detailed information on how contamination will be dealt with
- Details of the top soil stripping, storage, and where relevant reinstatement
- Details of Storage and Management of spoil
- Details of how the Earth Works conform with the Outline Construction Environmental Management Plan.

Reason:

To ensure that the works are carried out in accordance with the parameters set out in the ES and the works are carried out in accordance with JLP policies DEV20 and DEV23.

#### **16 CONDITION: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN** **PRE COMMENCEMENT**

Prior to commencement, of development (except Site Preparation Works) an updated outline LEMP shall be submitted to and approved in writing by the LPA. The updated LEMP shall remain the same as the Outline Landscape and Ecological Management Plan dated April 2021 (ES Appendix 4.4) but include:

- a) a section on Hard Landscaping;
- b) evidence that the development overall will achieve at least a 10% net gain in biodiversity, and;
- c) a programme for delivery of each element of the greenspace and ecological mitigation and enhancement.

## Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Joint Local Plan Policies SPT11 & DEV26 and Government advice contained in the NPPF paragraphs 170, 175 and 176.

Pre commencement justification: To ensure that the landscape and ecological management is acceptable and in place before development begins.

## **17 CONDITION: WOODLAND, PUBLIC ACCESS , MANAGEMENT AND DELIVERY PLAN**

### PRE COMMENCEMENT

No development other than Site Preparations works shall take place until a programme for delivery for the all woodland works including a timeframe for making the woodland accessible to the public have has submitted to and approved in writing by the LPA.

Prior to commencement of development (or any other woodland works) within the Woodland Reserved Matters area, a woodland management plan including details of public access shall be submitted to and approved in writing by the Local Planning Authority. The woodland management plan shall include details of the impact of deer and how this will be mitigated.

The development shall accord with the approved details and the woodland shall remain accessible to the general public in accordance with the approved details thereafter.

Reason: To ensure that satisfactory landscaping and biodiversity works are carried out and the public benefits from the woodland are achieved in accordance with DEV20, DEV23, DEV27, and policy DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 127, 170 and 175 of the National Planning Policy Framework 2019.

Pre commencement justification: To ensure that the programme for woodland delivery is in place at an early stage.

## **18 CONDITION: EMPLOYMENT AND SKILLS PLAN**

### PRE-COMMENCEMENT

No development, except Site Preparation Works, shall take place until an ESP has been submitted to and approved in writing by the Local Planning Authority. The ESP should demonstrate how local people will benefit from the development in terms of job opportunities, apprenticeship placements, work experience and other employment and skills priorities. The ESP should cover the construction of the development. The development shall thereafter be carried out in accordance with the approved ESP unless a variation in the plan is agreed in writing in advance by the Local Planning Authority.

## Reason:

To ensure employment and skills development in accordance with DEV19 of the Plymouth and South West Devon Joint Local Plan 2019 and the NPPF 2019

Pre commencement justification: To ensure the skills development and job opportunities are available throughout the construction of the development.

## **19 ACCESS/HIGHWAY IMPROVEMENTS (GRAMPIAN) - COYPOOL ROAD / PLYMOUTH ROAD**

### PRE COMMENCEMENT

No development, except Site Preparation Works, shall commence until details have been submitted to and approved by the LPA in regard to the proposed amendments to the junction of Coypool

Road / Plymouth Road broadly in accordance with drawing number 70031204-CP-0101-C, to the existing highway. The works shall be commenced prior to commencement of the first dwelling and completed by the 40th occupation.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

Pre commencement justification: To ensure the details are acceptable and can start on commencement of construction of the first dwelling.

## **20 CONDITION: SURFACE WATER DRAINAGE**

### **PRE RESERVED MATTERS SUBMISSION**

No Reserved Matters applications shall be submitted until full details of a scheme for the provision of surface water management for the site and the phasing thereof have been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with the principles and objectives of the Flood Risk Assessment (appendix 10.1), the updated Outline Construction Environment Management Plan, Design Code, Woodland Strategy, and the Landscape Ecological Management Plan. The development shall be carried out in accordance with the approved details.

Each reserved matters application shall include further details of surface water management within that reserved matters area and will demonstrate compliance and compatibility with the Surface Water Management Scheme for the site approved above. The development shall be carried out in accordance with the approved details.

Reason:

In the interests of amenity, avoid future flooding, and to avoid pollution of the environment and water supply in accordance with DEV35 of the Plymouth and South West Devon Joint Local Plan.

## **21 CONDITION: FOUL DRAINAGE**

### **PRE RESERVED MATTERS SUBMISSION**

No Reserved Matters applications shall be submitted until details of the provision to be made for foul water drainage and the disposal of sewage from the site including the phasing thereof have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with those agreed details.

Each reserved matters application shall include full details of foul water drainage within that reserved matters area and will demonstrate compliance and compatibility with the details for foul water and disposal of sewage for the site and the phasing approved above. The development shall be carried out in accordance with the approved details.

Reason:

In the interests of amenity and to avoid pollution of the environment and water supply in accordance with policy DEV 2 and DEV35 of the Plymouth and South West Devon Joint Local Plan.

Pre commencement justification: To ensure that the foul water drainage provision is acceptable before development begins.

## **22 BUS TURNING PROVISION**

### **PRE COMMENCEMENT IN RESERVED MATTERS AREA**

No development shall take place in a Reserved Matters Area until details of bus access, bus stops and appropriate turning provision for that Reserved Matters Area have been submitted to and

approved in writing by the Local Planning Authority. The details shall include a timeframe for its implementation. The bus infrastructure shall be implemented in accordance with the approved details.

Reason:

To enable buses to operate safely in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

## **23 CONDITION: DETAILED LEMPS**

### **PRE COMMENCEMENT IN RESERVED MATTERS AREA**

Prior to commencement of development in each reserved matters area a detailed LEMP for the relevant reserved matters area shall be submitted to and approved in writing by the Local Planning Authority. Each detailed LEMP shall be in accordance with the principles and objectives of the approved Updated Outline LEMP.

Each Detailed LEMP shall specify all works necessary to achieve and deliver the biodiversity objectives, as set out in Section 4 of the Outline LEMP and that are applicable to that reserved matters area. Specifications and works shall be undertaken in accordance with the following plans and documents:

- a) Green Infrastructure (GI) Parameter Plan (Figure 4.3 Ref 6052\_P\_004)
- b) Access and Movement Parameter Plan (Figure 4.1 Ref 6052\_P\_002)
- c) Proposed Habitats Plan (Figure 7.2 Ref G5810.70.069E)
- d) Wildlife Mitigation Strategy Overview (Figure 7.4 Ref G5810.70.071C)
- e) Woodland Strategy

The detailed LEMP shall also include a programme for delivery of the works.

Development in each Reserved Matters Area shall be carried out in accordance with the approved Detailed LEMP and delivery programme.

Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Joint Local Plan Policies SPT11 & DEV26 and Government advice contained in the NPPF paragraphs 170, 175 and 176.

## **24 CONDITION: STREET DETAILS**

### **PRE COMMENCEMENT IN RESERVED MATTERS AREA**

No development shall take place in a reserved matters area 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 in that reserved matters area have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied in the reserved matters area until that part of the service road which provides access to it has been constructed in accordance with the approved details.

All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved above before the first occupation of the penultimate dwelling.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

**25      **CONDITION: LANDSCAPE DETAILS****  
**PRE COMMENCEMENT IN RESERVED MATTERS AREA**

() No development shall take place in any reserved matters area until the details of the landscape works for that Reserved Matters Area have been submitted to and approved in writing by the local planning authority. The landscape works shall accord with the following approved drawings and reports:

- The relevant approved reserved matters LEMP
- Woodland Strategy,
- Green Infrastructure Parameter Plan
- Design Code
- Drainage Strategy.

The landscape works shall include:

- o Soft landscape details:
- o Full soft landscape specification; plant species and size (to HTA standards), soil/roof build-up details, planting spec and establishment care.
- o The arrangement of proposed soft landscape elements and soil layouts/elevations (min 1:200 scale). Plans should include a planting schedule for reference.
- o Planting details (1:20 scale or as appropriate) including (but not limited to) tree pit details.
- o Hard Landscape Details: to provide:
- o Drawings identifying the arrangement of proposed hard landscape elements including (but not limited to) paving materials, planters, street furniture and boundary treatment materials (min 1:200 scale)
- o Plans should include a specification of the hard landscape materials (e.g. paving materials), street furniture, any applicable play equipment and any applicable boundary treatments.
- o Boundary treatment details (1:20 scale or as appropriate)

All landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development within that reserved matters area. Any dead or defective planting shall be replaced with a period of 5 years.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with JLP policy DEV20 and DEV23 and Paragraph 127 of the National Planning Policy Framework 2019.

**26      **CONDITION: FURTHER DETAILS - LINK TO WOODFORD AVENUE****  
**PRE DPC**

No development shall take place above damp proof course level until details of the Pedestrian / cycle link to Woodford Avenue have been submitted to and approved in writing by the Local Planning Authority, including details of preventative measures to prevent vehicular access. Details of emergency access must be submitted and footway re-instatement on Woodford Avenue. The details shall be in general accordance with drawing number 12991/CRH/ZZ/XX/SK/C/4005/P2.

The works shall conform to the approved details and be completed prior to first occupation. The link shall at no time be used as a vehicular access apart from in accordance with the approved emergency access 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 DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

## **27 DETAILS OF MAIN ACCESS- COYPOOL ROAD**

### **PRE DPC**

No development shall take place above DPC level until full details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; The details shall be in broad accordance with drawing I2991/CRH/Z1/00/DR/D/4030/P5.

No dwelling hereby approved shall 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 Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

## **28 ACCESS/HIGHWAY IMPROVEMENTS (GRAMPIAN) - COYPOOL ROAD ON SLIP**

### **PRE DPC**

No development shall take place above DPC until details have been submitted to and approved by the LPA of the proposed access and improvements to the existing highway (including bus gate, associated signals, carriageway widening, bus lane and associated Traffic Orders), The details shall be in accordance with drawing number I2991/CRH/XX/XX/DR/D/6075/P6, The works shall be completed prior to first occupation.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

## **29 CONDITION: FURTHER DETAILS - LINK TO NCN ROUTE 27**

### **PRE DPC**

No development shall take place above DPC until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz: Pedestrian /Cycle link, including underpass and ramped access between the development site and the National Cycle Network. The details shall also include a timeframe for its delivery. 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 DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

## **30 ACCESS/HIGHWAY IMPROVEMENTS (GRAMPIAN) - LANDSCAPING AND ACCESS AT COYPOOL ROAD**

### **PRE DPC**

No development shall take place above DPC until details of the proposed access and improvements (including landscaping, footway/cycleway widening, foot/cyclepath connection and associated localised improvements at the former rail crossing and adjacent land on Coypool Road), to the existing highway and adjacent land, have been submitted to and approved in writing by the LPA,. The details shall be in accordance with drawing 6052-SK040, The works shall be completed in accordance with the approved details prior to the occupation of any dwellings hereby approved.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019

### **31 CONDITION: DARK AREAS LIGHTING DESIGN STRATEGY**

#### **RE DPC**

No development shall take place above DPC level until a Dark Areas Lighting Design Strategy has been submitted to and approved in writing by the local planning authority. The strategy shall provide:

- a) a 'Dark Areas Map' to show where light levels will be maintained at no greater than 0.5 lux;
- b) an evidence-based assessment of all proposed artificial lighting on site, consisting of a report and accompanying drawings of the site with the levels of predicted illuminance and light spill in and adjacent to the 'Dark Areas' (shown by appropriate isolines);
- c) evidence to demonstrate that a light spill no higher than 0.5 lux will be achieved within the 'Dark Areas'.

The lighting and design strategy shall be implemented and maintained in accordance with the approved details.

Reason: To ensure that there are no adverse effects arising from new artificial light spill that could otherwise disturb commuting and foraging bats and other nocturnal wildlife using areas of greenspace through and adjacent to new development in accordance with policy DEV26 of the Joint Local Plan.

### **32 COMMUNITY HUB/RETAIL - LOADING AND UNLOADING PROVISION - COMMERCIAL/NON RESIDENTIAL**

#### **RE OCCUPATION**

Before the community hub/retail provision hereby permitted is first brought into use, adequate provision shall be made to enable goods vehicles to be loaded and unloaded within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The land indicated on the approved plans for the loading and unloading of vehicles shall not be used for any other purposes unless an alternative and equivalent area of land within the curtilage of the site is provided for loading and unloading with the prior consent in writing of the Local Planning Authority

Reason:

To enable such vehicles to be loaded and unloaded off the public highway so as to avoid:- (i) damage to amenity; (ii) prejudice to public safety and convenience; and (iii) interference with the free flow of traffic on the highway; in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

### **33 CONDITION: PLAY AREAS: DELIVERY**

#### **PRE OCCUPATION**

No occupation in Phase 1 shall take place until Play Space 1 has been delivered and a satisfactory management plan has been submitted to and approved in writing by the LPA. No occupation in Phase 2 shall take place until Play Spaces 2 and 3 have been delivered and satisfactory management plans have been submitted to and approved in writing by the LPA. The playspaces shall be managed in accordance with the approved details.

Reason:

To ensure that satisfactory play spaces are provided in accordance with policy DEV27 of the Plymouth and South West Devon Joint Local Plan and the NPPF..



### **34      **CONDITION TRAVEL PLAN****

#### **PRE OCCUPATION**

No occupation shall take place until Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The said Travel Plan will be in broad accordance with the approved outline travel plan and shall seek to encourage staff and all site users to use modes of transport other than the private car to get to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the Travel Plan; and the name, position and contact telephone number of the person responsible for its implementation.

The Travel Plan shall include as a minimum the following elements:

- identification of targets for trip reduction and modal shift
- practical methods to encourage modes of transport other than the private car such as:  
the Government Cycle to Work Scheme  
provision or subsidy of travel passes  
promotion of car sharing  
establishment or use of car clubs
- the provision of secure and convenient cycle parking facilities
- provision of shower and changing facilities for staff
- householder welcome packs and travel passes
- measures to regulate the management and use of permitted car parking areas
- mechanisms for monitoring and review
- the appointment of a Travel Plan Coordinator and notification to the Local Planning Authority of their contact details
- measures for enforcement of the Travel Plan, should agreed objectives and targets not be met
- a timescale for implementation of the agreed measures.

Reason:

The Local Planning Authority considers that such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019. The applicant should contact Plymouth Transport and Infrastructure for site-specific advice prior to preparing the Travel Plan.

### **35      **CONDITION: PUBLIC ACCESS DEFIBRILLATOR****

#### **PRE OCCUPATION**

Prior to the occupation of the development within phase 2 hereby approved a Public Access Defibrillator (PAD) and associated signage shall be installed on an external surface of the community hub or other appropriate location in accordance with details which shall first be submitted to and approved in writing by to the satisfaction of the Local Planning Authority. The PAD shall be registered with the South Western Ambulance Service NHS Foundation Trust (SWASFT) (or any subsequent body responsible for registration) and monitored and maintained in accordance with their registration requirements thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To safeguard employees, visitors and the local community in accordance with DEV1 and SPT2 of the Joint Local Plan, the NPPF and NPPG and guidance found within Joint Local Plan SPD.

### **36      **CONDITION: CYCLE PROVISION****

#### **PRE OCCUPATION**

Each reserved matters application will include details of cycle storage for the dwellings or other buildings within that reserved matters area.

No dwelling or building here by approved shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for bicycles to be securely parked. The secure area for storing bicycles 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.

The level of cycle parking/storage shall meet or exceed the minimum indicative standards as identified within the City Council Development Guidelines SPD at one-space per bedroom for dwellings and 25% of the indicative car parking provision for all other uses or one space per 8 employees, whichever is greater.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

### **37      CONDITION: BIN STORAGE**

#### **PRE OCCUPATION**

Each reserved matters application will include details of bin storage for the dwellings or other buildings within that reserved matters area.

No dwelling or building here by approved shall be occupied until bin storage has been provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority . The bin storage shown on the approved plans 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 bin storage is available and fit for purpose in accordance with policies DEV1 and DEV20 of the Plymouth and South West Devon Joint Local Plan and NPPF.

### **38      CONDITION: NORTHERN ACCESS ROAD**

#### **PRE OCCUPATION**

Prior to any occupation a programme for the delivery of the road providing access to the land located to the north of the site (allocated under PLX of the JLP60(11)) shall be submitted and agreed in writing by the Local Planning Authority.

The road shall then implemented in accordance with details to be submitted and approved in writing by the Local Planning Authority and in accordance with the aforementioned approved programme for delivery.

Reason:

To ensure the road providing access to the land to the north is acceptable and delivered when required in accordance with policies PLY53, DEV26, and DEV28 of the Plymouth and South West Devon Joint Local Plan 2019.

### **39      CONDITION: ACCOMMODATION MANAGEMENT**

#### **PRE OCCUPATION**

None of the of the older persons units hereby permitted shall be occupied until details of the arrangements by which the accommodation is to be managed have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the property shall continue to be managed permanently in accordance with the approved management arrangements, unless the Local Planning Authority gives written approval to any variation of the arrangements.

Reason:

To assist in protecting the residential amenities of the area, in accordance with policy DEV01 of the Plymouth and South West Devon Joint Local Plan.

**40 CONDITION: CAR PARKING PROVISION - RETAIL AND COMMUNITY HUB  
PRE OCCUPATION**

The Community Hub building/Retail Unit(s) hereby permitted shall not be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

The level of parking shall not exceed the indicative standards as identified within the City Council Development Guidelines SPD of one space per 22 sqm of floor space. Furthermore the parking provision shall include Electric Vehicle Charging infrastructure for 25% of all bays, with 50% of all other spaces serviced with passive wiring for future connection.

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 DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

**41 CONDITION: MAXIMUM CAR PARKING PROVISION - OLDER PERSONS  
UNITS  
PRE OCCUPATION**

No older persons unit shall be occupied until car parking has been provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The level of parking shall not exceed the indicative standards as identified within the City Council Development Guidelines SPD of one space per two dwellings plus one space per warden. The parking provision shall include Electric Vehicle Charging infrastructure for 25% of all bays, with 50% of all other spaces serviced with passive wiring for future connection.

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 DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019

**42 CONDITION: SECURE BY DESIGN**

Each reserved matters application for the development shall include details for approval of a scheme detailing how the principles and practices of the 'Secured By Design' scheme are to be incorporated into the development. The scheme shall demonstrate how the development shall aim to achieve at least silver star standard and ensure that all gates to private pathways and gates to the rear of properties shall have locks with key access. The development in each reserved matters area shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of creating safer and sustainable communities in accordance with policies DEV10 and DEV20 of the Plymouth and South West Devon Joint Local Plan and of the NPPF.

#### **43 CONDITION: ENERGY STATEMENT AND SUSTAINABILITY**

Each Reserved Matters shall include an Energy Statement and Sustainability statement for approval demonstrating the approach, technologies selected to deliver a low carbon development. The statement should be in general accordance with the Low Carbon and Energy Strategy and Sustainability Statement and include the following details:

- how the development has taken into account climate change
- the development has responded to the 'energy hierarchy'
- a solar master plan to show how access to natural light has been optimised in the development, aiming to achieve a minimum daylight standard of 27 per cent Vertical Sky Component and 10 per cent Winter Probable Sunlight Hours.
- the development will incorporate low carbon or renewable energy generation to achieve regulated carbon emissions levels of 20 per cent less than that required to comply with Building Regulations Part L.

The development shall be carried out in accordance with the approved details.

Reason:

To ensure that carbon emissions are reduced in accordance with policy DEV32 of the Plymouth and South West Devon Joint Local Plan 2019 and the NPPF.

#### **44 CONDITION: DRIVEWAY GRADIENT**

The driveway to the dwelling(s) hereby permitted shall not be steeper than 1 in 10 at any point.

Reason:

To ensure that safe and usable off street parking facilities are provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and the National Planning Policy Framework 2019.

#### **45 CONDITION: EXISTING TREE/HEDGEROWS TO BE RETAINED/PROTECTED**

In this condition "retained tree or hedgerow" means an existing tree or hedgerow which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the commencement of development.

A: No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any pruning approved shall be carried out in accordance with BS 3998: 2010 Tree Work Recommendations.

B: If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or pruned in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

C: The erection of barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with the approved plans in accordance with Section 6.2 of BS 5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure that the trees on site are protected during construction work in accordance with policy DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 127, 170 and 175 of the National Planning Policy Framework 2019.

**46 CONDITION: OPENING HOURS**

The 'Community Hub' (any of the uses therein) and retail space hereby permitted and shall not be open to customers/users between the following times: 22:00 and 07:00.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policy DEV1 of the Plymouth and South West Joint Local Plan.

**47 CONDITION: COMMUNITY HUB/RETAIL: DELIVERY/COLLECTION HOURS**

No deliveries or refuse collections shall be taken at or dispatched from the community hub or retail space outside the following hours; 07.00 until 22.00hrs Monday to Saturday; 08:00 until 18:00 on Sunday, including Bank or Public Holidays, unless agreed in writing by the Local Planning Authority.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, such as noise and to comply with policies DEV1 and DEV2 of the Plymouth and South West Devon Joint Local Plan and the NPPF.

**48 CONDITION: USE RESTRICTION -COMMUNITY HUB AND RETAIL**

The community hub hereby approved shall have a maximum of 700 sqm floor space in Use Classes A3 and/or B1 and/or D1.

The development shall have a maximum of 400sqm of retail floor space in use class A1.

Reason:

To ensure that the scale and type of the uses are appropriate in accordance with policies DEV16 and DEV17 of the Plymouth and South West Devon Joint Local Plan the National Planning Policy Framework 2018.

**49 CONDITION: USE RESTRICTION - OLDER PERSONS UNITs**

The older persons units hereby permitted shall be limited to occupation by persons no younger than 55 years of age and shall be used for no other purposes (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order

1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). There shall be no more than 60 units.

Reason:

The Local Planning Authority considers that, in the particular circumstances of the case, the use of the premises for the purpose specified is appropriate but that a proposal to use the building for any other purposes would need to be made the subject of a separate application to be considered on its merits in accordance with the policies of the Plymouth and South West Devon Joint Local Plan and NPPF.

**50 CONDITION: NOISE**

All dwellings shall be constructed in accordance with BS8233:2014 so as to provide sound insulation against externally generated noise. The levels as described in Table 4 of the guidance shall be applied, meaning there must be no more than 35 dB LAeq for living rooms and bedrooms (0700 to 2300 daytime) and 30 dB LAeq for bedrooms (2300 to 0700 night-time), with windows shut and other

means of ventilation provided. Levels of 45 dB LAf.max shall not be exceeded in bedrooms (2300 to 0700 night-time).

As per the same Standard external private amenity areas (including balconies) shall where practical meet a level of 50dB LAeq (0700 to 2300); where this is not achievable the design should aim to meet the best achievable level possible and relevant evidence and justification should be included in the verification report.

#### Verification

Prior to occupation of dwellings in any Reserved Matters area the developer shall submit, for written approval by the LPA, a verification report proving that the dwellings meet the aforementioned criteria.

#### Reason:

To ensure that the proposed dwellings hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies DEV1 and DEV2 of the Plymouth and South West Devon Joint Local Plan.

### **51 CONDITION: PROVISION OF PARKING AREA PRE-OCCUPATION**

Each parking space shown on the approved plans shall be constructed, drained, surfaced and made available for use before the unit of accommodation that it serves is first occupied and thereafter that space shall not be used for any purpose other than the parking of vehicles unless agreed in writing by the Local Planning Authority.

#### 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 Policy DEV29 of the Plymouth and South West Devon Joint Local Plan and the National Planning Policy Framework.

### **52 CONDITION: ACCESSIBLE HOMES**

At least 18% of the dwellings hereby approved, where practicable, shall meet national standards for accessibility and adaptability (Category M4(2) of Building Regulations). At least 2 per cent of the dwellings (in addition to the 18% category M4(2) hereby approved shall meet national standards for wheelchair user homes (Category M4(3) of Building Regulations).

#### Reason:

To ensure that a mix of accessible houses are brought into the housing market in accordance with policy DEV 9 of the Plymouth and South West Devon Joint Local Plan 2019 and the NPPF 2019.

### **53 CONDITION: INSTALLATION OF INTEGRAL BIRD BOXES**

For each Reserved Matters application, a plan for the selection, siting and installation of integral bird nest boxes shall be submitted to and approved in writing by the LPA. The installation plan shall be informed by the details set out in Informative X and in accordance with the requirements of BS 42021:2021 Design and installation of integral bird nest boxes - Specification. As such, the number of integral nest boxes shall equal, as a minimum, the total number of dwellings.

All integral nest boxes are to be installed as approved in the plan and retained thereafter. A photographic log of the installed boxes shall be submitted to the LPA prior to the discharge of this condition.

Reason:

To contribute to overall biodiversity enhancements and to provide new and enhanced opportunities for bird nesting throughout the development, in accordance with DEV26.5 of the Plymouth and South West Devon Joint Local Plan and paragraph 174(b) of the National Planning Policy Framework 2020.

#### **54 CONDITION: MAXIMUM CAR PARKING PROVISION**

Car parking shall be provided, prior to occupation of the dwelling it thereby serves, in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The level of parking shall not exceed the indicative standards as identified within the City Council Development Guidelines SPD of one space per 1-bedroom dwelling, two spaces per 2 or 3-bedroom dwelling and three spaces per 4-bedroom dwelling. Furthermore the parking provision shall include Electric Vehicle Charging infrastructure for each and every dwelling with a garage or driveway and at 25% of all other bays, with 50% of all other spaces serviced with passive wiring for future connection.

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 DEV29 of the Plymouth and South West Devon Joint Local Plan, Adopted March 2019.

#### **55 CONDITION: TREE INFORMATION**

All reserved matters applications shall include tree information including: Tree survey; Tree retention/removal plan; Retained trees and root protection areas (RPA's) shown on proposed layout; Arboricultural Impact Assessment (AIA); Location of new tree planting and a Tree Protection plan. The detailed AIA will need to discuss/address the impact of the deer population on the tree population and how proposed mitigation planting will be successfully established.

Reason:

To ensure the impact on trees and tree mitigation is acceptable in accordance with policy DEV28 of the Plymouth and South West Devon Joint Local Plan 2019.

#### **56 CONDITION: DELIVERY OF COMMUNITY HUB AND RETAIL PRE OCCUPATION**

Prior to any occupation a programme for delivery of the community hub and retail provision hereby approved shall be delivered in accordance with the plans approved under the relevant reserved matters application(s).

Reason:

To ensure the benefits of the community hub and retail provision are delivered at an appropriate time in accordance with policy DEV1 and DEV20 of the Plymouth and South West Devon Joint Local Plan.

#### **57 CONDITION: NEW BAT HOUSE**

Demolition of Building B7 (as shown on Plan 2991-GIS003-D) shall not commence until:

- a) the design and location of a new bat compensation house has been agreed in writing with the local planning authority and has been constructed to replace the existing bat roosts in building B7, and;
- b) the local planning authority has been provided with a copy of an EPS licence issued by Natural England pursuant to Regulation X of the Habitat and Species Regulations (20XX) approving the demolition of Building B7 and the detailed design of the appropriate mitigation features in the new bat house.

Reason:

To discharge the local planning authority's obligations under Regulation 9 of the Habitat and Species Regulations 2017 (as amended) as necessary to conserve and protect the breeding sites and resting places of European protected species and to comply with policy DEV26 of the Plymouth and South West Devon Joint Local Plan.

**58 CONDITION: DELIVERY OF ENVIRONMENT MITIGATION, ENHANCEMENT AND PLAY SPACE**

All works undertaken to deliver environmental mitigation and enhancement, and children's play space, on that land shall be carried out strictly in accordance with one or more methods statements previously submitted to and agreed in writing with the LPA. The content of the method statement(s) shall include the:

- a) purpose and objectives for the proposed works;
- b) review of site constraints and opportunities relating to the work;
- c) detailed design(s), working method(s) and quality of workmanship necessary to achieve stated objectives;
- d) type and source of materials to be used where relevant;
- e) extent and location of proposed works shown on appropriate scale maps and plans;
- f) timetable for implementation demonstrating that works are aligned with the proposed phasing of development and/or transfer of the land;
- g) persons responsible for implementing the works;
- h) initial aftercare and long-term maintenance (where relevant);
- i) disposal of any wastes arising from works.

Reason: To ensure that environmental measures and play space are implemented to adequate standards and capable of delivering fully the benefits and amenity intended, and upon which the grant of planning consent was conditioned and agreed in accordance with policies DEV26 and DEV27 of the Joint Local Plan.

**59 CONDITION: HIGHWAYS ENGLAND PLYMOUTH RD/COYPOOL ROAD**

No more than 40 dwellings of the development hereby permitted shall be constructed or brought into use unless improvement works at the B3416 Plymouth Road/ Coypool Road junction, as shown in WSP drawing SK059 ('Plymouth Road/ Coypool Road Junction Option: 2 (3.5m) Lanes on Coypool Road with Refuge Island Public Consultation') and including provision of a system of MOVA signal control, have been implemented in full and are open to traffic.

Reason:

In the interest of the safe and efficient operation of the A38 trunk road, by mitigating the traffic impacts of the development in accordance with policy DEV29 of the Plymouth and South West Devon Joint Local Plan and NPPF..

**60 CONDITON: HIGHWAYS ENGLAND -MOVA**

No more than 75 dwellings of the development hereby permitted shall be occupied or brought into use until a system of MOVA signal-control has been installed and is operational at the A38 Marsh Mills roundabout.

Reason:

in the interests of the safe and efficient operation of the A38 trunk road, by mitigating the traffic impacts of the development in accordance with policy DEV29 of the Plymouth and South West Devon Joint Local Plan and NPPF.



## **INFORMATIVES**

### **1 INFORMATIVE: (CIL LIABLE) DEVELOPMENT LIABLE FOR COMMUNITY INFRASTRUCTURE CONTRIBUTION**

The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended). Details of the process can be found on our website at [www.plymouth.gov.uk/CIL](http://www.plymouth.gov.uk/CIL). You can contact the Local Planning Authority at any point to discuss your liability calculation; however a formal Liability Notice will only be issued by the Local Planning Authority once "planning permission first permits development" as defined by the CIL Regulations. You must ensure that you submit any relevant forms and get any pre-commencement details agreed before commencing work. Failure to do so may result in surcharges or enforcement action.

Further information on CIL can be found on our website here:

[https://www.plymouth.gov.uk/planninganddevelopment/planningapplications/communityinfrastructur  
elevy](https://www.plymouth.gov.uk/planninganddevelopment/planningapplications/communityinfrastructur/elevy)

More information and CIL Forms can be accessed via the Planning Portal:

[https://www.planningportal.co.uk/info/200126/applications/70/community\\_infrastructure\\_levy/5](https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy/5)

More detailed information on CIL including process flow charts, published by the Ministry of Housing, Local Communities and Government can also be found here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

### **2 INFORMATIVE: CONDITIONAL APPROVAL (NEGOTIATION)**

In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the National Planning Policy Framework 2019, the Council has worked in a positive and pro-active way with the Applicant [including pre-application discussions] and has negotiated amendments to the application to enable the grant of planning permission.

### **3 INFORMATIVE: SUPPORTING DOCUMENTS**

The following supporting documents have been considered in relation to this application:

Planning Statement, including statements on Affordable Housing and Accessible & Adaptable Homes (LDA Design, July 2019)

Draft Section 106 Heads of Terms (LDA Design, July 2019)

Statement of Community Involvement (LDA Design, July 2019)

Viability Report (Avison Young, July 2019)

Design and Access Statement (LDA Design, July 2019)

Design Code (LDA Design, November 2020)

Woodland Strategy (LDA Design, January 2020)

Arboricultural Impact Assessment and Tree Survey (TEP, July 2019)

Habitats Regulations Assessment Shadow Report (TEP, July 2019)

Air Quality Assessment (Accon UK, July 2019)

Noise Assessment (Accon UK, July 2019)

Utilities Assessment Report (Campbell Reith, July 2019)

Retail Sequential Test (LDA Design, July 2019)

Transport Technical Note 03.06.21

Environmental Statement (ES) (LDA Design, July 2019) and accompanying figures  
ES Appendices:

Appendix 2.1 Schedule 4 Part 1 and Part 2 of the EIA Regulations

Appendix 2.2 EIA Scoping Report  
Appendix 2.3 EIA Scoping Opinion  
Appendix 2.4 EIA Scoping Response Tables  
Appendix 2.5 List of Consultees  
Appendix 4.1 Sustainability Statement  
Appendix 4.2 Low Carbon and Energy Statement  
Appendix 4.5 Framework Site West Management Plan  
Appendix 5.1 Summary of Legislation and National Planning Policy  
Appendix 5.2 Summary of Local Planning Policy  
Appendix 5.3 Study Area and Viewpoint Agreement  
Appendix 5.4 LVIA Methodology  
Appendix 5.5 Visualisations and ZTV Studies Methodology  
Appendix 5.6 Extracts from Landscape Character Assessments  
Appendix 6.1 Summary of Planning Policy  
Appendix 6.2 Heritage Impact Assessment  
Appendix 7.1 Ecological Desk-based Assessment  
Appendix 7.2 Habitat Survey  
Appendix 7.3 Bats in Buildings Report  
Appendix 7.4 Bats in Trees Report  
Appendix 7.5 Bat Activity Report  
Appendix 7.6 Hazel Dormouse Survey  
Appendix 7.7 Reptile Survey  
Appendix 7.8 Badger Survey  
Appendix 7.9 Great Crested Newt and eDNA Survey  
Appendix 7.10 Invertebrate Survey  
Appendix 7.11 Birds Survey  
Appendix 7.12 Ecological Mitigation Assessment: Evaluation and Defining Significance  
Appendix 7.13 Biodiversity Net Gain Calculator  
Appendix 7.14 Lighting Impact Assessment  
Appendix 8.1 Transport Assessment  
Appendix 8.2 Travel Plan  
Appendix 9.1 Land Quality Statement and Remediation Strategy  
Appendix 10.1 Flood Risk Assessment  
Appendix 11.1 Health Impact Assessment  
Environmental Statement (ES) Addendum I (Dec 2019 ) and accompanying figures.

ES Appendices:

Appendix 7.5 Bat Activity Report (TEP, August 2019)  
Appendix 8.3 Transport Assessment Addendum (CampbellReith, December 2019)  
Environmental Statement Non-Technical Summary (ES NTS) (LDA Design, December 2019)  
Environmental Statement (ES) Addendum II (2021) and accompanying figures.

ES Appendices

Appendix 4.3 - Outline Construction Environmental Management Plan (LDA Design, April 2021)  
Appendix 4.4 - Landscape and Ecology Management Plan (LDA Design, April 2021)  
Appendix 7.2 - Ecological Technical Report, Habitats (TEP, April 2021)  
Appendix 7.13 - Biodiversity Change Assessment (TEP, April 2021)  
Appendix 9.2 - Network Rail Land Due Diligence Ground Investigation - Technical Note (CampbellReith, April 2021)  
Environmental Statement Non-Technical Summary (ES NTS) (LDA Design, April 2021)

#### **4 INFORMATIVE: EA ADVICE: WASTE CODE OF PRACTICE**

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/ or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment agency recommends that developers should refer to:

- the position statement on the Definition of Waste: Development Industry Code of Practice
- The waste management page on gov.uk

#### **5 INFORMATIVE: DRAINAGE**

Surface water drainage details submitted to address condition 20 should demonstrate that the proposed drainage system, including any attenuation, can provide a 1% AEP standard of protection plus a 40% allowance for climate change. Calculations and modelling results should be produced in support of any drainage design, including infiltration test results to support the chosen drainage strategy. Details are required of all proposed drainage features.

For infiltration drainage systems a ground investigation study should be completed, including an assessment of the underlying geology to assess and confirm the anticipated path the water will take having been discharged to the proposed soakaway. This is to confirm that water will not follow a pathway that ultimately impacts upon third party land or property. The ground investigation should also confirm there is no risk of groundwater pollution from contaminated land.

Any proposed works in or near an ordinary watercourse may require a Flood Defence Consent application, as required by the Land Drainage Act (1991). Consultation with the Lead Local Flood Authority should be undertaken to determine if an application is required. This includes erosion control or bank strengthening.

#### **6 INFORMATIVE: ENERGY STATEMENT AND SUSTAINABILITY**

The Energy and Sustainability statements required by condition 43 should re-explore some of the discounted options found within the outline Energy Statement and should explore whether there are any opportunities for shared off-site heat and power.

#### **7 INFORMATIVE: INTEGRAL BIRD BOX CONDITION**

Condition 53 requires the developer to submit a plan for the selection and installation of integral bird boxes in accordance with BS42021. The plan must include details of:

- a) the bird species likely to benefit from the proposed integral nest boxes;
- b) the type of integral nest boxes to be installed;
- c) the specific buildings on the development into which boxes are to be installed, shown on appropriate scale drawings;
- d) the location on each building where boxes are to be installed, shown on appropriate building plans and elevations;
- e) details of materials, methods and workmanship necessary to install each box;

- f) details of how the siting of bird boxes within the development fits within the green infrastructure provided, demonstrating how nesting birds will have access to food, water and nesting materials in nearby suitable habitat.
- g) The means by which a photographic log of the installed boxes shall be prepared and submitted to the LPA prior to the discharge of the condition.

## **8 INFORMATIVE: PUBLIC HIGHWAY APPROVAL**

This planning permission does not authorise the applicant to carry out works within the publicly maintained highway. The applicant should contact Plymouth Highways for the necessary approval. Precise details of all works within the public highway must be agreed with the Highway Authority and an appropriate Permit must be obtained before works commence.

## **9 INFORMATIVE: CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

The management plan shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web pages, and shall include sections on the following:

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information;
- b. Proposed hours of operation of construction activities and of deliveries, expected numbers per day and types of all construction vehicles and deliveries, routes of construction traffic to and from the site (including local access arrangements, timing of lorry movements, and weight limitations on routes), Highway Dilapidation survey of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, location of wheel wash facilities, access points, location of car parking for contractors, construction traffic parking, details of turning facilities within the site for site traffic and HGVs, and a scheme to encourage public transport use by contractors; and
- c. Hours of site operation, dust suppression measures and noise limitation measures.
- d. Construction Workers Travel Plan.

## **10 INFORMATIVE: SITE PREPARATION WORKS**

For the purposes of the relevant conditions Site Preparation Works includes the following enabling work required to prepare the site for development provided any required permissions or licences are in place:

- site clearance works
- investigations for the purpose of assessing ground conditions
- remedial work in respect of any contamination or other adverse ground conditions
- bulk earthworks reprofiling
- creation of SUDs attenuation ponds
- demolition work
- archaeological investigations
- diversion and laying of services
- erection of any temporary means of enclosure
- the temporary display of site notices or advertisements

## **11 INFORMATIVE: ROADWORKS**

Any of the roadworks included in the application for adoption as highways maintainable at public expense will require further approval of the highway engineering details prior to inclusion in an Agreement under Section 38 of the Highways Act 1980. The applicant should contact Plymouth Highways for the necessary approval.

## **12 INFORMATIVE: CEMP- BIODIVERSITY ISSUES**

Condition 9 requires the submission of CEMP to control and mitigate impacts during construction. With regard to biodiversity, in accordance with BS42020:2013 Clause 10 and Annex D.4.1, the CEMP must include:

- a) a risk assessment of all construction activities that could potentially harm biodiversity;
- b) identification of biodiversity protection zones e.g. an Ecological Constraints and Opportunities Plan (ECOP);
- c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (provided as a series of method statements where appropriate);
- d) the location and timing of sensitive works to avoid harm to biodiversity;
- e) the periods and/or operations when specialist ecologists need to be on site to oversee works .e.g. translocation of reptiles and demolition of Building B7;
- f) responsible persons and lines of communication;
- g) the role and responsibilities of a landscape and ecological clerk of works (ECoW);
- h) use of protective fences, exclusion barriers and warning signs.

### **13 INFORMATIVE: PUBLIC HIGHWAY ENGINEERING DETAILS**

No work within the public highway should commence until engineering details of the improvements to the public highway have been approved by the Highway Authority and an agreement under Section 278 of the Highways Act 1980 entered into. The applicant should contact Plymouth Highways for the necessary approval.