

**ITEM: 13**

**Application Number:** 09/01081/REM

**Applicant:** Taylor Wimpey (George Wimpey) Ltd

**Description of Application:** Application of approval of reserved matters for the erection of 110 dwellings and associated highways and parking pursuant to outline planning permission 05/01085/OUT

**Type of Application:** Reserved Matters

**Site Address:** LAND PARCEL 1A, OFF CLITTAFFORD ROAD  
SOUTHWAY PLYMOUTH

**Ward:** Southway

**Valid Date of Application:** 30/07/2009

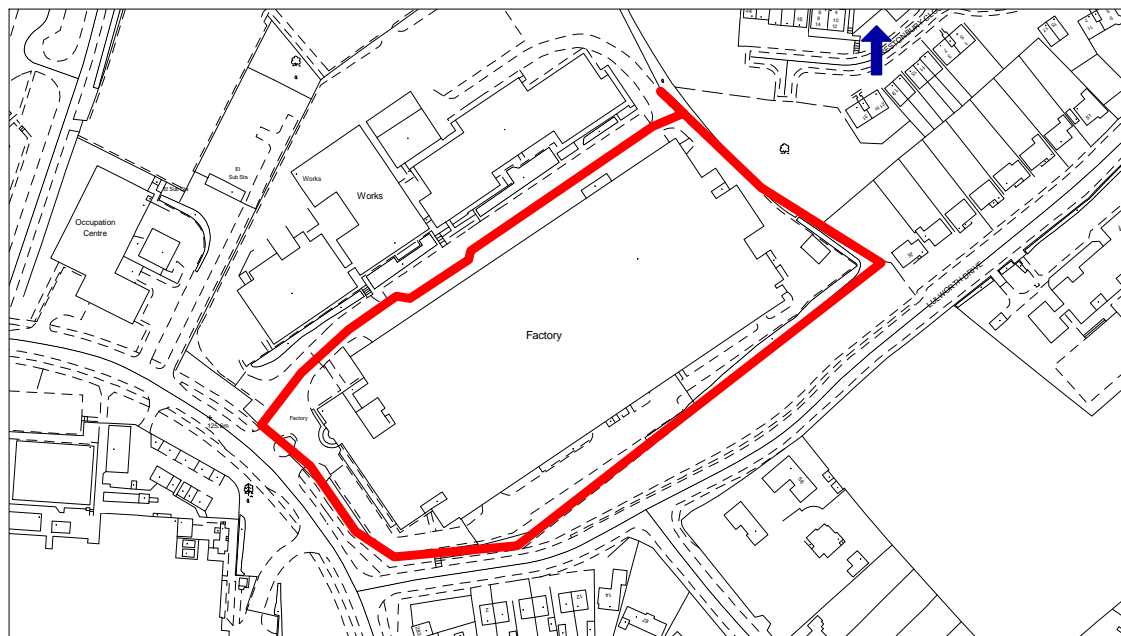
**8/13 Week Date:** **29/10/2009**

**Decision Category:** Major Application

**Case Officer :** Robert McMillan

**Recommendation:** Grant Conditionally

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## **OFFICERS REPORT**

### **Site Description**

The site is part of the former BAE Systems land (now Atlantic Inertial Systems) on the corner of Clittaford Road and Lulworth Drive. It has an area of 2.17 hectares and frontages with Clittaford Road of 70 metres and Lulworth Drive of 240 metres with the major part set behind the treed verge. The depth of the site varies from 96 metres to 109 metres. The office and factory building was demolished in 2007 and the leylandii trees behind the verge were removed last year. It is a cleared site with a large heap of rubble that will be re-used in the development. The remaining Atlantic Inertial Systems premises lie to the north west with housing to the north west, housing and a playing field to the south east and the Invensys factory to the south west. There is a hedgebank and some mature trees on the north eastern boundary with an area of vegetation behind between the site and the properties in Prestonbury Close. The land falls 5 metres across the site from the east to west.

### **Proposal Description**

The proposal is to redevelop the site for 110 dwellings and associated roads and parking. The access is from Clittaford Road using the existing road to the factory. There would be the main street running south west to north east and two streets in a south east to north west direction with four houses served from a parking courtyard. This has been done to develop the site in two blocks with the dwellings fronting the roads. The roads would be designed to a Home Zone approach with shared surfaces where pedestrians have priority over vehicles and speeds are restricted to 10-15 mph. There is a shared pedestrian and cycle way and a footpath linking the site with Lulworth Drive.

The schedule of dwellings is:

- 29 X 2 bed flats
- 23 X 2 bed houses;
- 38 X 3 bed houses; and
- 20 X 4 bed houses.

The majority are two storeys but the flats fronting Clittaford Road are three storeys and the houses at the western end of Lulworth Drive are two storeys with raised roofs containing dormer windows.

There would be 28 affordable houses in compliance with the section 106 agreement and 23 dwellings built to Lifetime Homes standard including one suitable for a person who uses a wheelchair.

### **Relevant Planning History**

09/00055 - RESERVED MATTERS – Erection of 99 dwellings and associated roads and parking – WITHDRAWN.

08/00609 – RESERVED MATTERS – Erection of 99 dwellings and associated roads and parking – REFUSED – APPEAL DISMISSED.

05/01085 - Outline application for redevelopment of employment land involving demolition of the former Paper Converting buildings and part of the

BAE building and the provision of: 490 dwellings, retention of manufacturing land, business units, open spaces and a green 'corridor', a public transport terminal/information point, highways, means of accesses, cycle ways, footways and parking – GRANTED subject to a section 106 agreement.

From 1977 to 1998 there were many permissions relating to office industrial car parking and ancillary developments in connection with the former British Aerospace factory and offices

## **Consultation Responses**

### **Environment Agency**

#### **Highway Authority**

No objection in principle. It has commented on the detailed layout and suggested improvements that the applicant is incorporating. Further comments will be included in the addendum report.

#### **Plymouth City Airport**

No objection

#### **Housing Services**

It has agreed to the affordable housing package and the size, type and location of the affordable dwellings and does not object.

#### **Architectural Liaison Officer**

No objection in principle. The applicant should be encouraged to build the development in accordance with the principles of "Secured by Design".

## **Representations**

The Council received three emails raising the following points:

1. There are too many houses and not enough parking;
2. Increased on-street parking on surrounding streets especially Lulworth Drive;
3. No playspace exacerbated by Widewell school fencing off the playing field;
4. Atlantic Inertial Systems security fences should not be prejudiced; and
5. Lorry drivers drive inconsiderately and park on Lulworth Drive.

## **Analysis**

### **Introduction**

The main issues with this application are whether the five reserved matters of layout, scale, appearance, access and landscaping achieve a satisfactory development in accordance with the masterplan, landscape and public realm strategy and design code of the outline permission, reference 05/01085.

### **Background**

#### Relationship with the outline planning permission

The redevelopment of this site together with the former Paper Converting sites either side of Clittaford Road, the PLUSS site and another small part of the former BAE Systems site for 490 dwellings, employment space and open space was granted outline permission in 2007. This followed the committee's decision in 2006 and protracted section 106 negotiations. There have been lengthy pre and post application negotiations to attempt to achieve an acceptable scheme involving this and two previous applications.

The overall site of 15.9 hectares will be developed in a phased manner and this application is for part of the first stage. Phase 1B further along Clittaford Road for 152 homes was approved last year and is well under construction with several dwellings built and occupied.

The context for the design approach and analysis is set by the masterplan and landscape and public realm strategy that formed part of the outline permission and design code approved in compliance with condition 49. This seeks to provide a quality benchmark and continuity between the different parcels of land to ensure the redevelopment reflects good practice in city building. This will help to make Southway a better place.

#### Phase 1A, former BAE land

Taylor Wimpey was formed a few years ago by the merger of George Wimpey with Taylor Woodrow and its housing arm, Bryant Homes. Originally Bryant Homes intended developing the application site. Its first application, 08/00609 was refused for design and residential amenity reasons and the subsequent appeal was dismissed on similar grounds. Bryant Homes then negotiated a new scheme by changing the layout by removing the mews road behind the proposed houses fronting Lulworth Drive. It appeared to overcome many of the previous concerns and the applicant made an application earlier in the year, reference 09/00055. Unfortunately the local Bryant Homes office ceased operation and the George Wimpey part of the company took over the development. Following its experience of the local housing market conditions particularly with the nearby scheme at Phase 1B it wished to change the mix of dwellings and so withdrew the application and re-submitted with the proposal before members.

#### **Density**

The applicant is having difficulty selling the larger three and four bedroom homes in this area but is aware that there is a market for two bedroom dwellings. It is proposing more smaller units increasing the number of homes from 99 to 110. There is a difference in the mix compared with the previous scheme with 52 or 47.3% two bedroom units instead of 29 or 29.3% and a consequent reduction in the three and four bedroom houses. This leads to a rise in the net density from 44.5 dwellings per hectare (dph) to 50.7 dph. When the Lulworth Drive verge is included the gross density is 44.5 dph. This is still in accordance with the terms of the outline permission. It also results in an improved design.

#### **Design and layout**

The design and layout follow the guidelines in the masterplan and design code by providing a formal street layout and hierarchy with buildings fronting streets in a block format. There is greater continuity along the streets. The mews street which caused so many problems before has been removed and replaced with parking courtyards served off the main street and a small cul-de-sac.

The western street will be tree lined and is the secondary green link and has been designed to link through the adjoining factory site, should it ever be developed in the future to join up with phase 1B. This in no way prejudices the continued operation of Atlantic Inertial Systems. This is a valued business providing skilled jobs that the Council fully supports staying in the City. But it has been done to “future proof” the long term development of this part of Southway should the enterprise ever decide to relocate in the future. Officers are not aware that the owners have any such plans.

There will be an acceptable standard of landscaping with the hard surfacing treatment mirroring that at Phase 1B. A plentiful supply of trees along the streets and within the parking areas will soften the development especially as they mature over time. The attractive hedgebank and trees along the north eastern boundary will be retained.

#### Addressing the Inspector’s concerns

With the application dismissed on appeal, 08/00609, the Inspector supported three of the objections raised by the Council. The revised scheme overcomes these:

1. The applicant has improved the entrance to the site with the three storey flats (plots 5 – 10) and plot 4 “turning the corner” and facing the main street with active frontages:
2. The redesign of the western part of the site has removed the instances of overlooking and overdominance; and
3. There is an area of landscaping at the rear of the flats to provide a buffer between the dwellings and the parking spaces.

#### House types and elevations

The applicant will use similar house types to those at Phase 1B under construction with a similar palette of materials. There is more consistency and continuity along the street elevations that enhances the appearance and character of the site. It also ensures compatibility with Phase 1B. The materials are primarily white or light green render under grey natural slate or grey concrete tiled roofs. The key frontage buildings facing Clittaford Road and the western end of Lulworth Drive will be partly clad in natural stone and timber and the houses along the main access street will have timber cladding at first floor.

The scheme provides 28 Affordable Homes across the range of sizes and spread around the site and 23 Lifetime Homes including one wheelchair adapted unit to meet the needs of the neighbourhood to comply with policies CS01 and CS15.

The proposal achieves a sufficient standard of design expected by the Core Strategy and Design Code and complies with policies CS01, CS02, CS18 and CS34 and the principles in the Design SPD.

### **Residential amenity**

At the appeal the Inspector stated that the Council's guidelines on overlooking might not always be achievable on housing layouts such as this that seeks to maximize the use of land in urban locations to facilitate the City's ambitions growth agenda. The development is sensitively designed so that it does not harm the amenities of the adjoining and nearby properties. And despite being a relatively high density the relationships between the dwellings within the site are acceptable. The proposals achieve a satisfactory standard of residential amenity to comply with policies CS02 and CS34.

### **Parking**

Two residents have raised concerns over inadequate parking and the possibility of increased on-street parking especially on Lulworth Drive. The scheme provides 158 spaces which is a ratio of 1.44 spaces per dwelling in accordance with the maximum standard of 1.5 spaces per dwelling overall to comply with policy CS28. Twenty of the 24 houses that front the verge on Lulworth Drive have two spaces each which will reduce the pressure to park on Lulworth Drive. It is possible that the development could lead to some on street parking but given the level of parking provided on site this would not cause sufficient harm to highway safety or residential amenity to justify refusal.

### **Open Space**

The letters of representation raise the issue of open space. The open space provision for this part of the outline site area is provided at the other site on Clittaford Road under construction. This application is for the approval of reserved matters and the principles of the location and amount of open space was set by the grant of outline planning permission. Officers appreciate the strong local feelings relating to the fencing of Widewell playing field. This matter is being dealt with elsewhere associated with application 09/00645 and is not material to this application.

### **Equalities and diversities issues**

This housing site will provide homes for all sectors of the community. 28 units are Affordable Homes that will assist people on lower incomes and 23 are designed to Lifetime Homes standards to cater for people with accessibility needs including the elderly. The application will not have a negative effect on any group.

### **Section 106 Obligations**

None required for this application for the approval of reserved matters as they were provided with the outline permission 05/01085.

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.

### **Conclusions**

It has taken a considerable time, three applications and one appeal to achieve an acceptable development on this site. Finally the applicant and officers have worked together to attain a scheme that complies with the outline masterplan and design code. The density has increased but the standard of layout and design is an improvement on the refused scheme and adequate on site car parking is provided. The reserved matters of layout, scale, appearance, access and landscaping are acceptable and comply with policy. The proposals are acceptable and will continue the regeneration of this part of Southway and contribute to the City's growth agenda.

### **Recommendation**

In respect of the application dated **30/07/2009** and the submitted drawings, **1.**

<b>0276/1000B</b>	<b>Topographical Survey</b>
<b>2. 0276/1001B</b>	<b>Site Location Plan</b>
<b>1. 0276/1002D</b>	<b>Planning layout</b>
<b>2. 0276/1003C</b>	<b>Street Elevations</b>
<b>3. 0276/1004</b>	<b>External Works Layout</b>
<b>4. 0276/1005</b>	<b>Vehicle Tracking Layout</b>
<b>5. 0276/1008</b>	<b>Materials Layout</b>
<b>6. 0276/1009B</b>	<b>Garages, Bin &amp; Cycle Store Details</b>
<b>7. 0276/3020B</b>	<b>Drainage Strategy Layout</b>
<b>8. 0276/2001C–2035C</b>	<b>Building floor plans and elevations</b>

, it is recommended to: **Grant Conditionally**

### **Conditions**

#### **SOFT LANDSCAPING**

(1) The soft landscaping details on the submitted drawings are not approved. All soft landscape details including the detailed planting specification shall be submitted to and approved by the local planning authority before work begins on the superstructure of the development hereby permitted.

#### **Reason:**

In the interests of visual amenity to comply with policies CS02, CS18 and CS34 of the adopted Plymouth Core Strategy Development Plan Document 2007.

#### **LANDSCAPE MAINTENANCE**

(2) A maintenance schedule shall be submitted to and approved by the local planning authority before work begins on the superstructure of the development hereby permitted. It shall be for the initial establishment period

of three years and afterwards as a regular yearly programme identifying the maintenance responsibilities for all soft landscaped areas within the development area.

Reason:

In the interests of visual amenity to comply with policies CS02, CS18 and CS34 of the adopted Plymouth Core Strategy Development Plan Document 2007.

#### LANDSCAPE IMPLEMENTATION AND PHASING

(3) Details of the implementation of and phasing programme for all the soft landscaped areas within the development area shall be submitted to and approved by the local planning authority before work begins on the superstructure of the development hereby permitted.

Reason:

In the interests of visual amenity to comply with policies CS02, CS18 and CS34 of the adopted Plymouth Core Strategy Development Plan Document 2007.

#### TREE PLANTING METHOD

(4) Details of the methods of tree planting within the hardscaped areas that show the underground root infrastructure and highway support shall be submitted to and approved by the local planning authority before work begins on the superstructure of the development hereby permitted.

Reason:

In the interests of visual amenity to comply with policies CS02, CS18 and CS34 of the adopted Plymouth Core Strategy Development Plan Document 2007.

#### STREET FURNITURE

(5) Details of all street furniture including seating, cycle stands, litter bins, tree grilles and bollards shall be submitted to and approved by the local planning authority before work begins on the superstructure of the development hereby permitted.

Reason:

In the interests of visual amenity to comply with policies CS02, CS18 and CS34 of the adopted Plymouth Core Strategy Development Plan Document 2007.

#### DETAILS OF ANY ADDITIONAL WORKS

(6) If the development requires any ancillary electrical sub-stations, pumping stations or other buildings, plant or enclosures details shall be submitted to and approved by the local planning authority before work begins on such ancillary development.

Reason:



In the interest of visual amenity to comply with policies CS02 and CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

#### HEDGEBANK REINFORCEMENT PLANTING

(7) Details of the reinforcement planting of the hedgebank on the north eastern boundary of the site shall be submitted to and approved by the local planning authority before work begins on the superstructure of any of the dwellings hereby permitted. The details shall include the written specifications (including cultivation and other operations associated with plant establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. The planting shall be completed in the planting season following the completion of plots 102 – 107 and 110.

Reason:

In the interests of visual amenity to comply with policies CS02, CS18 and CS34 of the adopted Plymouth Core Strategy Development Plan Document 2007.

#### COMPLETION OF SECONDARY GREEN LINK TO THE BOUNDARY

(8) The secondary green link street running south east to north west that leads towards the adjoining factory site between plots 59 and 60 shall be constructed right up to the adjoining boundary.

Reason:

To ensure the comprehensive development of the area in the event of the adjoining site ever becoming available for redevelopment in the interests of sound planning to comply with policies CS01 and CS02 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

#### FOOTWAYS AND COMBINED CYCLEWAY/FOOTWAY CROSSING THE VERGE TO LULWORTH DRIVE

(9) Details of the two footways and combined cycle way/footway that link the application site to Lulworth Drive across the treed verge and a programme for their works and completion shall be submitted to and approved in writing by the local planning authority before work begins on the superstructure of any of the dwellings hereby permitted. The works shall be completed in accordance with the approved details.

Reason:

In the interests of improved pedestrian and cyclist safety and convenience to comply with policy CS28 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

#### TREE PLANTING METHOD INFORMATIVE 1

In discharging condition 4 the applicant/developer is advised to use contemporary & innovative root infrastructure systems such as that provided by Greenleaf or similar. Further advice may be obtained from Richard Bara on 01752 307848.

CONDITIONS REITERATED  
INFORMATIVE 2

(2)The applicant/developer is advised that the conditions attached to and specified upon the Notice of Planning Permission No: 05/01085 are still in force insofar as the same have not been discharged by the Local Planning Authority and must be complied with.

SECTION 38 AGREEMENT  
INFORMATIVE 3

The applicant/developer is advised that the footpaths and combined footway/cycle way that link the application site with Lulworth Drive passing over the treed verge will form part of the agreement under Section 38 of the Highways Act 1980.

**Statement of Reasons for Approval and Relevant Policies**

The reserved matters of layout, scale, appearance, access and landscaping achieve an acceptable standard of layout and design in accordance with outline permission 05/01085 and the Environmental Statement, do not harm the visual or residential amenities of the site and surroundings or highway safety and comply with the relevant development plan policies. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Planning Guidance (SPG) Notes, Government Policy Statements and Government Circulars, as follows:

PPG13 - Transport  
PPS3 - Housing  
PPS1 - Delivering Sustainable Development  
CS28 - Local Transport Consideration  
CS32 - Designing out Crime  
CS34 - Planning Application Consideration  
CS18 - Plymouth's Green Space  
CS01 - Sustainable Linked Communities  
CS02 - Design  
CS15 - Housing Provision  
CS16 - Housing Sites  
SO11 - Delivering a sustainable environment  
CS30 - Sport, Recreation and Children's Play Facilities  
SO1 - Delivering Plymouth's Strategic Role  
SO2 - Delivering the City Vision  
SO3 - Delivering Sustainable Linked Communities

SO4 - Delivering the Quality City Targets  
SO10 - Delivering Adequate Housing Supply Targets  
SO14 - Delivering Sustainable Transport Targets  
SO15 - Delivering Community Well-being Targets