

**ITEM: 08**

**Application Number:** 09/01651/FUL

**Applicant:** The Guinness Trust

**Description of Application:** Redevelopment of site by erection of fifty six one, two and three bedroom residential units with associated works, including access ramp, refuse storage, car parking and amenity space.

**Type of Application:** Full Application

**Site Address:** FORMER SPORTS GROUND, STONEHOUSE ARENA HARWELL STREET PLYMOUTH

**Ward:** St Peter & The Waterfront

**Valid Date of Application:** 13/11/2009

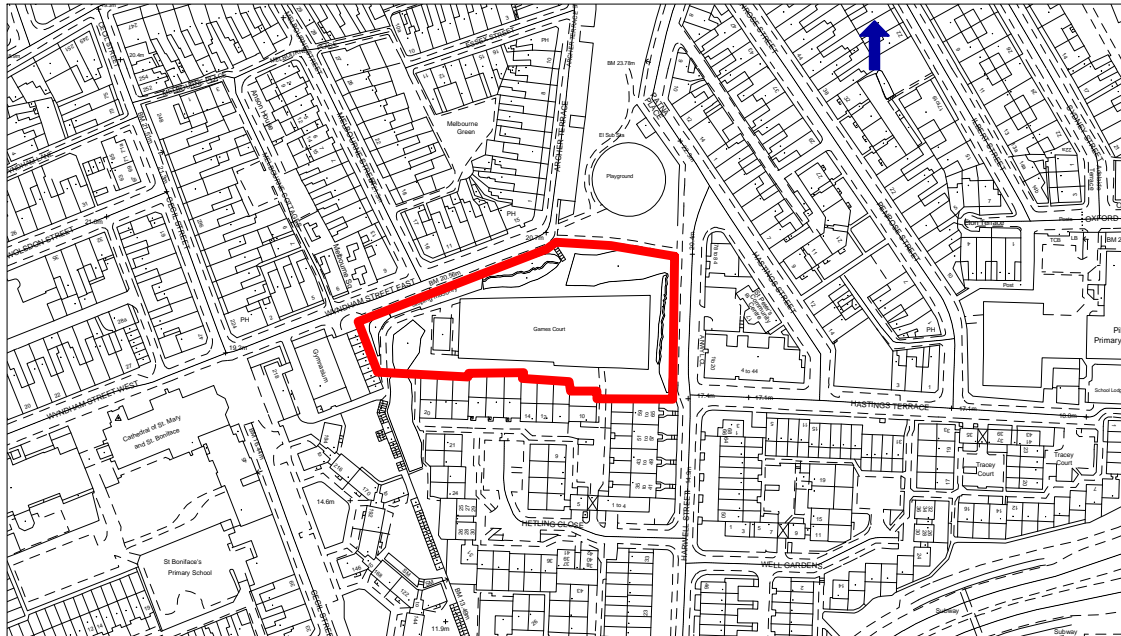
**8/13 Week Date:** 12/02/2010

**Decision Category:** Major Application

**Case Officer :** Janine Warne

**Recommendation:** Grant conditionally subject to S106 Obligation delegated authority to refuse by 12/02/10

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## **OFFICERS REPORT**

### **Site Description**

This site measures approximately 0.5 ha and is located in the centre of Stonehouse, a long established residential district on the northwest periphery of Plymouth City Centre. Known informally as Stonehouse Arena, the site is a deep depression, enclosed on three sides by retaining walls and rock faces up to the surrounding street levels – Wyndam Street East in the north, Harwell Street in the east and Hetling Close in the south. The level change is approximately eight metres at its greatest.

The site was originally the route of the Great Western Railway line to Millbay Station, with associated railway sidings. The railway line was removed during the early 1980's and the site was then used as an all-weather sports pitch. Due to limited physical access, and lack of visual surveillance, the sports pitch became increasingly prone to vandalism, misuse and neglect.

Today, the neglected all-weather sports pitch is bound by a chain-link fence and surrounding dense un-kept vegetation. The site boundary on the northwest, north and east comprises random laid local limestone walls that have remained from the former railway use. The boundary to the south comprises a chain link fence abutting the rear access lane of properties on Hetling Close.

Access to the site is currently obtained via an exiting narrow vehicular access point to the site's southeast corner via the housing development of Hetling Close. This route is restricted by a low archway under existing flats. There is, an additional, pedestrian access via steep steps from Wyndham Street East, with a locked gate at the top and surrounding densely overgrown vegetation.

The surrounding area is predominantly residential, characterised by Victorian terrace development to the north; forming part of the North Stonehouse Conservation Area.

When the railway was removed in the early 1980s, the Hetling Close housing estate was constructed to the south of the site. In addition, the railway cutting to the north of the site was filled in and now forms Patna Park.

Local landmarks include an 'Arts and Crafts' interpretation of a town house in the Old English tradition, with picturesque stair turrets and brick chimneys, immediately to the east of the site; a Listed building. To the west of the site is the former non-conformist chapel, also a listed building and on the Buildings at Risk Register; St Peters Church to the west, on Wyndham Street within Wyndham Square. The Cathedral of St. Mary's and St. Boniface is located at Cecil Street west of the site.

### **Proposal Description**

The proposal is for 56 affordable dwellings, as a mix of shared ownership and rented residential accommodation (30% to 70% respectively) of various sizes from 1 – 3 bed (4 one bedroom flats; 34 two bed flats; 6 three bed flats; 5 two bed maisonettes; 5 three bed maisonettes; 2 three bed town houses). Access

is provided by a new ramped cul-de-sac road which stems from Wyndham Street East on the western part of the site sweeping down to a large 'T-shaped' terminus, with residential blocks arranged around the eastern perimeter (Harwell Street), and northern perimeter (Wyndham Street East). A triangular shaped communal garden is shown in the centre of the site; to the north of the rear gardens serving housing in Hetling Close.

The perimeter development is designed to bridge the extreme (2 storey) difference in levels across the site by providing entrances to the blocks on split levels.

The smaller block of ten maisonettes is located in the eastern corner of the site, with five lower units accessed from the proposed new cul-de-sac road in the west, via west facing private courtyards, and five upper units accessed from Harwell Street via bridged access. Private amenity space for these upper units is provided in west-facing courtyard/balcony gardens at fourth-floor level.

The larger block to the north along Wyndham Street East contains flats, mostly south-facing single aspect on the lower levels, fronting the proposed access road and landscaped area, and a mixture of north and south facing single-aspect on the upper floors.

Thirty-five parking spaces are proposed (including five disabled parking spaces).

The proposal has been designed to achieve Code 5 sustainability and provides 100% affordable homes.

### **Relevant Planning History**

There is no apparent planning history relevant to this application.

### **Consultation Responses**

#### **Environment Agency (EA)**

- Flood Risk

The EA's standing advice for such developments, less than 1 hectare in Flood Zone 1, confirms that the main flood risk issue to consider is usually the management of surface water run-off. Drainage from new development must not increase flood risk either on-site or elsewhere. Government policy strongly encourages a sustainable drainage system (SUDS) approach to achieve these objectives.

- Contaminated Land

Prior to development, the submitted report ('Yeandle Geotechnical Ltd's report "Preliminary Geotechnical and Basic Environmental Report, Harwell Street, Plymouth, Devon Ref BC6673 dated March 2006') should be updated in line with current guidelines (PPS23 / CLR 11) and resubmitted along with proposed remedial options for approval. The applicant should consider the possibility of further intrusive investigations as part of this update. The EA recommend a restrictive planning condition in this regard.

### Architectural Liaison Officer

The Devon and Cornwall Constabulary are not opposed to the granting of planning permission for this application. The Architectural Liaison Officer has been fully consulted at the pre application stage and supports this application in its current design and layout.

### Highway Authority

Recommend refusal – reason: insufficient permeability and connectivity. However, it is noted that in principle the development is acceptable. Therefore the application could receive a recommendation of approval from Transport if the applicant were willing to provide the pedestrian link into Hetling Close. Until such time the application is recommended for refusal on grounds of poor linkage and inadequate accessibility.

### Housing Strategy

Strongly support the development proposals. The Housing enabling team have been involved with this application from very early stages, with the aim of maximizing affordable housing delivery and the scheme's eco credentials.

### Public Protection Service

No objections, subject to a series of land contamination conditions which are consistent with those recommended by the Environment Agency (noted above).

### Plymouth Design Panel

The proposal was considered by the Plymouth Design Panel on 30th April 2009. The panel were very supportive of the ambition to regenerate this part of Stonehouse and to achieve CSH level 5 housing on this challenging site. The approach to the steep topography and difficulties presented by single aspect, deep plan housing have been well handled.

### *Comments:*

*The panel made some comments it hopes will be useful to consider in progressing the scheme. The panel made a strong recommendation that the 5 parking spaces in front of the Arts and Crafts building should be relocated and that this space- as a more appropriate response- should be hard landscaped to a high standard.*

*The panel queried whether the substructure and voids in the lower area had been explored for parking opportunities.*

*The panel thought that the case should be made for introducing a stepped access from the lower area to Harwell Street even if ramped access cannot be achieved. The permeability of this development is very important for connecting the community and for security.*

*The access path to the rear gardens of Hetling Close needs to be carefully designed. The panel suggested the right solution might be railings. The open space at the centre of the development should provide the focus of the*

*community and foster a sense of ownership without excluding immediate neighbours.*

### **Representations**

A public consultation exercise was undertaken as part of the pre-application process, including a public exhibition event which took place on the 14<sup>th</sup> July 2009. It was held in Patna Park to the north of the development site. The event was attended by approximately forty people. An overview of the received responses has been presented in the submitted Statement of Community Involvement, which confirms that the 'overall responses of attendees were positive toward the provision of social housing. Stakeholders were satisfied that development of the site will provide much needed housing and potentially ease antisocial behaviour'.

The main concern identified during the consultation event related to the proposed pedestrian access from Hetling Close to the south. Locals were concerned that this would be used as a short cut, encouraging anti-social behaviour and would provide easy access for residents of the proposed development to the limited number of unregulated parking spaces in Hetling Close.

During the determination of the planning application, the Local Planning Authority received one letter of representation signed by twenty-two individuals residing at Hetling Close, Harwell Street, Wyndham Street East, and Prynne Close. Objections:

- No major access route
- Overdevelopment / height of development
- Insufficient parking provision and additional vehicle movements
- Noise disturbance / echo effect caused by topography of the site
- Impact on wildlife, including protected species

### **Analysis**

#### Introduction

The site has been sold by Plymouth City Council to Guinness Trust (a Registered Social Landlord) with a covenant stating that the site must be used for affordable housing. Accordingly, this development proposes a 100% affordable housing scheme.

The proposal has been submitted under the Plymouth Market Recovery Action Plan initiative launched by the Planning Service on 22<sup>nd</sup> October 2008. The Plymouth Market Recovery Action Plan is an officer-level approach to negotiating community benefits on validly made planning applications submitted between 14<sup>th</sup> October 2008 – 31<sup>st</sup> December 2009 on selected sites to help stimulate the local economy in 2009, 2010 and 2011. The Plymouth Market Recovery Action Plan works within the existing planning policy framework established by the Local Development Framework Core Strategy adopted in April 2007 and all subsequent Area Action Plans.

The aims of the initiative are:

1. To maintain optimism and momentum about the exciting regeneration and investment opportunities which exist in Plymouth.
2. To focus on delivery of key projects that can be completed in 2009, 2010 and 2011.
3. To maintain quality in developments but be realistic in assessing what can be delivered in the short term.
4. To explore creatively the use of public assets and joint venture models to build momentum so that Plymouth is well placed when the market does recover.
5. To work with partners (CDC, RDA, HCA) to promote Plymouth.

Following a “call for sites” this site is one of 16 sites that were submitted by the deadline of 22<sup>nd</sup> December 2008 and which have been accepted for consideration under the initiative. In being accepted under the initiative the applicant has accepted the 5 safeguards that form part of the Plymouth Market Recovery Action Plan. In relation to this proposal the position on each of the safeguards is as follows:

1. The developer is prepared to enter into a Planning Performance Agreement.

The proposal has met this requirement due to the early commencement of the pre-application discussions prior to the 5 safeguards being adopted and early submission of the application. It has not therefore been necessary to require the production of a Planning Performance Agreement in this instance to safeguard the City Council’s position.

2. The developer is prepared to accept and pay for an open book approach to the development viability appraisal.

The proposal has met this requirement because an open book appraisal has been submitted and verified as part of the consideration of this application.

3. The developer can demonstrate to the satisfaction of the Planning Service Management Team that the development will be commenced within 2 years.

The proposal has met this requirement as the applicant has accepted in principle a proposed Section 106 provision which will require commencement of development within 2 years.

4. The developer is prepared to accept a limited 2 year consent and/or a personal consent.

The proposal has met this requirement as the applicant has accepted in principle a condition stipulating a two year consent.

5. The developer is prepared to accept and pay for a post scheme development appraisal and support other monitoring arrangements in order

for Planning Services to review the impact of the Market Response Action Plan.

The proposal has met this requirement as the applicant has accepted to fund a post scheme appraisal.

Plymouth must respond to the current market difficulties in a proactive and positive way because of the sheer enormity of the city's growth agenda. Whilst trying to balance long term objectives with short term market responses officers have sought to take a considered view of the risks in a manner that protects member discretions and the primacy of the Planning Committee's duty to consider each application on its merits. In this case the proposal meets the requirements of the initiative and is therefore presented to Planning Committee for consideration on that basis.

#### Local Planning Policy Context

The application turns upon policies CS01 (Development of Sustainable Linked Communities), CS02 (Design), CS03 (Historic Environment), CS15 (Overall Housing Provision), CS16 (Spatial Distribution of Housing Sites), CS19 (Wildlife), CS20 (Sustainable Resource Use), CS21 (Flood Risk), CS22 (Pollution), CS28 (Local Transport Considerations), CS30 (Sport, Recreation and Children's Play Facilities), CS32 (Designing out Crime), CS33 (Community Benefits/Planning Obligations), and CS34 (Planning Application Considerations) of the Council's adopted LDF Core Strategy (2007) and the emerging Development Guidelines Supplementary Planning Document. In addition, the application turns upon the Millbay and Stonehouse Area Action Plan (2007) which sets targets for the area of 1500 homes; 430 affordable homes and 260 lifetime homes over the plan period of 2006 – 2021. Proposal MS11: Stonehouse Arena is a site specific policy directly related to the application site.

#### Key Issues

The key issues are:

- Whether the principle of loss of existing sports facility and residential redevelopment should be accepted
- The design and appearance of the proposed development
- Impact upon the residential amenity of neighbouring properties
- Impact upon the character of the Conservation area and adjacent Listed buildings
- Community Benefits / Planning Obligations arising from this development
- The adequacy of access and parking arrangements

#### Principle of Residential Development

The land to which the application relates constitutes a brownfield site, having been previously developed and used as an all-weather sports pitch. However, given the poor natural surveillance and access difficulties, the site has become an ideal location to hide nefarious criminal and antisocial activities. Consequently it has proven difficult to maintain and is currently in a derelict

and neglected state, with the sports use abandoned. Notwithstanding this, the area is served by alternative sporting facilities in the area, at Victoria Park and neighbouring Brickfields. Therefore there is no objection in principle to the loss of the derelict sports facility under policy CS30 of the adopted Core Strategy.

The site has been allocated for residential development in the Core Strategy and Millbay and Stonehouse Area Action Plan and is in principle considered to be suitable for residential development provided the site is capable of being developed without giving rise to demonstrable harm to recognised planning interests, as discussed below.

#### Development Density

The site conditions and context have informed, in part, the density and layout of the proposed scheme, resulting in a proposal for fifty-six affordable dwellings. The scheme has evolved by an exploration of determining the appropriate scale of buildings from street level while utilizing the space underneath created by the site topography.

Two (with three) storey street elevations directly respond to their context while the development potential for the site has been maximized with five or six storeys high internal facades overlooking site. This series of buildings replicates the existing height of buildings at street level and enhances natural surveillance across the site.

It is noted that adopted policy MS11 of the Millbay and Stonehouse Area Action Plan states that the site should provide 'in the region of 40 residential units'. Although the proposal exceeds this figure, the overall density of the proposed development is deemed acceptable. Planning Policy Statement 3 (PPS3) advises that the density of development should not be dictated by that of existing development density. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment. Given that the site lies within an urban area with sufficient access to local facilities, public transport networks and services etc, the proposed density is acceptable.

#### Affordable Housing and Sustainable Mixed Community

As set out in the Core Strategy (para 10.18), the City's annual affordable housing shortfall is assessed at 1,426 dwellings a year. This is more than the total annualised draft RSS housing requirement of 1,150 dwellings. Evidently, the affordable housing need in the City is very high (hence delivery of Affordable Housing development has recently been included as one of the top Corporate Improvement Targets for Plymouth City Council measured by GOSW). This scheme would make a valuable contribution to the Affordable Housing needs of the City.

Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market (Annex B, PPS3). In this case, the proposed affordable tenure mix is 10 shared ownership, 7 intermediate rent to homebuy and 39 social rented



properties. Account has been taken of the surrounding area housing mix – a high percentage of which is already affordable housing (social rented accommodation). The delivery of a reasonable proportion (30%) of shared ownership and intermediate affordable properties within this development would help to even out the housing mix and to secure a mixed and sustainable community as part of the regeneration of the surrounding area.

### Design

It is immediately apparent that the site's predominant development constraint is its topography. The scheme has developed on the basis of ramped access being taken from Wyndham Street East, utilising an area of the site less suitable for locating dwellings. With the road located centrally within the site, this allows for a perimeter block approach to the east and north and a central garden separating the proposed blocks from the two storey houses in Hetling Close, to the south

The resulting layout comprises two main building elements wrapping around two sides of the site. These have been designed to complete their respective streetscapes by mirroring the development pattern of existing terraces on the opposite sides of adjacent streets. The development proposal will sit comfortably within its context, yet promotes a scheme with its own character.

The western corner comprises the entrance to the site and has been carefully designed, incorporating an 'end stop' building which includes attractive features when viewed from Wyndham Street to the west.

The appearance of the new development as a whole makes a statement of its own identity with contemporary design. The perimeter blocks to the north and east comprise is a robust townscape form, which provides good defensible space and a sense of enclosure.

The proposed palette of materials is considered to compliment existing materials locally. New external walls to be finished in render, but the subtle use of cladding panels and natural stone on features such as projecting bays ensures that the external appearance and elevations are interesting and varied.

The proposed siting and design will enhance the aesthetic quality of this derelict site and is sensitive to the character and appearance of the surrounding area, respecting elements of the historic environment and other traditional housing in the area whilst not being a slavish copy of the local style. The development is therefore considered to make a positive contribution to the urban environment, creating contemporary presence to the existing streetscenes of Harwell Street and Wynham Street East and enhancing local visual amenity. In this respect, the proposed development is considered to be acceptable and complies with adopted Core Strategy Policies CS01, CS02, CS15, CS32, CS34 and Government advice contained within PPS1 and PPS3.

Refuse storage has been proposed alongside the cul-de-sac terminus within the centre of this site. This takes the form of two identical triangular-shaped stores constructed of natural stone dwarf walls, wooden panel elevations and mono-pitched roofs. Although the proposed location is not ideal, it is deemed acceptable in this instance as it provides a communal facility which is large enough to accommodate the volume of refuse anticipated and can be readily accessed by occupiers. It should be noted that the emerging Development Guidelines SPD states that 'there may be circumstances where you might choose to locate stores in a prominent location. This is likely to be acceptable only where alternative locations do not comply with other elements the guidance (for example they are not accessible)'. This guidance is pertinent in this case; other locations have been explored by the applicant/agent and LPA officers. As a result, the proposed position is deemed most appropriate. It is noted that additional bin storage facilities have been integrated within the fabric of the smaller residential block to the east of the site. These have been carefully designed and screened from public view.

### Landscaping

Within the centre of the site is a courtyard area. This area is communal and designed to be utilised a shared amenity space, car park and bin store.

The hard landscaping has been designed to provide a smooth, even and well laid out surface to allow easy and safe pedestrian and vehicular movement around the site. A variety of paving materials are proposed to help define areas and delineate clear and safe routes through the development. In addition, such variation makes the proposed public realm more visually attractive and interesting.

With regard to soft landscaping, as far as practical, new low maintenance planting and grassed areas will be introduced to the remaining open space to the south to soften the impact of the new retaining structures and serve as a new amenity area and buffer between the new development and existing housing and gardens.

Restrictive planning conditions should be attached to any grant of planning consent, seeking a detailed hard and soft landscaping plan for approval by the LPA. It is noted that soft landscaping design will incorporate recommendations identified by the ecological appraisal.

### Residential Amenity

The main building containing the majority of the units runs along the northern boundary fronting Wyndham Street East and Patna Park. From courtyard level these proposed buildings vary in height from three to five storeys, with two to three storeys at street level (fronting Wyndham Street East). This approach ideally suits single aspect flat construction on the lower floors, accessed via communal stair cores from lower ground/courtyard level to all storeys. This also allows for some dual aspect units on the upper floors which can be accessed directly from street level.

Properties along the eastern boundary, fronting Harwell Street, have been treated differently. Maisonette units have been provided. Each has its own individual level access into its ground floor (upper houses from Harwell Street, lower houses from the proposed courtyard). Each of the maisonette units has either a garden or roof terrace and is dual aspect.

The relationship between two proposed residential blocks is deemed acceptable; ensuring that each property has an adequate level of privacy and outlook. In addition, by virtue of the proposed internal layout, all habitable rooms benefit from adequate natural sunlight/daylight, in accordance with the principles of policy CS34.

The proposed rear gardens and balconies are quite small, and many units do not benefit from any private amenity space. However, this is a consequence of the density agreed at the pre-application stage and reflects Government and Council policies to maximise density on brownfield redevelopment sites. Communal amenity space has been provided; it is safe, attractive, easily distinguished and accessible. It accords with current practice and is acceptable.

#### Neighbouring Residential Amenity

One letter of representation, signed by twenty-two individuals, has been received by the LPA during the determination of this planning application (detailed above). It is important that all new residential development is designed to ensure that the degree of privacy enjoyed by existing nearby properties is not unacceptably reduced and that new problems of overlooking are not created.

The application site is unique in comparison to its context in that it is 'sunk' and therefore at a significantly lower level than much of the residential development that surrounds it. This ensures that the development proposed, which is up to 5 storeys in height, does not appear unduly dominating when viewed from existing development surrounding the site. The bulk and massing of the proposed buildings has been minimised by careful design; setting the top floor of each building back from the primary façade reduces the perceived height. In addition, mono-pitch roofs have been utilised to ensure impact is minimal.

The neighbouring properties most affected by the proposed development are those sited on Hetling Close to the south and Wyndham Street East to the north.

It is considered that the positioning of the proposed apartment block in the northern part of the site ensures that there is no direct conflict between the proposed and existing development, and that undue problems of overlooking and loss of sunlight are not created. The relationships created are therefore considered acceptable.

Specifically, by virtue of the proposed layout and communal amenity area on the southern boundary of the site, there will be sufficient distance between the

proposed apartment blocks on the northern side of the site and the existing properties (Hetling Close) to the south to ensure that there will not be an unreasonable impact on the amenities of existing property occupiers.

The development proposed closest to the northern boundary of the site will have a more intimate relationship with the existing development on Wyndham Street East. The separation distance between the existing dwellings and the proposed apartment block will be approximately 14 metres frontage to frontage. However, this is typical of the existing separation distances between properties on either side of a road in the locality and is therefore deemed acceptable.

With regard to the smaller residential block proposed to the east of the site, it is considered that no.s 59-65 Harwell Street, will be most affected by given the close relationship between the proposed terrace and the existing housing. In this instance, some overlooking may occur to the external amenity space at the rear of this adjoining plot. However, this relationship is typical of residential development in the area and could not warrant the refusal of planning consent in this instance.

The submitted letter of representation refers to noise disturbance and an 'echo effect' likely to be caused by the topography of the site. Inevitably there will be some additional noise disturbance created both during and post-construction. Any grant of planning consent can be conditioned to ensure to that a detailed management plan for the construction phase is submitted to the Local Planning Authority detailing how the residential and general amenity of the area will be protected from any harmfully polluting effects during construction works. Any noise generated post-construction is likely to be consistent with typical urban noise levels and therefore the case officer considers that this could not warrant the refusal of planning consent.

#### Access and Permeability

The proposed development does not provide a link for pedestrians from the site to Hetling Close, contrary to the aims of policies MS11, CS28 and CS34. Consequently, the Highway Authority has confirmed that it is unable to recommend in favour of the proposal. Notwithstanding this, it is considered that the proposal should be fully supported.

During a pre-application publicity event, significant concerns were expressed about the security of the site and surrounding area, with specific reference to existing anti-social behaviour problems. In particular, residents opposed the creation of a new pedestrian linkage from the application site into Hetling Close, on the grounds that it would be used as a shortcut en-route from Kings Road to North Road West and facilitate the use of limited parking spaces in Hetling Close by residents of the new development.

Accordingly the applicant removed the pedestrian link from the scheme at the request of the local residents and the Police Architectural Liaison Officer. Given this, your officers are of the view that it would be unjust to disregard the

main findings of pre-application public consultation exercise purely because the planning policy seeks pedestrian permeability.

In addition, there was strong complaint about the existing stepped footpath which links Hetling Close to Wyndam Street East via a steep bank and 'dog legged' back alley. The route lacks natural surveillance, with various unobserved or little observed corners. As a result, a number of residents attending the consultation event asked that it be closed as it provides a hidden area for criminal activities. Accordingly, it is proposed that the alleyway to the rear of no.s 2-10 Hetling Close, which provides access to the rear of those properties, shall be gated and bound by railing enabling visual surveillance from the proposed development.

Given the clear views expressed by local residents against the provision of a new pedestrian linkage at the pre-application consultation event, and the advice from the Police Architectural Liaison Officer, the proposed development does not facilitate pedestrian/vehicular permeability. The proposed scheme has been designed to enhance natural surveillance across the development site and surrounding area. The Architectural Liaison Officer has been consulted as part of the design development process and fully supports this scheme. It is considered that the proposed development accords with policy CS32 of the adopted Core Strategy.

#### Highway Considerations and Parking Provision

The site is considered to be highly accessible by public transport and is within walking distance of the City Centre. As such the vehicle trips generated by the site are likely to be low, in favour of more sustainable modes of travel options. Therefore, the development is not considered to have a detrimental impact on the surrounding local highway network.

A reduced level of on-site car parking proposed is acceptable in this location. The proposed spaces should be allocated to the units accordingly and will remain under private ownership. Furthermore, the site lies within a resident permit parking scheme which is currently over-subscribed. Future residents will be excluded from obtaining parking permits or visitor tickets for use within the permit zone.

The proposed estate road will be constructed at a gradient of 1 in 10. This is acceptable in this instance. It is understood that the road will be offered for adoption as Highway to the Highway Authority. Street detail conditions are therefore recommended to secure the detailed design, construction and completion of the road.

The provision of 100% cycle storage on site is welcomed. The proposed storage is secure and covered due to its integration within the proposed residential blocks. In addition, the development ensures that all aspects of the Code for Sustainable Homes Level 5 criteria are adhered to - relying less on the private car is a major aspect of this.

#### Impact on Wildlife and Protected Species

An Ecological Appraisal accompanied the application submission. The report considers that the site to be generally of low ecological value; with little vegetation present. It confirms that there is no scope for any rare or protected species to be present, but the site would be used by many birds for nesting and foraging.

Having reviewed the submitted Ecological Appraisal and the Code for Sustainable Homes Report, your officers agreed that the only protected species likely to be affected by the works are birds, which are protected whilst nesting under the Wildlife & Countryside Act (as amended).

Your officers subsequently requested a Biodiversity Mitigation and Enhancement Strategy (submitted December 2009) for wildlife protection both during and post-construction. This demonstrates biodiversity net gain through provision of a 'biodiversity budget' and incorporates all the key recommendations and additional recommendations in the Ecological Appraisal.

Your officers are satisfied that the retention, protection and enhancement of wildlife and features of biological interest have been adequately considered and therefore accords with policy CS19 of the Council's adopted Core Strategy.

#### On Site Renewables and Sustainability

By meeting Level 5 on the Code for Sustainable Homes it is considered that this scheme accords with the aims policy MS11 of the Millbay and Stonehouse Area Action Plan; and policy CS01 of the adopted Core Strategy. Given that the Code for Sustainable Homes ranges from 1 through to 6 (6 being zero carbon), the Eco credentials of this development proposal are indeed impressive. The High Eco specification rating for this development has been targeted with encouragement from the Homes and Communities Agency, and should in principle allow access to higher levels of grant funding and help address some of the development viability problems.

The scheme will produce at least 10% of its predicted carbon emissions through on site renewable energy production equipment, therefore according with policy CS20 of the adopted Core Strategy. The project also accords with the sustainable development principles set out in PPS1 and PPS3.

A condition is recommended to ensure that appropriate on-site renewable energy systems are integrated into the development to ensure that the development fully accords with the requirements of Policy CS20 and Government advice contained within PPS22.

#### Flood Risk Assessment

The Environment Agency (EA) flood map indicates that the application site lies within Flood Zone 1. As such the site is considered to be at low risk of flooding from fluvial or tidal sources. Given the content of the submitted Flood Risk Assessment and the standing advice from the EA it is considered that

the proposed development accords with policy CS21 of the adopted Core Strategy.

#### Contaminated Land

Considering the application sites former railway use and that residential premises are proposed, a Preliminary Geotechnical and Basic Environmental Report was submitted to the LPA. This has been considered by Public Protection and the Environment Agency. As a result a series of standard land contamination conditions are recommended.

#### Historic Environment and Archaeology

The application site lies opposite the Listed Arts and Crafts building on the corner of Harwell Street and Hastings Street. Therefore the north east corner of the development is deliberately a storey higher in response to the significantly higher 'Arts and Crafts' style building opposite. This makes a feature of the predominant corner, while allowing the listed building to remain a visual landmark.

The area was developed as the first engine shed / depot for the South Devon Railway (SDR) and/or Great Western Railway (GWR). Although a precise build date is unknown, it is not marked on a 'Three Towns' map of c.1850 but it does seem to appear on the Illustrated London News Panorama of 1872. It presumably predates the SDR takeover/joint company merger and the GWR of the mid late 1870s. Given this, a restrictive condition is recommended to ensure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation approved by the Local Planning Authority.

#### Community Benefits

##### (a) Affordable Housing

It is proposed to develop the whole site for affordable housing. The requirement of the legal obligation is simply to safeguard the minimum affordable housing provision in the unlikely event that circumstances change and the proposal is not delivered as planned.

The LDF: Planning Obligations & Affordable Housing SPD: Draft Revisions (December 2009) confirms that the full tariff will not be applied to affordable housing units. Affordable housing will only be required to contribute to strategic transport infrastructure. Affordable housing is primarily required to meet the needs of existing population and the greater community benefit is considered to outweigh the potential loss of other contributions. In the case of transport, the impacts are property specific, as well as population specific, and hence it is proposed that the tariff still apply to affordable housing units in this instance.

On this basis, if the application were to be considered outside of the umbrella of the Market Recovery Action Plan, on the basis of the independently verified viability assessment submitted with the application, the development would be required to deliver 100% affordable housing on-site (in accordance with policy MS11, in the Millbay and Stonehouse Area Action Plan), together with a

financial contribution of £103,723 (under measures to stimulate market recovery). towards strategic transport infrastructure under the Plymouth Development Tariff.

The current scheme is brought forward under the structured approach of the Market Recovery Plan. Affordable housing is one of the most important issues to be addressed through the LDF and one of the greatest determining factors on the development viability of a development site. If approved, the application would guarantee that this significant development, comprising 100% (56) affordable housing units will start on site within the next two years, within what is still likely to be a restricted financial climate. This early start is one of the requirements of the recommended S106 Obligation.

It should be noted that policy MS11, in the Millbay and Stonehouse AAP refers to the provision of an appropriate contribution to primary and secondary education (point 6) and a contribution towards managing off site recreational impacts within Plymouth Sound and Estuaries SAC and Tamar Estuaries SPA (point 8). However, the AAP was written prior to the adoption of the Council's tariff regime and therefore has now been superseded. Funding will now be secured for education and the SAC through the accumulation of tariff payments on qualifying schemes. The adopted Planning Obligations SPD is clear that affordable housing only pays for transport tariff. Therefore, notwithstanding policy MS11, Stonehouse Arena is not a qualifying scheme.

(b) Other Community Infrastructure.

It is clear from the viability assessment submitted with the application that the development cannot afford to deliver the Plymouth Development Tariff contribution towards Strategic Transport Infrastructure as required by either the full or reduced Tariff, when combined with the delivery of 100% affordable housing units and the cost of meeting Code for Sustainable Homes Level 5. In the case of this application if considered outside the parameters of the Market Recovery Action Plan, but within the reduced Development Tariff, the required financial contribution towards strategic transport infrastructure would be £103,723.

The Market Recovery Scheme aims to assist developers by allowing them to tailor elements of the S106 agreements so that they are better aligned with the project's risk profile and cash flow. In this case, an open-book viability appraisal shows that the development is unviable under current conditions. It is clear from the submitted viability assessment (that has been verified by the Council) that the S106 Obligation required in line with policy, even taking into account the reductions agreed by Cabinet, is not deliverable due in part, to the cost of meeting Code for Sustainable Homes Level 5. Achieving CSH L5 will bring, amongst other, a 100% improvement in carbon dioxide emissions from Building Regulation standard, energy efficient internal and external lighting, super thermal insulation, cycle storage and reduced heating bills for occupants.



Under the parameters of the Market Recovery Action Plan, it is proposed that the development be excused from paying the tariff in order to secure delivery of the scheme.

Whilst it is noted that on this basis the proposal does not mitigate against the adverse community infrastructure impacts of the development as required by adopted Core Strategy policy CS01, the impact of one site failing to fully deliver the requirements of the Plymouth Development Tariff required by Council policy, when set against the context of making a noteworthy contribution to the delivery of the wider affordable housing target over the plan period as set out in the Core Strategy together with the delivery of Level 5, Code for Sustainable Homes, is considered to be insignificant.

In accordance with policy CS01, the development will improve the sustainability of the individual communities and neighbourhoods in the locality by delivering development of an appropriate type, form, scale, mix and density in relation to its location; contributing to the promotion of a positive sense of place and identity and to the creation of an inclusive and safe community.

#### 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.

#### **Equalities & Diversities issues**

The development will provide much needed residential accommodation and affordable housing to young and old people.

The key equality groups particularly benefiting from the development are older people and those with disabilities as in this case, all of the properties have been designed to Joseph Rowntree Lifetime Homes standards. This proposal sets a best practice example, exceeding the Lifetime Homes CS15 (4) policy requirement.

The benefits to all groups will be positive as it will provide much needed residential accommodation and affordable housing to the local community.

No negative impact on any of the equality groups is anticipated.

#### **Section 106 Obligations**

The matter of community benefits and planning obligations has been addressed by the applicant and the Local Authority under the Market Recovery Action Plan via a viability assessment to ensure the development complies with policy MS11 of the adopted Millbay and Stonehouse Area Action Plan and policy CS33 of the adopted Core Strategy. This matter has

been discussed in detail above. However the following bullet points provide a summary of each topic area and provide comments on what is being brought forward by the proposed development.

1. Affordable Housing – Under the parameters of the Market Recovery Action Plan, the development proposes 100% of affordable housing on site. It is proposed that this will comprise a tenure mix of 39 (70%) social rented units, 10 (17%) shared ownership and 7 (13%) intermediate rent or rent to Homebuy. This suggested tenure mix is in accordance with the Council's objectives as set out within Strategic Objective 10 and Policy CS15 of the adopted Core Strategy and policy MS11 of the adopted Millbay and Stonehouse Arena Area Action Plan and is supported.

2. The council acknowledges that, in certain circumstances, a development may not be able to address all of the required planning obligations without the scheme becoming economically unviable. An assessment of development viability has been conducted. The developer has adopted an 'open book' approach, whereby relevant development finances have been subject to an independent financial appraisal, in order to provide the appropriate and necessary information. Given this, under the parameters of the Market Recovery Action Plan, your officers have concluded that the development be exempt from paying the tariff.

3. Development to commence within two years. This has been agreed.

4. Developer to commission a post scheme development appraisal to be submitted to the Local Planning Authority, and support other monitoring arrangements in order for Planning Services to review the impact of the Market Response Action Plan. This has been agreed.

### **Conclusions**

The proposed development would provide high quality, sustainable, affordable housing on a derelict and topographically challenging site in the centre of Stonehouse. The advantages of delivering such a high specification sustainable scheme on a difficult brownfield site are considered to outweigh any residual concerns about the level of community benefits secured, and go beyond disputes about permeability and refuse storage design.

It is therefore recommended that the application be conditionally approved subject to the satisfactory completion of the S106 Obligation by 12 February 2010, with delegated authority sought to refuse permission if the Section 106 Agreement is not signed within that time.

### **Recommendation**

In respect of the application dated **13/11/2009** and the submitted drawings, **ma1581[P]-002, ma1581[P]-003, ma1581[P]-004, ma1581[P]-005, ma1581[P]-006, ma1581[P]-007 Rev.A, ma1581[P]-008, ma1581[P]-009, ma1581[P]-010 Rev.A, ma1581[P]-011, ma1581[P]-012 Rev.A, ma1581[P]-013 Rev.A, ma1581[P]-014 Rev.A, ma1581[P]-015, ma1581[P]-016,**

**TGT0601, Supporting Information (Design and Access Statement, Statement of Community Involvement (November 2009), Ecology Appraisal (May 2009), Biodiversity Mitigation and Enhancement Strategy (December 2009), Flood Risk Assessment (May 2009), Preliminary Geotechnical and Basic Environmental Report (April 2006)) , it is recommended to: Grant conditionally subject to S106 Obligation delegated authority to refuse by 12/02/10**

### **Conditions**

#### **DEVELOPMENT TO COMMENCE WITHIN 2 YEARS**

(1) The development hereby permitted shall be begun before the expiration of two years beginning from the date of this permission.

#### **Reason:**

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004, and due to concessions in Planning Obligation contributions/requirements under Plymouth's temporary Market Recovery measures.

#### **CODE OF PRACTICE DURING CONSTRUCTION**

(2) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

#### **Reason:**

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### **BIODIVERSITY**

(3) The development shall be carried out in accordance with the Biodiversity Mitigation and Enhancement Strategy for the site (dated December 2009), unless otherwise agreed in writing by the Local Planning Authority.

#### **Reason**

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in PPS9.

#### **ARCHAEOLOGICAL PROGRAMME**

(4) No development shall commence until the applicant/agent (or his/her successors in title) has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall be carried out at all times in strict

accordance with the approved scheme, or other such details as may subsequently be agreed in writing by the Planning Authority

Reason:

In accordance with Core Strategy Policies CS03 , CS34 and Government advice contained in PPG16.

#### SUSTAINABILITY

(5) Unless otherwise agreed in writing by the Local Planning Authority, notwithstanding the submitted information, no development shall take place until the applicant has provided the Local Planning Authority with a report for approval identifying how :

(I) The Code for Sustainable Homes report demonstrating how the development will achieve Code Level 5

(II) Details based on Building Regs Part L calculations on how a minimum of 15% of the carbon emissions for which the development is responsible are off-set by on-site renewable energy production methods. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. If such requirements are to be provided by means of a biomass boiler in full or part, details shall also be provided to demonstrate that the boiler will be used, which shall include a commitment to maintain the boiler and details of how a long term fuel supply can be secured and delivered.

Reason:

To enable the Local Planning Authority to consider the above details in accordance with the requirements of adopted Core Strategy policy CS20 and Government advice contained in PPS22.

#### STREET DETAILS

(6) Development shall not begin 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 have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### ROAD ALIGNMENT AND DRAINAGE

(7) Development shall not begin until details of the vertical alignment for the new street areas have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### COMPLETION OF ROADS AND FOOTWAYS

(8) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under condition 8 above before the first occupation of the penultimate dwelling.

Reason:

To ensure that an appropriate and safe access is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### ACCESS (CONTRACTORS)

(9) 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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### DETAILS OF NEW JUNCTION

(10) Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not 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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### PROVISION OF PARKING AREA

(11) Each parking space shown on the approved plans shall be constructed, drained, surfaced and made available for use before any unit of accommodation is first occupied and thereafter that space shall not be used for any purpose other than the parking of vehicles.

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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### CAR PARKING RESTRICTION

(12) No part of the site shall at any time be used for the parking of vehicles other than that part specifically shown for that purpose on the approved plan.

#### Reason:

In the opinion of the Local Planning Authority the level of car parking provision should be limited in order to assist the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### LAND QUALITY

(13) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved (other than that required to be carried out as part of an approved scheme of remediation) shall not commence until conditions 14 to 16 have been complied with. If unexpected contamination is found after the development hereby approved has commenced, development shall 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 condition 17 has been complied with in relation to that contamination.

#### 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 use can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### SITE CHARACTERISATION

(14) An investigation and risk assessment, in addition to any assessment provided with the planning application, shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings shall include:

- (i) a desk study characterising the site and identifying potential risks from contamination;
- (ii) a survey of the extent, scale and nature of contamination;
- (iii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,

- ecological systems,
  - archaeological sites and ancient monuments;
- (iv) an appraisal of remedial options, and proposal of the preferred option(s). This shall be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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 CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### SUBMISSION OF REMEDIATION SCHEME

(15) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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 CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### IMPLEMENTATION OF APPROVED REMEDIATION SCHEME

(16) The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall 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 PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out shall be produced, and is subject to the approval in writing of the Local Planning Authority.

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 CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### REPORTING UNEXPECTED CONTAMINATION

(17) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 14, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 15, 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 condition 16.

#### 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 CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### CYCLE STORAGE

(18) The secure area for storing cycles 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.

#### Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building. in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### LIFETIME HOME

(19) 100% of the new dwellings shall be first constructed and subsequently maintained so as to meet Lifetime Homes Standards.

#### Reason:

To ensure that the development delivers 100% of the residential units to Lifetime Homes Standards in accordance with development proposal and the adopted Core Strategy Policy CS15 and relevant Central Government advice.

#### LANDSCAPE DESIGN PROPOSALS

(20) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure (including proposed site boundary treatment); car parking layouts; other vehicle and pedestrian



access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc.)

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### SOFT LANDSCAPE WORKS

(21) Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; the implementation programme].

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

#### LANDSCAPE WORKS IMPLEMENTATION

(22) All hard and soft 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 or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

#### EXTERNAL MATERIALS

(23) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### INFORMATIVE - CODE OF PRACTICE DURING CONSTRUCTION

(1) The management plan required by condition 2 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. Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, and construction traffic parking; and
- c. Hours of site operation, dust suppression measures, and noise limitation measures.

#### INFORMATIVE - KERB LOWERING

(2) Before the access hereby permitted from Harwell Street is first brought into use, it will be necessary to secure dropped kerbs with the consent of the Local Highway Authority. The developer should contact the Technical Consultancy of Plymouth City Council for advice on this matter before any work is commenced.

#### INFORMATIVE - RESIDENT PERMIT PARKING

(3) The applicant has been made aware that the site lies within a resident permit parking scheme which is currently over-subscribed. As such the development will be excluded from obtaining permits and visitor tickets for use within the zone.

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

Having regard to the main planning considerations, which in this case are considered to be: whether the principle of the loss of existing sports facility and residential redevelopment should be accepted, the design and appearance of the proposed development, the impact upon the residential amenity of neighbouring properties, the impact upon the character of the Conservation area and adjacent Listed buildings, Community Benefits / Planning Obligations arising from this development, and the adequacy of access and parking arrangements, the proposal is not considered to be demonstrably harmful. 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 and Supplementary Planning 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 Government Policy Statements and Government Circulars, as follows:

- PPG13 - Transport
- PPG15 - Planning and the Historic Environment
- PPG25 - Flood Risk
- PPS3 - Housing

PPS1 - Delivering Sustainable Development  
PPS22 - Renewable Energy  
PPS23 - Planning & Pollution Control  
CS28 - Local Transport Consideration  
CS32 - Designing out Crime  
CS33 - Community Benefits/Planning Obligation  
CS34 - Planning Application Consideration  
CS19 - Wildlife  
CS20 - Resource Use  
CS21 - Flood Risk  
CS22 - Pollution  
CS03 - Historic Environment  
CS01 - Sustainable Linked Communities  
CS02 - Design  
CS15 - Housing Provision  
CS16 - Housing Sites  
CS30 - Sport, Recreation and Children's Play Facilities  
MS11 - Stonehouse Arena  
SPD1 - Development Guidelines