

ADDENDUM REPORT PLANNING COMMITTEE APRIL 22nd 2010

Item: 04

Site: 66 to 68 New George Street, Plymouth.

Ref: 10/00135/FUL.

Applicant: L V Asset Management Ltd.

Page: 49

Disabled Parking and Location of Cycle Spaces

Following Highway Authority concerns regarding the lack of disabled parking provision on-site and regarding the originally proposed siting of the cycle parking within the new public route and on land outside the planning application site area, revised plans have been received which propose 10 disabled car parking spaces adjoining the new public route, together with the relocation of the cycle spaces to the basement of the development (ensuring the provision of secure and covered cycle parking in accordance with planning policy).

The Highway Authority therefore recommends that an additional parking condition is added to secure the provision of the 10 disabled parking spaces and that Condition 11 ("Pedestrian/Cycle Access") is replaced by a condition imposed to ensure the implementation of the new pedestrian route prior to occupation of the development.

An additional condition is recommended to ensure that a satisfactory scheme to manage student arrivals is implemented in accordance with details to be submitted to and agreed in writing by the Local Planning Authority, in order to avoid this process causing un-necessary disruption to the highway network at the start of the student term.

It is also recommended that an additional Informative is included which refers to the fact that the development will be excluded from the resident parking permit scheme in operation in the area as this is currently at capacity.

On this basis the Highway Authority supports the application.

Section 106 Obligation:

Community Benefits - It is noted that the full amount of Plymouth Development Tariff reported within the officer's report is inaccurate. The total figure should read as £927,792. Taking into account the 50% concessionary measure agreed by cabinet for brown-field sites, the amount therefore required under the reduced Tariff would be £463,896 and not £1,315,805 as previously reported.

At the time of writing the officer's report, the Heads of Terms of the Section 106 Obligation were still being negotiated with the applicant. The negotiations regarding the S106 contribution have now been concluded and a £327,000 contribution towards the Plymouth Development Tariff as previously identified within the officer report has been agreed by the applicant. It has been agreed that the Clawback clause will be implemented if the profit levels identified by subsequent development appraisals exceed 20% rather than the 15% previously reported.

On this basis it is recommended that the S106 Obligation be supported.

Report of late Third Party Representation:

One late letter of representation objecting to the proposed building height and raising concerns regarding the routing of construction routes and impact of construction on local businesses has been received. These matters have previously been addressed within the officer's report.

Conclusion:

Grant conditionally with the inclusion of two additional Highway conditions, a replacement for condition 11 and an additional Highway informative, and subject to the satisfactory completion of the S106 Obligation with delegated authority to refuse the application should the S106 Obligation not be signed by the 3rd May 2010.