

DOCUMENT 1

PLYMSTOCK QUARRY

PLANNING CONDITIONS

APPROVED PLANS

(1) The development hereby permitted shall be carried out in accordance with the following approved plans except for the revisions and amendments detailed in condition 2 and except for any variation that the LPA accepts are warranted in compliance with any relevant clauses of the S106 Agreement to which this permission relates:

REMODELLING WORKS

The remodelling works hereby permitted shall be carried out in accordance with the approved plans other than within the areas marked on plans CX201 rev 5 and CX202 rev 01 as set out:-

➤	PA18	Proposed Remodelling Contours	CE-020-04
➤	PA22	Proposed Remodelling Cross Sections	CE-023-02
➤	PA23	Proposed Remodelling Cross Sections	CE-024-03
➤	PA24	Proposed Remodelling Cross Sections	CE-025-04
➤	PA25	Proposed Remodelling Cross Sections	CE-026-03
➤	PA26	Proposed Remodelling Cut and Fill	CE-027-04
➤	PA27	Proposed Remodelling Cut and Fill	CE-028-03
➤	PA29	Proposed Remodelling School Area	CE-030-04
➤	PA30	Proposed Remodelling Colesdown Link	CE-031-03
➤	PA31	Proposed Remodelling Colesdown Link	CE-032-03
➤	PA32	Proposed Remodelling Broxton Gardens Edge	CE-033-02
➤		Clay Pocket	CE-021-06
➤		Clay Pocket	CE-022-05

THE NEW NEIGHBOURHOOD

The development hereby permitted shall be laid out only in accordance with the approved masterplan and parameters plans:-

▪	PA1 Master Plan	09 Rev AL
•	PA2 Parameters Plan : Land Use	09 Rev C
•	PA3 Parameters Plan : Density	09 Rev C
•	PA4 Parameters Plan : Minimum Building Heights	09(1) Rev D
•	PA4 Parameters Plan : Maximum Building Heights	09(2) Rev D
•	PA5 Parameters Plan : Character Areas	09 Rev C
•	PA6 Parameters Plan : Block Structure	09 Rev C
•	PA7 Parameters Plan : Built and Open Space	09 Rev D
•	PA8 Parameters Plan : Key Frontages	09 Rev B
•	PA9 Parameters Plan : Nodes, Landmarks, Vistas and View	09 Rev C
•	PA10 Parameters Plan: Landscape and Ecology	09 Rev C
•	PA11 Parameters Plan: Vehicular Access and Movement	09 Rev C
•	PA12 Parameters Plan: Pedestrian/Cycle Route	09 Rev D
•	PA17 Parameters Plan: Phasing Enabling Works	09(1) Rev E
•	PA17 Parameters Plan: Phasing Build Out	09(2) Rev F
•	Recommended Lighting Control Eastern Pastures	067-1 Rev A
•	Recommended Slab Levels Eastern Pastures	067-2 Rev A

- Recommended Ridge Heights Eastern Pastures 067-3 Rev A
 - **ACD5316 075 rev C** - Framework for Reserved Matter submissions
 - **CH008 Rev issue 07 - The Ride Access**
 - **CH002 Issue 07 - Primary Access B Broxton Drive**
 - **CH003 Issue 07 - Primary Access A Billacombe Road Access**
 - **CH001 Issue 10 - Colesdown Hill Access**
 - **CH27 revision 02 and CH026 Issue 01 - Billacombe calming**
 - **CH203 issue 06 - PIE layout**

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

APPROVED REVISIONS AND AMENDMENTS TO THE PLANS

(2) Notwithstanding the details shown in the approved plans, the contours adjoining and within Pomphlett Industrial Estate shall be modelled and/or retained as shown on drawing CX201 rev 5 and the contours in and adjoining the retained trees in the Eastern Pastures shall be modelled or retained in accordance with drawing CX202 rev 01.

Notwithstanding the information contained in the submitted Design and Access Statement concerning Phases 1B and 1C the temporary barrier as shown on the elevation and plan details on Plan CX200 Rev 02 shall be erected on the line shown blue on Plan 048-1 rev N and the barrier shall be erected before any rock remodelling operations take place east of the barrier in Phase 2A as defined in the Design and Access Statement dated June 2010 and shown on Page 62 "The Enabling Works Phasing Plan". The barrier shall remain in place until the applicant has requested and the Local Planning Authority has confirmed in writing that it may be removed. At all times before its removal no more than 570 dwellings may be occupied as part of the development hereby approved within the area west of the red line on plan 048-2 rev N which marks the eastern boundary of Phases 1B and 1C."

Notwithstanding the information contained in the submitted Design and Access Statement concerning Phases 2B and 2C the temporary barrier as shown on the elevation and plan detail on Plan CX200 Rev 02 shall be erected on the line shown blue on Plan 048-2 rev N and the barrier shall be erected before any rock remodelling operations take place east of the barrier in Phase 3A as defined in the Design and Access Statement dated June 2010 and shown on Page 62 "The Enabling Works Phasing Plan". The barrier shall remain in place until the applicant has requested and the Local Planning Authority as confirmed in writing that it may be removed. At all times before its removal no more than 960 dwellings may be occupied as part of the development hereby approved within the area west of the green line on plan 048-2 rev N which marks the eastern boundary of Phases 1B, 1C, 2B and 2C."

In accordance with the information contained in the submitted Design and Access Statement concerning Phase 1, the remediation works to the Clay Pocket areas as detailed in Drawings CE-021-06 and CE-022-05 and illustrated in the DAS, page 47, shall be carried out and completed in accordance with the approved plans before the occupation of 570 dwellings.

Reason:

For the avoidance of doubt and in the interests of safety and good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

RESERVED MATTER SUBMISSIONS –RESERVED MATTER AREAS

(3) The submission of all Reserved Matters and the implementation of the development hereby permitted shall be carried out in accordance with the mix and disposition of land uses outlined within the approved Masterplan or any subsequent amendment which may be subsequently approved in writing by the Local Planning Authority. The attached Framework Plan (drawing **ACD5316 075 rev C**) identifies the broad principles for building blocks, open spaces and linkages within the Masterplan. It is divided into **Reserved Matters Areas** and all Reserved Matters shall be submitted together for the proposed developments within each Reserved Matters Area (with the exception of Reserved Matter applications in respect of the proposed supermarket and the proposed commercial units within phase 3) unless the LPA otherwise agrees in writing that the Reserved Matters may be submitted and approved for different areas.. The Reserved Matter application shall demonstrate the interconnection where relevant with adjoining Reserved Matters Areas to the satisfaction of the Local Planning Authority. All subsequent applications within a Reserved Matters Areas shall demonstrate the relationship with the mix and disposition of land uses and all other development within that Reserved Matters Area. Development shall be carried out in accordance with the approved Reserved Matters Areas unless the Local Planning Authority gives written consent to any variation to the Framework Plan.

Reason:

To set a framework for the submission of full and adequate reserved matter details and for the assessment of the proposed development for particular areas. in accordance with CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

APPROVAL OF RESERVED MATTERS

(4) Approval of the details of the siting, layout, scale, and external appearance of the buildings, the means of access thereto (other than the access details shown on drawings Access A CH003-07, Access B CH002-07, Access Ride CH008-07, Access Colesdown CH001-10), and the hard and soft landscaping of the site (hereinafter called "the Reserved Matters" for each of the Reserved Matters Areas mentioned in condition 3 above) shall be obtained from the Local Planning Authority in writing before any development comprised within that Area is commenced (excepting the provision of any landscaping and ecological mitigation works required by the approved Green Space & Ecology Management Plan). The development shall be carried out in accordance with those approved details.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required. in accordance with CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

SUBMISSION OF RESERVED MATTERS

(5) Detailed plans and particulars of the Reserved Matters within each Reserved Matters Area referred to in condition 3 above shall be in compliance with the Detailed Design Codes for each Character Area and each application shall demonstrate how the principles have been applied. The submissions shall include detailed design and scaled planting plans and elevations, finished floor levels and existing and proposed ground levels in relation to a fixed datum, and scaled cross-sections through the proposed buildings and across rock faces and steep slopes and across the Main Street and boulevards and key urban spaces to existing and proposed neighbouring development where the proposed development would adjoin these. Detailed plans and particulars of the Reserved Matters shall include details of any public and private amenity spaces and energy saving features, Development shall then be carried out strictly in accordance with those approved details.

Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for developments within the Reserved Matters Area within the **Urban Core (central Main Square)** shall include cross sections across the Main Square and a detailed assessment of likely environmental impacts from proposed mixed use developments and the measures proposed to reduce the risk of disturbance to residential amenities.

Detailed plans and particulars of the Reserved Matters for this area shall include detailed plans and elevations of the frontages to the Main Square and the access arrangements for all the proposed dwellings, micro businesses retail, business and live work units, including details of goods servicing, cycle and car parking arrangements.

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

Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for developments within the Reserved Matters Area within the **Eastern Pastures** shall include details of slab levels, ridge heights, external colour and nature of materials and lighting controls and these shall accord with the provisions of the submitted drawings 067-2 Rev A, 067-3 Rev A and 067-1 Rev A. Detailed plans and particulars of the Reserved Matters for this area shall also include any public and private amenity spaces and energy saving features, The development shall be carried out in accordance with the approved details.

Reason:

To ensure that full and adequate details are provided to enable assessment of the proposed development, including assessment of the townscape, streetscape and landscape qualities of the proposed development relative to the standard proposed across the new neighbourhood and the likely extent of overlooking and loss of privacy and the scale and design of proposed buildings and public places in relation to the proposed development and existing development bordering the application site in accordance with CS03 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

TIME LIMIT FOR SUBMISSION

(6) The first application for the approval of Reserved Matters shall be submitted to the Local Planning Authority within three years from the date of this permission. The applications for the approval of Reserved Matters, which relate to the remaining development within phase 1B and 1C, shall be submitted to the Local Planning Authority within six years from the commencement of residential development. All subsequent Reserved Matters shall be submitted to the Local Planning Authority no later than 15 years from the date of the commencement of development except where otherwise agreed in writing by the lpa.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990 and the need to phase the development in association with proposed neighbouring development, in the interests of public safety, convenience and amenity in accordance with CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

TIME LIMIT FOR COMMENCEMENT

(7) The development comprising the commencement of the remodelling of the site hereby permitted shall be begun before the expiration of thirty months from the date of this approval. Written notice of the date of commencement of the development involving the proposed remodelling shall be given to the Local Planning Authority 7 days before such commencement.

The built development permitted for each Area mentioned in condition 3 above shall commence before the expiration of three years from the date of approval of the reserved matters for that particular Reserved Matters Area.

Reason:

To comply with Section 92 of the Town and Country Planning Act, 1990 and the need to phase the development in association with proposed neighbouring development, in the interests of public safety, convenience and amenity. The condition responds to the applicant's proposal to commence development at an early date to maximise the potential for enhancing the numbers of affordable dwellings in accordance with CS15 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymouth Area Action Plan.

LANDSCAPE DESIGN PROPOSALS

(8) Applications for Reserved Matters approval within any Reserved Matters Areas outlined within condition 3 (excepting the provision of any landscaping and ecological mitigation works required by the approved Green Space & Ecology Management Plan).) shall be accompanied with full details of landscape works to be provided within that Reserved Matters Area. Details submitted shall include proposed finished levels, means of enclosure, pedestrian access and circulation areas, hard surfacing materials, street furniture and retained historical features where relevant. Details of soft landscape works shall be included within that submission and these shall include planting plans at a scale of 1:500 indicating the proposed location, number, species, variety, stock size at planting, and density of new planting.

The details are to include written specifications of planting operations including ground preparation, subsoiling, topsoiling, cultivation, soil improvement and mulching. Detailed sections shall be submitted at a minimum scale of 1:20 specifying tree planting pit proposals. The landscape works shall proceed in accordance with the approved scheme.

Reason:

To ensure that satisfactory landscaping works are carried out and subsequently maintained in accordance with Policies CS18 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymouth Area Action Plan.

MEDIA AND COMMUNICATION INFRASTRUCTURE

(9) Detailed plans and particulars of the Reserved Matters shall include specifications for High Bandwidth communication infrastructure into each building.

Reason:

In the interests of contributing to the development of a sustainable community in accordance with CS 01 and CS29 and of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymouth Area Action Plan .

ACCESS FOR OBSERVATION/ RECORDING

(10)The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority and shall allow him to observe the excavations and record items of interest and finds.

Reason:

In accordance with Policy CS03 of the adopted City of Plymouth Core Strategy 2006-2021.

PROGRAMME OF ARCHAEOLOGICAL WORK

(11)No development shall take place within the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation for the limekiln at NGR SX51265415 which has been submitted to and approved in writing by the Local Planning Authority. (Developers will wish to ensure that in drawing up a scheme, the timetable for the investigation is included within the details of the agreed scheme). If the structure is to be

dismantled the stone shall be reused and shall be incorporated in the built development in accordance with a scheme having the prior written approval of the lpa and meanwhile the stone shall be stored for that purpose in accordance with details agreed with the lpa.

Reason:

In accordance with Policy CS03 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

STREET FURNITURE

(12) Further to Design Principles 1, 2 and 5, as outlined in the documents accompanying the application (Design Codes); bollards, low walls and means of enclosure that are visible from all public spaces and principle vehicle, pedestrian and cycle routes will incorporate natural stone in accordance with examples agreed in writing by the Local Planning Authority prior to the commencement of development.

Reason: To retain control over the appearance of the development in the interests of visual amenities of the locality. The use of natural stone for bollards, low walls and means of enclosure is of importance to the development of the site due to its natural characteristics and to ensure a design solution which capitalises on the unique character of the site, and the availability of local materials. and in accord with CS02 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

TREE/HEDGEROW/MARSHLAND PROTECTION

(13) Prior to the commencement of the remodelling, details of the areas, trees and hedgerows to be retained (which shall include the existing marshland within Wixenford Quarry and the trees and/or hedgerows to be retained on the boundaries of the site and Pomphlett Plantation and within the Eastern Pastures together with the frontage to Billacombe Road) shall be identified and agreed in writing by the Local Planning Authority together with details for protection with appropriate fencing. The location of fencing and a programme for its provision and retention shall be approved in writing by the Local Planning Authority. Fencing for the protection of any retained trees or hedgerows shall be undertaken in accordance with [Section 8 of BS5837:2005 (Guide for Trees in relation to construction)]. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground areas within those areas shall not be altered, nor shall any excavation be made within those areas, without the written consent of the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

Reason:

To protect plants and features of landscape and ecological value in accordance with CS18 and policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007. and NP01 of the adopted North Plymstock Area Action Plan.

TREE AND HEDGEROW REPLACEMENT OF PLANTS

(14) All trees and hedgerows which shall have been identified for retention shall be protected in accordance with the provisions of Condition 13 and such protection shall be maintained in each Reserved Matters Area prior to the commencement of development in that Area and up to the completion of development in that Reserved Matters Area.

If within a period of five years from the date of planting of any tree or hedgerow, or any planted in replacement for it, that tree or hedgerow is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or hedge of the same species and size shall be planted unless the Local Planning Authority gives written consent to any variation thereto.

Reason:

To contribute positively to the area's identity and protect plants and features of landscape and ecological value in accordance with CS02 and CS18 and policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and NP01 of the adopted North Plymstock Area Action Plan.

BOUNDARY TREATMENTS

(15) No remodelling development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected/constructed/planted following removal of any temporary palisade and chain link fencing. The boundary treatment shall be completed in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

A 6m wide Devon Bank shall be constructed with stone walls and planting on the northern edge of the Eastern Pastures prior to first residential occupation, and a 3-4m wide belt of strategic landscaping shall be planted on the eastern edge of the Eastern Pastures (adjoining 1st, 2nd and 3rd Avenue and Colesdown Hill) prior to the occupation of 300 dwellings in the first phase of development or, where relevant, following the relocation of the existing gas main.

The details shall be submitted as part of the Green Space & Ecology Management Plan and the implementation shall be in accordance with the approved details.

A 1.5m high stone screen wall or 1.2m high Devon Bank to the satisfaction of the lpa shall be constructed on the boundary of the Pomphlett Industrial Estate temporary car park in accordance with the general layout shown in Drawing CH-203 Issue 06 and prior to the car park being brought into use.

Reason:

To contribute positively to the area's identity and protect plants and features of landscape and ecological and heritage value in accordance with CS02 , CS03 and CS18 and policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and NP01 of the adopted North Plymstock Area Action Plan.

IMPORTATION OF FILL AND TOPSOIL

(16) No waste or fill material shall be brought onto the site in connection with the development without the prior written agreement of the Local Planning Authority. Any soil brought onto the site to facilitate planting in private and public spaces shall, if needed to be temporarily stored for that purpose, be stored in stockpiles that do not exceed 2 metres in height and protected by a chestnut paling fence at least 1.2 metres high (see also condition 17)

Reason:

To protect the residential and general amenity of the area from any harmful polluting effects during construction work in accordance with CS22 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP05 of the adopted North Plymstock Area Action Plan.

STRIPPING OF TOPSOIL

(17)The stripping of topsoil from the Eastern Pastures area of the site for re-use during the development of the site must only be carried out in accordance with details approved by the lpa as part of the Green Space & Ecology Management Plan. Such soil shall be stored in stockpiles that do not exceed 2 metres in height and protected by chestnut palings at least 1.2 metres high (to BS1722 Part 4 securely mounted on 1.2 metre minimum height timber posts driven firmly into the ground).

Reason:

To avoid pollution and to protect plants and features of landscape and ecological value in accordance with CS18, CS19 and CS22 and policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CONTAMINATED LAND

(18) Prior to the commencement of the remodelling works approved by this planning permission, a scheme to deal with risks associated with contamination of the site shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

- i) A desk study identifying:-
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
- ii) A site investigation scheme, based on i) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.
- iii) The results of the site investigation and risk assessment ii) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken.
- iv) A verification report on completion of the works set out in iii) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason:

To protect the residential and general amenity of the area from any harmful polluting effects during construction work in accordance with CS22 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN AND CODE OF PRACTICE

(19) Prior to the commencement of the development hereby approved, a detailed Construction Environment Management Plan for the construction phase of the development

and a Construction Code of Practice shall be submitted to and approved in writing by the Local Planning Authority.

The Construction Environment Management Plan shall provide details of measures proposed for the storage of all plant, machinery and materials to be used in connection with the remodelling and construction of the development and for controlling any escape of noise and/or fumes during the works.. The development shall be carried out in accordance with the Construction Environment Management Plan.

The scheme shall in particular include:-

- 1). locations for the storage of all plant, machinery and materials including oils and chemicals to be used in connection with the construction of the development;
- 2) details of all bunds, fences and other physical protective measures to be placed on the Site in connection with such storage including the time periods for placing and retaining such bunds, fences and measures (as the case may be);
- 3) provision for the on-going maintenance of any such bunds, fences and other measures;
- 4) the control and removal of spoil and wastes;
- 5) measures to prevent the pollution of surface and ground water arising from the storage of plant and materials.
- 6) All trees and hedgerows, and marshland to be protected on and bordering the site during the development shall be safeguarded so that:-No fire will be lit within 15 metres; and no concrete mixing to take place within 10 metres; and no oil, cement, bitumen or chemicals is stored within 10 metres.

The Code of Practice shall indicate: -

- a. the proposed hours of operation of remodeling and construction activities;
- b. the frequency, duration and means of operation involving demolitions, excavations, drilling, piling, and any concrete production;
- c. sound attenuation measures incorporated to reduce noise at source;
- d. details of measures to be taken to reduce the generation of dust;
- e. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material.

The Code of Practice shall be strictly adhered to during all stages of the construction of the proposed development.

The development shall only be implemented in accordance with the Construction Environment Management Plan, provided that this may be amended in accordance with details expressly submitted to and approved in writing by the Local Planning Authority for such purpose.

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.

BLASTING

(20)No blasting shall be carried out within the site unless strictly in accordance with a scheme having the prior written approval of the Local Planning Authority and no blasting shall take place outside the times specified in that scheme.

Reason:

To protect the residential and general amenity of the area from any harmful polluting effects during construction work in accordance with CS22 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

CRUSHING PLANT

(21) Details of the construction and location of any crushing plant and compounds for plant and materials to be used in the remodelling works shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. Before the crushing plant is used on the premises, it shall be insulated, mounted, screened and sited in such a way that will minimise the transmission of structure-borne sound in accordance with a scheme to be approved in writing by the Local Planning Authority.

The crushing plant and compound hereby permitted shall be dismantled and removed from the site within a year of the completion of Phase 3 remodelling and the site used for the plant and compound shall be restored in accordance with a scheme of work submitted to and approved in writing by the Local Planning Authority prior to the commencement of phase 3B built development..

Reason:

To protect the residential and general amenity of the area from any harmful polluting effects during construction work in accordance with CS22 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

SURFACE WATER

(22) No residential development shall commence until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason:

In the interests of amenity and to avoid pollution of the environment and water supply in accordance with CS22 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

FOUL DRAINAGE (1)

(23) Prior to the commencement of development, details of the provision to be made for foul water drainage and the disposal of sewage from the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with those agreed details.

Reason:

In the interests of amenity and to avoid pollution of the environment and water supply in accordance with CS22 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

FOUL DRAINAGE (2)

(24) No building hereby permitted shall be occupied, and no connection to the public sewerage system shall take place, until all improvements to the public sewerage network, rendered necessary by the development site as a whole, have been completed to the Local Planning Authority's satisfaction.

Reason:

In the interests of amenity and to avoid pollution of the environment and water supply in accordance with CS22 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

FOUL DRAINAGE (3)

(25) Applications for Reserved Matters approval shall include details of the main and foul water drainage for the Reserved Matter Area. The details shall be fully implemented prior to occupation of any building within the Reserved Matter site.

Reason:

In the interests of amenity and to avoid pollution of the environment and water supply in accordance with CS22 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

LAND USE CLASSES – PRINCIPAL EMPLOYMENT AREAS

(26) The proposed employment premises within The Quarry character area within the employment area shown on the PA2 Parameters Plan 09 Rev C adjoining and to the immediate north of Billacombe Green shall not exceed cumulatively 21,000m² gross and shall principally comprise and be used for Class B1 Business Use and for no other use and in accordance with approved Reserved Matter details.

The proposed employment premises within The Mount character area within the employment area shown on the PA2 Parameters Plan 09 Rev C adjoining Chelson Meadow Recycling Centre shall comprise and be used for B1 Business use and for no other use and in accordance with approved Reserved Matter details.

Reason:

To ensure that the development is appropriate in scale and function and with a positive contribution to the range of employment sites needed in the City and in the locality in accordance with CS04 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

LAND USE CLASSES –RETAIL/ BUSINESS IN THE URBAN CORE

(27) The development shall include provision of not more than one convenience-led supermarket located in the proposed Urban Core character area and central Main Square where shown on the PA2 Parameters Plan 09 Rev C. The store shall have a gross external floorspace area of no more than 2,000m² and shall principally comprise and be used for Class A1 use and in accordance with approved Reserved Matter details..

The ground floor of premises up to a maximum of a further 400m² gross shall be used for a mix of Class A1, A2, A3, A4, A5, and B1 uses within the proposed Urban Core character area and central Main Square where shown on the PA2 Parameters Plan 09 Rev C and in accordance with approved Reserved Matter details.

Reason:

To ensure that the development is appropriate in scale and function and without detriment to the vitality and viability of district and local centres in the locality in accordance with CS08 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

JUNCTION ARRANGEMENTS - BROXTON DRIVE (ACCESS B).

(28) Notwithstanding the details shown in the Transport Assessment Drawing CH002 - 07 no residential development other than remodelling works shall commence on site until details of highway improvements at the junction of Broxton Drive and Billacombe Road have been agreed with the Local Planning Authority. Details are to be submitted to the planning authority indicating suitable pedestrian crossing facilities, footpaths, bus lanes, bus stops and provision for cyclists in addition to detailed plans relating to the line, level, width and junction layout of the works, traffic signal design details, the disposal of surface water therefrom, the provision of a satisfactory system of street lighting together with appropriate Traffic Regulation Orders. No dwellings hereby approved shall be occupied until the developer has completed the works in accordance with the approved details.

Reason:

To ensure that appropriate and safe access is provided in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

JUNCTION ARRANGEMENTS - BILLACOMBE ROAD (ACCESS A).

(29) Notwithstanding the details shown in the Transport Assessment Drawing CH003 - 07 no residential development in Phase 2 other than remodelling works shall commence on site until details of highway improvements at the junction of the new access A and Billacombe Road have been agreed with the Local Planning Authority. Details are to be submitted to the planning authority indicating suitable crossing facilities for pedestrians, buses and provision for cyclists in addition to detailed plans relating to the line, level, width and junction layout of the works, traffic signal design details (including any appropriate signal coordination with the Broxton Drive access), the disposal of surface water therefrom, the provision of a satisfactory system of street lighting together with appropriate Traffic Regulation Orders. No more than 570 dwellings hereby approved shall be occupied until the developer has completed the works in accordance with the approved details.

Reason:

To ensure that appropriate and safe access is provided in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

JUNCTION ARRANGEMENTS - THE RIDE ACCESS

(30) Notwithstanding the details shown in the Transport Assessment Drawing CH008 - 07 no development shall commence on site until details of highway improvements at the junction of The Ride and the site access have been agreed with the Local Planning Authority. Details are to be submitted to the planning authority indicating suitable facilities for pedestrians and cyclists, details of the buses only restriction and method of enforcement, appropriate TRO's in addition to detailed plans relating to the line, level, width and junction layout of the works, the disposal of surface water therefrom, the provision of a satisfactory system of street lighting and any temporary provision for use by construction traffic. No surface water shall be discharged to the Leat. No more than 150 dwellings hereby approved shall be occupied nor shall any part of Phase 1c be occupied until the developer has completed the works in accordance with the approved details.

Reason:

To ensure that appropriate and safe access is provided in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

JUNCTION ARRANGEMENTS - THE COLESDOWN HILL ACCESS

(31) No development shall be occupied within Phase 3b, c or d until the access onto Colesdown Hill has been created and is available for use. Details are to be submitted to the planning authority indicating suitable facilities for pedestrians, cyclists, emergency vehicles and a suitable means of preventing use by general traffic and motorcycles in addition to detailed plans relating to the line, level, width and junction layout of the works, the disposal of surface water therefrom, the provision of a satisfactory system of street lighting and Traffic Regulation Orders. No development in Phase 3 shall be occupied until the developer has completed the works in accordance with the approved details.

Reason:

To ensure that appropriate and safe access is provided in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

DETAILS OF STRUCTURE TO FACILITATE BAT CROSSINGS

(32) Notwithstanding details submitted all details of the bat crossing structures both under- and over-ground and associated tree planting shall be submitted to and agreed by the Local Planning Authority prior to any breach in the tree belt required for construction operations or construction traffic or to construct the proposed highways in the Eastern Pastures or in accordance with detailed timing specified in the agreed Green Space & Ecology Management Plan. The structures shall be implemented in accordance with the approved details.

Reason:

To ensure a satisfactory provision is made to safeguard a corridor of value to a Protected European Species in harmony with highway integrity and safety in accordance with Policy CS18, CS19, CS28 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan.

HIGHWAY WORKS TO OLD BILLACOMBE ROAD

(33) No Works shall take place at the Broxton Drive (Access B)(mentioned in condition 28 above) until a scheme to discourage through traffic using the Section of Old Billacombe Road (running parallel and to the south of Billacombe Road) has been implemented to the satisfaction of the Ipa. Details are to be submitted to the planning authority, following a public consultation exercise, indicating suitable facilities for discouraging use by general traffic in addition to detailed plans relating to the line, level, width and junction layout of the works and any appropriate Traffic Regulation Orders. The approved scheme shall be implemented prior to first occupation

Reason:

To ensure that appropriate and safe access is provided in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Core Strategy 2006-2021

CONSTRUCTION MANAGEMENT PLAN

(34) The development hereby permitted shall not commence until there have been submitted and approved in writing by the local planning authority a Construction Management Plan. The plan shall include details of construction vehicle movements, construction operation hours, construction vehicle access(es), wheel washing, and routes to and from the site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts and a travel plan for contractors. The development shall be carried out strictly in accordance with the approved Construction Management Plan.

A haul route through the development from The Ride shall be identified and used as the access route for remodeling purposes and for the construction of Phase 1 of the development.No access for construction traffic shall be made or take place via the Broxton Drive Access or via the Colesdown Hill access.

Reason:

To protect the residential and general amenity of the area from any harmful polluting effects during construction work in accordance with CS22 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymstock Area Action Plan

ACCESS FROM THE RIDE CONTRACTORS

(35) Before any works are commenced in Phase 1 an adequate road access for contractors at The Ride 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 in writing by 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 CS22 and CS34 of the adopted City of Plymouth Local Core Strategy 2006-2021 and NP01 of the adopted North Plymouth Area Action Plan.

STREET DETAILS

(36) Residential development in each Reserved Matter Area shall not commence until details for the relevant Phase of the design, layout, levels, gradients, materials, method of construction, street lighting, drainage of all roads, parking areas, bus stops, street furniture, cycleways and footways forming any part of the site and any TRO's required, have been submitted to and approved in writing by the local planning authority. No part of the main street/spine road shall exceed a gradient of 1:20 at any point while Local Streets shall not exceed a gradient of 1:10 unless otherwise approved in writing by the Lpa. No part of the development 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 street pattern that secures a safe and convenient environment to a satisfactory standard in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy adopted April 2007.

TRAVEL PLANS.

(37) A Travel Plan Strategy for the Masterplan area shall be prepared and agreed with the Local Planning Authority prior to the commencement of development and subsequent Comprehensive Travel Plans will be developed for all elements of the development hereby permitted in accordance with that Travel Plan Strategy and submitted thereafter for the approval of the Local Planning Authority. Approval of these Travel Plans shall be agreed in writing by the Local Planning Authority prior to the first residential occupancy of any Area of the application site. The Travel Plans shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- i. The identification of targets for trip reduction and modal shift based on trip rates provided in the Transport Assessment
- ii. Innovative and practical methods to encourage modes of transport other than the private car such as car clubs, travel forums and web based travel information, householder welcome packs, travel passes,
- iii. The mechanisms for monitor and review
- iv. The mechanisms for reporting and mitigation
- v. The mechanisms for marketing the travel plan and issuing Bus Travel passes
- vi. The appointment of a Travel Plan Coordinator
- vii. Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter
- viii. Mechanisms to secure variations to the Travel Plan following monitoring and reviews and for drawing down and spending of Transport Contingency Fund.

All the recommendations and proposed actions contained within the Approved Travel Plan shall be implemented in accordance with the timetable contained therein and the Approved

Travel Plan (or any variation of the Travel Plan agreed in writing with the Local Authority) shall be operated thereafter strictly in accordance with the details approved.

Reason:

To promote the amenity of the area and encourage greater use of public transport for journeys being made to and from the development as an alternative to the private car in the interests of sustainability. in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy adopted April 2007.

PARKING STRATEGY

(38) Before the first residential occupation of any part of the development a car parking strategy shall be submitted to, and have the written agreement of, the Local Planning Authority. The strategy shall detail maximum provision for each use (2 spaces for residential properties), opportunities for shared use, management and maintenance of public car parking areas, operation regime including waiting restrictions. Details of parking provision in the main square shall also be provided.

The strategy shall also include details of cycle parking provision for all new dwellings, commercial development and other buildings within the development. Details shall also be submitted showing suitable safe and secure cycle parking in public areas including the main square, outside retail outlets and public buildings and in key locations and employment areas within the site. The standards and proposals contained within the approved Strategy (or any variation of it agreed in writing with the Local Authority) shall be implemented strictly in accordance with the agreed Strategy.

Reason:

To limit car parking serving the development in order to encourage the shift to sustainable modes of transport as an alternative to the private car and hence reduce vehicular trips on the highway network in accordance with Policy CS28 and CS34. of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROVISION OF PARKING AREAS

(39) Each parking space required in accordance with the approved plans shall be constructed, drained, surfaced and made available for use before the unit of accommodation that it serves is first occupied and thereafter that space shall not be used for any purpose other than the parking of vehicles unless otherwise agreed.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interferences 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.

BROXTON DRIVE TEMPORARY PARKING AND HGV TURNING

(40) Prior to the occupation of any dwelling details shall be provided showing a turning area for hgv's using the Pomphlett Industrial Estate and additional car parking areas in accordance with the general layout shown in Drawing CH-203 Issue 06. Suitable measure shall be implemented to ensure that turning areas are used for their intended purpose. Prior to the occupation of any dwelling the car parking and hgv manoeuvring provisions shown in Drawing CH-203 Issue 06 shall be laid out in accordance with the approved plan and shall be permanently retained for car parking and hgv manoeuvring thereafter or until such a time that the PIE Estate is re-located.

REASON:

To ensure that space is available at all times to enable such vehicles to be loaded and unloaded off the public highway so as to avoid:-

- a. damage to amenity;
 - b. prejudice to public safety and convenience, and
 - c. interference with the free flow of traffic on the highway.
- in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy adopted April 2007.

BUS INFRASTRUCTURE PROVISION

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

REASON:

To improve public transport accessibility in accordance with Policy CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION/STORAGE

(42)

The secure areas for the storing of cycles shown on the approved plan shall remain available for their 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 order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy(2006-2021) 2007.

ACCESS TO BUILDINGS

(43). No building forming part of the development shall be occupied unless a carriageway and footway providing access to the building has been provided in accordance with approved plans.

Reason

To provide safe and convenient access to the development in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

HIGHWAYS AGENCY DIRECTION 1

(44) The first occupation of the development hereby permitted shall not commence until full details of a MOVA (Microprocessor Optimised Vehicle Actuation) system to be installed to the traffic signal controls at A38(T) / A374 / B3416 Marsh Mills Junction have been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport), and the MOVA scheme has been installed and made operational and is thereafter certified in writing as complete by the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport).

Reason

In the interests of the safe and efficient operation of the local and trunk road networks, and to ensure that appropriate and safe access is provided in accordance with Policy CS28 and

CS34 of the City of Plymouth Local Development Framework Core Strategy adopted April 2007.

HIGHWAYS AGENCY DIRECTION 2

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

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

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

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

Reason

In the interests of the transportation sustainability of the development and the safe and efficient operation of the local and trunk road networks; and to promote the amenity of the area and encourage greater use of public transport for journeys being made to and from the development as an alternative to the private car in accordance with Policy CS28 and CS 34 of the adopted Plymouth Local Development Framework Core Strategy adopted April 2007.

HIGHWAYS AGENCY DIRECTION 3

(46)The construction of the development hereby permitted shall not commence until there has been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Local Highways Authority and the Highways Agency acting on behalf of the Secretary of State for Transport) a Construction Traffic Management Plan. The plan shall include construction vehicle movements, construction operation hours, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, and a scheme to encourage the use of Public Transport amongst contractors. The construction of the development hereby permitted shall be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason

In the interests of the safe and efficient operation of the local and trunk road networks, and to safeguard the amenities of neighbouring residents.

PRESERVATION OF SIGHT LINES

(47)No structure, erection or other obstruction exceeding 600mm in height shall be placed, and no vegetation shall be allowed to grow above that height, within the approved sight lines to the site access at any time.

REASON:

To preserve adequate visibility for drivers of vehicles at the road junction in the interests of public in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DIRECTION SIGNING STRATEGY

(48)Before the development commences a Signing Strategy shall be submitted to, and have the signed agreement of, the Local Planning Authority. The strategy shall detail how destinations within and external to the site are to be signed to vehicular, pedestrian and cycle traffic. All the recommendations contained within the Signing Strategy shall be implemented in accordance with the details.

Reason:

To reduce unnecessary journeys resulting from misdirection, reduce pollution and to reduce unnecessary street clutter due to the proliferation of signs in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007. 2007.

PROVISION OF PARKING AREAS

(49)The car parking area shown in Plan CH203 issue 06 - (PIE layout) shall be constructed, drained and surfaced in accordance with details having the prior approval of the local planning authority and it shall be made available for use prior to commencement and thereafter that space shall not be used for any purpose other than the parking of vehicles unless otherwise agreed. Details of boundary treatments and measures to prevent unauthorised use of the car park should also be submitted to and agreed in writing by the local planning authority prior to the car park being brought into use (see also condition 15 above) . The access to the car park shall be hard surfaced for a distance of at least 10m from the public highway to prevent loose material spreading onto the highway.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interferences with the free flow of traffic on the highway in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy (2006-2021) 2007. 2007.

INFORMATIVE

(1) An appropriate connection request should be made to SWW under the Water Industry Act 1991