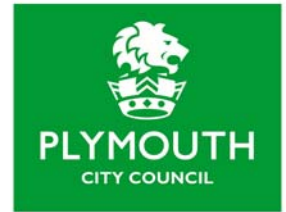


PLANNING APPLICATION REPORT



ITEM: 03

Application Number: 11/01559/FUL

Applicant: Taylor Wimpey (Exeter) UK LTd

Description of Application: Erection of 58 dwellings comprising 44 houses and 14 flats, access road, parking and landscaping

Type of Application: Full Application

Site Address: LAND AT TAVISTOCK ROAD PLYMOUTH

Ward: Moor View

Valid Date of Application: 21/09/2011

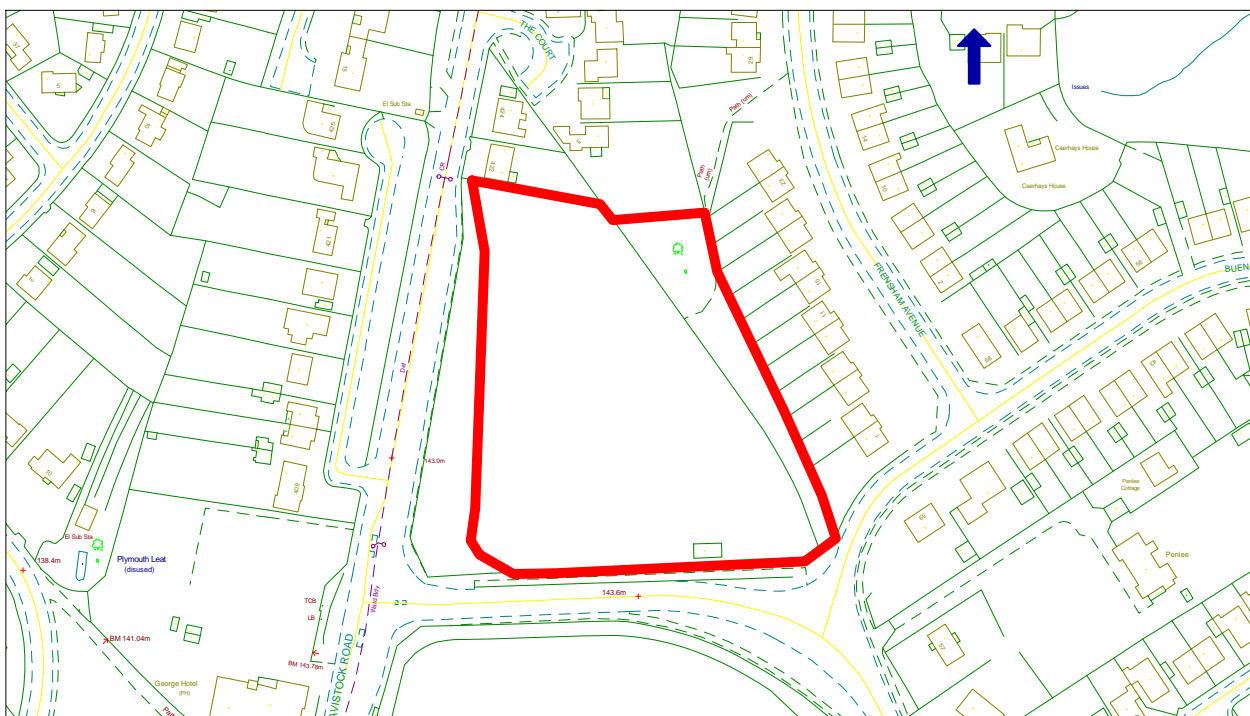
8/13 Week Date: 21/12/2011

Decision Category: Major Application

Case Officer : Robert McMillan

Recommendation: Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 20th December 2011

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15 December 2011

Officer Report

Site Description

The site is the paddock (former polo field) on the corner of Tavistock Road, Plymbridge Road and Buena Vista Drive. Housing lies to the west, north and east with The George Park and Ride to the south and the Toby Carvery (formerly The George) and Travel Lodge to the south west.

The area is 1.28 hectares with frontages to Tavistock Road, Plymbridge Road cycle way/footway and Buena Vista Drive of 136m, 112m and 12m respectively. The site is in two parts: the main area comprising 1.1 hectares is open grassland and the eastern 0.18 hectare is a woodland area adjoining the rear gardens of properties in Frensham Avenue. This part is protected by Tree Preservation Order No 247. There are two lines of large mature trees running along two hedgebanks on the eastern and western edges of the woodland. The northern boundary comprises a blockwork wall, trees and vegetation, the eastern boundary with the properties in Frensham Avenue is one of the treed hedgebanks, the southern and western boundaries comprise post and rail fences with hedges and vegetation. The land slopes gently from the south west to the north east. There is a small single storey building on the southern boundary. There are two mobile phone masts next to the site along Tavistock Road.

There are utility company easements for a sewer, water main and gas main that cross the site.

Proposal Description

The proposal is for 58 dwellings comprising 44 houses and 14 flats. The majority of the houses are two storey with six at three storeys and five with dormer windows. The block of flats on the corner of Tavistock Road and Plymbridge Road is four storeys and the other block between the access road and woodland is three storeys. There would be 17 affordable homes and 12 built to Lifetime Homes standards.

The access would be off the mini-roundabout at Plymbridge Road and Buena Vista Drive following the route of the bus lane. It would swing northwards into the site 45m west of the mini-roundabout and then turn to the west ending in a turning head by the mobile phone mast thereby creating a new street. There would be frontage development to Tavistock Road and Plymbridge Road. There would be two large parking courtyards on the western part of the site. The materials are likely to be render, slate hanging, natural stone, and grey slate/reconstituted slates and concrete tiles.

Relevant Planning History

11/00940 – FULL - Erection of 60 dwellings including 16 apartments and 44 houses, new access, ancillary roads, car parking and landscaping - WITHDRAWN

There have been recent prior notification approvals for the two mobile phone masts on Tavistock Road adjoining the site.

Consultation Responses

Environment Agency

No objection subject to conditions on surface water drainage.

Highways Agency

No objection.

Plymouth City Airport

No objections.

Local Highway Authority

The layout is an improvement on the earlier scheme but there are still concerns. It is neither a Home Zone nor a traditional street. Cars are likely to park on the street forcing pedestrians into the street as at plots 45/45A which could be a safety hazard. As there are front gardens the road can not be adopted from building line to building line. This indicates it is a traditional street lacking footways. As such the Local Highway Authority could not adopt it. The lack of footways will be an inconvenience to pedestrians. If cars park on the road it will restrict the using of the turning area for HGVs including refuse lorries. There appears to be a lack of service margins. The bus lane on Plymbridge Road is unlikely to be used by bus services so the bus shelter should be relocated to another location in the locality. The existing Traffic Regulation Order will have to be amended to the section of bus lane to allow for the access into the site.

The parking standard of 1.25 spaces per unit is acceptable at a sustainable location close to The George Park and Ride site. Unit 22 appears not to have an allocated space. Some of the spaces are located some distance from their host properties. This could lead to on-street parking.

The duration of the travel passes in the travel plan should be extended from 3 months to 6 months and include the Park and Ride services.

Public Protection Services

There are possible sources of contamination in the vicinity of the proposed development with the possibility of fuel tanks at Turners on Tavistock Road and a former quarry north east of the airport. The effects have not been covered adequately in the report and must be dealt with by condition. Given the noise environment there will be the need for ventilation. There are no objections subject to conditions relating to ground contamination, noise and code of practice.

Housing Strategy

Concerns have been raised as the application does not comply fully with policy CS15 and the Planning Obligations and Affordable Housing SPD First Review. Housing Strategy welcome the proposed provision of 30% affordable housing, but the mix does not represent the overall range of size of properties with too few of the 3 bedroom houses. The units are not spread right across the site. The application does not state how the 60% rented and 40% intermediate housing would be met. These matters need to be resolved and this is catered for in the section 106 agreement to ensure the Affordable Homes content complies with Core Strategy policy CS15.1.

Police Architectural Liaison Officer

No objections subject to a condition on ensuring the provision of lockable gates to the parking courts and minor revisions to the drawings with the provision of additional lockable gates.

Representations

Following the first consultation exercise there are five letters of representation raising the following points:

1. The three and four storey buildings are out of character with this area of mainly two storey development;
2. The three and four storey buildings will cause overlooking, loss of outlook and loss of light, specially morning sunlight;
3. The trees behind Frensham Avenue must remain;
4. Harm to wildlife;
5. Wildlife including bats should be protected;
6. Do not want the road to the rear of Frensham Avenue;
7. The proposed pathway will cause privacy issues to 1 – 25 Frensham Avenue (there may be a misunderstanding as the footpath in the woodland in the previous scheme is omitted in the current application);
8. Insufficient parking;
9. Hazards on the highways;
10. The access will take traffic into Glenholt and around the Park and Ride;
11. Residents will use the bus lane illegally;
12. Residents may use the Tavistock Road cycle lane as a short cut;
13. Possible flooding to the properties on the other side of Tavistock Road if there is inadequate surface water drainage;
14. The development must not prejudice the operation of the airport;
15. Residents in the flats may hang out their washing on the balconies as happens at the Boundary Garage site: covenants should be imposed to prevent this; and
16. The cross sections drawing names Tavistock Road wrongly.

Officers carried out a further consultation on November 2011 on the amended drawings. Any additional comments will be reported to members in the addendum report.

Analysis

Introduction

The main issues with this application are: the principle of the development; density; design matters; affordable housing; transport; impact on the protected woodland; nature conservation and renewable energy; and section 106 obligations and measures to mitigate the impacts of the development.

Relevant national policy guidance in Planning Policy Statements (PPS) and Guidance Notes (PPG) include: PPS1 Delivering Sustainable Development; PPS3 Housing; PPS9 Biodiversity and Geological Conservation; and PPG13 Transport. The recent draft National Planning Policy Framework (NPPF) is also capable of being treated as a material consideration

Regional Planning Guidance for the South West (RPG10) is still part of the development plan. The relevant strategic policies are: Policy SS 2: Regional Development Strategy, Policy SS 3: Sub- Regional Structure and Policy SS 17: Plymouth. The draft Regional Spatial Strategy for the South West is a material consideration until and unless it is abolished. The key strategic policies are Policy CSS – The Core Spatial Strategy and Development Policy A.

The main Core Strategy policies relevant to the application are: CS01 Development of Sustainable Linked Communities, CS02 Design, CS15 Overall Housing provision, CS16 Spatial Distribution of Housing Sites, CS18 Plymouth's Green Space, CS19 Wildlife, CS20 Sustainable Resource Use, CS21 Flood Risk, CS22 Pollution, CS28 Local Transport Considerations, CS32 Designing Out Crime, CS33 Community Benefits/Planning Obligations, CS34 Planning Application Considerations and Area Vision 9 Derriford/Seaton. The guidance in the adopted Development Guidelines and Design Supplementary Planning Documents (SPD) and the adopted Planning Obligations and Affordable Housing SPD First Review apply. The Derriford and Seaton Area Action Plan Pre-Submission Version 2011 (DSAAP), although not yet adopted, is still a material consideration. This has relevant draft policies and proposals in particular: Policy DS01 Improving the Urban Form, Policy DS02: Improving Communications and Proposal DS16 Buena Vista Drive.

Background and pre-application negotiations

The applicant has been involved with the site for a number of years and with this proposal made a formal pre-application submission using the Development Enquiry Service in August 2010. Officers had previously prepared a Site Planning Statement setting out the planning and design criteria for the site. The applicant had two meetings with officers in September 2010 and January 2011. There were unresolved issues relating to density, design, scale, layout, appearance, landscaping and renewable energy matters and section 106 issues of measures to mitigate the infrastructure impacts of the development. There was a gap of five months before the applicant made the first application for 60 dwellings reference 11/00940 in June. In that period the applicant carried out a community consultation exercise.

Officers had a number of concerns with the application relating to density, design, parking, mitigation of community impacts, trees and renewable energy. The applicant sought to overcome these before the planning committee meeting on 22 September 2011 but was unable to do so and the applicant withdrew the application. Officers invited the applicant to continue negotiating before resubmitting but they chose to resubmit immediately. Negotiations have continued and several of the officers' original concerns have been overcome: these negotiations are continuing in order to achieve an acceptable development.

Principle of development

The site is a greenfield site but has long been identified by the Council as a housing site. PPS3 states that local planning authorities should identify a five year supply of housing on sites that are deliverable, available, suitable and achievable drawing on information in the Strategic Housing Land Availability Assessment (SHLAA). This site is identified in the SHLAA 2009 and is included in the Annual Monitoring Statement that identifies a five year housing supply in Plymouth from 2011/12 to 2015/16. Core

Strategy policy CS16 states that one of the priority locations for new housing is the Derriford/northern corridor for about 3,500 new dwellings by 2021.

In the Derriford and Seaton Area Action Plan Pre-Submission Version 2011 it is identified as Proposal DS16: Buena Vista Drive as a housing site for 50 dwellings of which at least 15 will be affordable housing units. Following the AAP public consultation exercise there was only one comment on this proposal. It did not object to the principle but simply stated it was wrong to consider it as part of the Derriford and Seaton AAP when in reality it is in Glenholt. The site is a sustainable location on bus routes and next to The George Park and Ride within walking distances of two primary schools and a local parade of shops with Southway local centre and Roborough district centre reasonably close.

The Sustainable Neighbourhood Assessment identifies a need to increase the catchment population for the Woolwell Road neighbourhood centre and St Anne's Road local centre. It also shows a need for a greater range of house types and tenure for more terraced houses, flats and rented properties.

The principle of the application would meet these policy requirements and comply with policy CS01.1 in meeting the needs of the neighbourhood in helping to support a sustainable linked community.

Density

Density calculations can be a crude measurement in determining the quality of schemes but do provide a broad benchmark in their assessment. The density of development surrounding the site is low and varies from 9.7 dwellings per hectare (dph) to 22.2 dph. This compares with the application of 45.3 dph. The figure is inflated because 14 of the units are flats. Density alone cannot be a reasonable reason for refusal unless it gives rise to manifest shortcomings. This was the case with the previous application with examples of overlooking, over-dominance and poorly sited "flats over garages" (FOGs). These problems have been overcome with this revised application.

PPS3 states that Local Planning Authorities (LPAs) should develop housing density policies. Paragraph 46 sets out the relevant criteria including: capacity of infrastructure services and facilities; using land efficiently; accessibility; the characteristics of the area including the current and proposed mix of uses; and achieving high quality, well designed housing having regard to the considerations in paragraph 16. The previous broad brush reference to a density of 30 – 50 dwellings per hectare (dph) in an earlier version of PPS3 has been removed. But it states that: "The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout can lead to a more efficient use of land without compromising the quality of the local area." The draft NPPF states that LPAs should set out their own approach to housing density to reflect local circumstances. Strategic Objective 10.2 aims to promote the highest density compatible with the creation of an attractive living environment. Core Strategy policy CS01.2 states that development must be delivered at the appropriate type form, scale, mix and density in relation to its location relative to the neighbourhood's centre.

The presence of protected woodland, sewer, utility and mobile phone mast easements make this a difficult site to develop. These constraints further affect the density at which the site can be developed. Given the sustainable location of the site and the lack of demonstrable harm associated with the amount of development proposed the higher density is acceptable and in compliance with Strategic Objective 10.2 and Core Strategy policy CS01.2.

Design issues

PPSI states that good design is indivisible from good planning and that design which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted. This approach is repeated in PPS3 in paragraphs 12-13 and 48-49. The draft NPPF endorses this approach and attaches great importance to the design of the built environment. Core Strategy policy CS02 promotes well designed developments to promote the image of the city through enhanced city and local gateway locations and key approach corridors. Area Vision 9 identifies the locality as a city gateway location to provide a high quality northern gateway into the city with a strong sense of place. It is essential that the development of the site is at a standard of design appropriate to its location and this is what officers have been trying to achieve in extensive and ongoing negotiations.

Layout

The layout comprises street frontages to Tavistock Road and Plymbridge Lane behind the hedgebank and trees between the bus lane and cycle/footpath. The access is taken off the Buena Vista Roundabout following the alignment of the bus lane and breaks through the hedgebank into the paddock looping round to join Tavistock Road in a turning head that is shaped to accommodate the mobile phone mast easement with a cycle/footpath link to Tavistock Road. There is frontage development on this street apart from where it comes close to the protected trees. The mobile phone mast easements have affected the design especially in the north western part of the site. There are two large parking courts in the western part of the site with gardens backing onto them. Officers would have preferred these to have been smaller but they are necessary as many of the properties are unable to gain direct vehicular access.

The entrance to the site has been improved with landscaping framing the street and dual aspect houses that front both Plymbridge Road and the access road. Officers have sought relocation of the "bin collection point" to a less prominent location but if it has to remain it must be screened. Plot I has been moved further away from the protected trees.

A broad management plan for the site including the area of woodland has been provided. This will form the basis for a detailed plan to include the arrangements for the responsible body to manage the land to be covered by condition.

The layout is acceptable to comply with Core Strategy policy CS02, CS34 and part 4 of the Design SPD.

Street elevations

The street elevations with the previous scheme were poor and contained several house types of different heights that lacked cohesiveness. The amendments have improved the elevation to Tavistock Road by the use of gables, more regular fenestration and the use of slate hanging to provide greater continuity. Plots 37 and 53 – 54 at the northern end have shorter depths and hence lower ridge heights that have a different character and officers have been seeking a more cohesive approach particularly with the junction between plots 36 and 37.

With the new access road street elevation, some cohesion is provided with the use of gables and slate hanging. The developer is using several house types of different heights. Officers would have preferred greater consistency and a more regular ridge height to improve the street scene but the appearance would not cause sufficient harm to justify recommending refusing permission.

The four storey building on the corner of Tavistock Road and Plymbridge Road has a pedestrian design which has been enhanced by the use of materials to enhance accentuate the stairwell tower and bay windows in slate hanging and a ground floor clad in natural stone.

Appearance

The use of appropriate materials can improve the appearance of the development and add to local distinctiveness. The applicant used a good mix of materials at their sites in Southway particularly with the use of a local slatestone and natural slate. Officers have been insisting on similar materials including slate hanging which is more imperative at this prominent location on a key approach corridor.

Summary

Officers have worked hard to achieve an acceptable standard of design. While the fullest design potential of this prominent site has not been achieved the quality of the layout, height, massing, design and appearance will be satisfactory to comply with Core Strategy policies CS01, CS02, CS34 and the Design SPD.

Affordable housing

The provision of 17 affordable housing units in principle is a benefit of the scheme providing accommodation for people on lower incomes in an area where there is a shortage to help support a sustainable linked community.

Housing Strategy has concerns that there is clustering of the affordable units in one main area of the site and based on the initial information submitted with the application there is not a representative mix of units. There is an over supply of 2 bedroom apartments and too few 3 bedroom houses. Officers informed the applicant of these concerns some time ago with the previous application. It is unfortunate that the applicant has not changed the drawings to date. These concerns should be resolved simply and have been covered in the draft section 106 agreement to ensure that the proposal complies with Core Strategy policy CS15.1.

Transport issues

The development is likely to lead to about 25 trips in the morning peak and 26 in the afternoon peak but these will be onto the heavily congested Northern Corridor.

This justifies the contribution in the section 106 agreement for improvements to the strategic highway network.

The point of access is suitable and the principle of the layout is acceptable but there are detailed points that still need to be agreed. It is an improvement on the earlier scheme but is neither a Home Zone nor a traditional street. Cars are likely to park on the street forcing pedestrians into the street which could be a safety hazard. As there are front gardens the road can not be adopted from building line to building line. This indicates it is a traditional street lacking footways. As such the Local Highway Authority could not adopt it. The lack of footways will be an inconvenience to pedestrians. If cars park on the road it will restrict the using of the turning area for refuse vehicles and lorries. The applicant is liaising with officers to achieve a layout that is acceptable. This should be achievable and officers will update members at the committee meeting.

The parking standard of 1.25 spaces per unit is acceptable at a sustainable location close to The George Park and Ride site. All units need to be allocated a space and within a reasonable distance from the property it serves.

The bus lane on Plymbridge Road is unlikely to be used by bus services so the bus shelter should be relocated to another location in the locality. The existing Traffic Regulation Order will have to be amended to the section of bus lane to allow for the access into the site.

Subject to the applicant making the necessary changes to the drawings, the access, layout and parking arrangements would comply with Core Strategy policies CS28 and CS34 and the Development Guidelines SDP.

Trees and Nature conservation

The tree survey has not identified the trees that are important as individual specimens and could be crowded by trees of lesser quality. It would have helped the process if officers could have agreed a tree work schedule with the applicant. This could have influenced the design of the development. The protected trees are safeguarded and if any need to be felled following additional monitoring as part of the management plan, those of amenity value would be replaced. The applicant later submitted a management plan to provide “guidelines for an initial ten year management period with recommendations for ongoing management in the longer term”. The Operational Plan includes yearly management projects that include the mature trees and woodland area. This will provide the basis for a detailed management plan that importantly will provide the details of who or what body would be responsible for doing the work in the plan and this is covered by condition.

The ecological impact assessment recommends mitigation and enhancement measures in relation to habitats and species. A condition is attached to secure them. The applicant accepts it needs to mitigate the loss of biodiversity and this is dealt with in the Section 106 Obligations part below. The tree protection and proposed nature conservation mitigation measures covered in the conditions and section 106 agreement ensure that the development complies with Core Strategy policies CS18 and CS19 and the Design SPD.

Renewable energy

The energy report states that the on-site renewable energy production would be provided by solar panels on the houses and photovoltaic panels on the flats to meet at least 15% of carbon emissions to comply with Core Strategy policy CS20.

Other issues

Local residents are concerned about the height of the three and four storey blocks of flats. The block for plots 8-13 is to the rear of 1-9 Frensham Avenue. It is 7.8 metres to eaves and 11 metres to ridge. The height is accentuated as the ground level is higher than the existing dwellings. The distances from the backs of the adjoining houses to the block of flats range from 38m – 42m. There is an intervening area of woodland comprising two rows of protected tall mature trees. This will provide effective screening particularly in the period April – October when the trees are in leaf. Given these facts officers believe that there would not be undue harm to residential amenity from overlooking or over-dominance to warrant a refusal for this reason.

The block on Tavistock Road and Plymbridge Road is four storeys with a ridge height of 10.5m with the stairwell rising to 13m. Paragraph 6.22 of the Derriford and Seaton AAP states that a landmark building of 3-4 storeys would be encouraged. There were no objections to the AAP on this issue. This block is 65m from the dwellings on the other side of Tavistock Road across the busy street. This is sufficient separation so as not to cause harm to residential amenity from loss of privacy, over-dominance or undue loss of outlook.

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.

Section 106 Obligations

There have been extensive negotiations during the consideration of the two applications. Originally the applicant offered contributions well below the levels necessary to mitigate the full impacts of the development. Officers were prepared to negotiate and invited the applicant to use the Market Recovery Scheme subject to a viability appraisal. This could have led a reduced level of mitigation measures on grounds of viability. The applicant did not choose to do this and subsequently agreed to meet the full mitigation measures. This provides for a total contribution of £472,766 for mitigation of the development's impacts on infrastructure.

Impacts

Each planning obligation sought has been tested to ensure that it complies with the three tests set out in Regulation 122 of the Community Infrastructure Levy Regulations April 2010.

The impacts relate to the following areas:

1. Primary schools. The development provides for family accommodation which will generate a demand for school places. The Council's Children's Services have provided evidence that there is a deficiency of school places in the locality given projected population growth. The development will therefore generate an impact that needs to be mitigated. The estimated cost of mitigating this impact is £103,306.

2. Playing Pitches. The development is in a location that is deficient in terms of access to playing pitches. There is therefore an impact on infrastructure requirement that arises as a result of the development, namely the provision of improved access to playing pitches. The estimated cost of mitigating this impact is £45,835.

3. Local green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact on existing local green space, most specifically through the need for green space improvements. The estimated cost of mitigating this impact is £25,268.

4. Local play space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact on existing play facilities, most specifically through the need for play facility improvements. The estimated cost of mitigating this impact is £18,083.

5. Strategic green space. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the quality of environmental sites protected by legislation, particularly through increased recreational demands. The Council has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £56,356.

6. European Marine Site. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the environmental quality of European Marine Site particularly through increased recreational demands. The Council has an obligation through the Habitats Regulations Assessment of the LDF Core Strategy and relevant Development Plan Documents to seek mitigation for such cumulative impacts. The estimated cost of mitigating this impact is £1,334.

7. Strategic sports facilities. By reason of the increased population facilitated by the development and the increased demand for use of sports facilities, it will contribute to the cumulative impact of development on the city's sports infrastructure. The estimated cost of mitigating this impact is £36,010.

8. Strategic transport. By reason of the increased population facilitated by the development and the increased demand for journeys, it will contribute to the cumulative impact of development on the city's strategic transport infrastructure. This will bring the likelihood of increased congestion and pollution unless there is adequate mitigation. The estimated cost of mitigating this impact is £172,279.

9. Strategic public realm. By reason of the increased population facilitated by the development, it will contribute to the cumulative impact of development on the City Centre's public realm. This is because there will be a greater level use of the City Centre which itself generates extra pressure on the existing infrastructure. The estimated cost of mitigating this impact is £4,295.

10. The applicant's ecologist has acknowledged that the scheme would not provide net biodiversity gain on the site. To mitigate for this shortcoming and conflict with Core Strategy policy CS19 an additional contribution of £10,000 is sought to be spent on providing off-site biodiversity enhancements as part of the Derriford Community Park proposal.

The total estimated current cost of mitigating these impacts would be £472,766 if this is to be delivered through financial contributions. There is also the requirement for 18 Affordable Housing units.

In addition the management fee is £9,592 to meet the Council's costs relating to monitoring and implementation of the obligations.

Other factors

Officers drew the applicant's attention to having the application considered under the Market Recovery Scheme, should viability be a constraint on the development. The applicant has chosen not to do so.

Recommended heads of terms

The Heads of Terms have not yet been agreed with the applicant. The section sets out the Council's initial position. Officers are willing to continue negotiating with the applicant on a revised proposal.

The following Heads of Terms are proposed, each of which have been tested against Regulation 122 of the Community Infrastructure Levy Regulations 2010, to enable appropriate mitigation of the impacts identified above:

a. Local schools tariff: £103,306, to be allocated to the provision of additional school places within the vicinity of the application site.

b. Playing pitches tariff. £45,835, to be allocated to the provision of improved playing pitch facilities in the Central and North Eastern sub-area, as identified in the Playing Pitch Strategy.

c. Local green space tariff. £25,286, to be allocated to the improvement of local green space.

d. Local play space tariff. £18,083, to be allocated to the improvement of local play facilities.

e. Strategic green space tariff. £56,356 to be allocated to the provision of strategic green spaces that help to take pressure off the designated environmental sites, as identified in the Plymouth Green Infrastructure Delivery Plan.

f. European Marine Site tariff. £1,334, to be allocated to appropriate management measures for the Tamar Estuaries as identified in the Tamar Estuaries Management Plan.

g. Strategic sports facilities tariff. £36,010, to be allocated to the delivery of priority strategic sports facilities as identified in the Sports Facilities Strategy.

h. Strategic transport tariff. £172,279, to be allocated to the delivery of priority strategic transport interventions as identified in the LTP3 Transport Implementation Plan - Northern Corridor Whole Route Implementation Plan.

i. Public realm tariff. £4,295, to be allocated to the delivery of priority City Centre public realm improvements as proposed in the City Centre & University Area Action Plan.

j. The provision of 17 Affordable Housing units.

k. Nature conservation. To mitigate the development's failure to provide a net gain in biodiversity an additional contribution of £10,000 is sought to be spent on biodiversity enhancements as part of the Derriford Community Park proposal.

The Planning Obligations Management Fee is approximately £9,592 to be used to meet the Council's costs in administering and monitoring implementation of the Section 106 Agreement.

The applicant's provision of 17 affordable housing units is welcome. The type, size and location will be agreed as part of the section 106 agreement. The other agreed mitigation measures equate to just under £473,000.

Equalities & Diversities issues

The application provides a range of house types and will be available to all equality groups including 17 affordable units suitable for young families and people on lower incomes. 12 properties will comply with Lifetime Homes standards suitable for people with disabilities and the elderly and frail. The application does not have any adverse impacts on any equality groups.

Conclusions

The proposal supports the city's ambitious growth agenda in providing 58 dwellings in the Northern Corridor priority area for new housing. It would provide much needed homes of different sizes including 17 affordable dwellings and 12 Lifetime Homes. This would increase the catchments for the local centres and help in part in creating sustainable linked communities in Glenholt and Widewell to comply with Core Strategy policies CS01, CS15 and CS16.

The applicant has also agreed to meet the full measures to mitigate the impacts of the development on the local and strategic infrastructure. These include the

substantial contributions of nearly £473,000 to comply with Core Strategy policy CS33.

There are difficulties developing the land given the site's constraints which in part have led to a lengthy negotiation period over several years to achieve an acceptable standard of development. The first submission did not do this and was withdrawn prior to determination. The applicant has continued to work with officers to address several areas of concern. The principles of the design, layout and appearance have been agreed. Further technical detailed points were still being considered while the report was drafted. Officers are confident that these will be addressed to ensure the development complies with Core Strategy policies CS01, CS02 and CS34. The trees will be protected and there will be adequate nature conservation mitigation measures to accord with Core Strategy policies CS18 and CS19. On-site renewable energy production will be provided in compliance with Core Strategy policy CS20.

For these reasons the application is recommended for approval. However, if the Section 106 agreement is not completed by 20 December, delegated authority to refuse is recommended because the application would not mitigate the infrastructure impacts of the development.

Recommendation

In respect of the application dated **21/09/2011** and the submitted drawings 125.101T, 1025.102H, 1025.103E, 1025.104D, 1025.105A, 1025.106, 1025.107, 1025.PL house type drawings, 1025.PL.591, 1025.PL.F2B3, planning statement, transport statement, flood risk assessment, geophysical survey, site investigation report, ecological impact assessment Sept 2011, management and habitat enhancement plan, arboricultural constraints report, noise assessment, air quality assessment, energy report Oct 2011, statement of community involvement, lifetime homes assessment, and accompanying design and access statement, it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 20th December 2011**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

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

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: 125.101T, 1025.102H, 1025.103E, 1025.104D, 1025.105A, 1025.106, 1025.107, 1025.PL House type drawings, 1025.PL.591, 1025.PL.F2B3.

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.

SURFACE WATER DRAINAGE

(3) No development approved by this permission shall be commenced 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 details shall include:
details of the drainage during the construction phase;
details of the final drainage scheme;
provision for exceedance pathways and overland flow routes;
a timetable of construction;
a construction quality control procedure;
a plan for the future maintenance and management of the system and overland flow routes.

Prior to occupation of the site it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason:

To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal during and after development, in accordance with policies CS21, CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

GROUND CONTAMINATION

(4) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until sections 1 to 3 of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until section 4 has been complied with in relation to that contamination.

I. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must 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 must 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 must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) 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;
(iii) an appraisal of remedial options, and proposal of the preferred option(s).
This must be conducted in accordance with DEFRA and the Environment Agency's
'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme

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 2009 contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it 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 section 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section 2, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with section 3.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors to comply with policies CS34 and CS22 of the

Adopted Plymouth Core Strategy Development Plan Document.

CODE OF PRACTICE

(5) Prior to the commencement of the development hereby approved, a detailed management plan for the demolition/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.

SOUND INSULATION

(6) All dwellings shall be constructed in accordance with BS8233:1999 so as to provide sound insulation against externally generated noise. The good room criteria shall be applied, meaning there must be no more than 30 dB LAeq for living rooms (0700 to 2300 daytime) and 30 dB LAeq for bedrooms (2300 to 0700 night-time), with windows shut and other means of ventilation provided. Levels of 45 dB LAf.max shall not be exceeded in bedrooms (2300 to 0700 night-time).

Reason

To ensure that the proposed dwellings hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SOUND INSULATION VERIFICATION

(7) Details of the sound insulation verification methodology including the identification of the appropriate test properties and subsequent sound insulation verification results for each phase or part of a phase of residential development shall be submitted to and approved in writing by the local planning authority before any dwelling or building is occupied in that phase or part of that phase of development.

Reason:

To ensure that the proposed dwellings hereby permitted achieve the standards of noise attenuation set out in above condition so the properties achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

LANDSCAPE DESIGN PROPOSALS

(8) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation for the whole site including the woodland area 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; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services

above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant].

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

(9) 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

(10) 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.

LANDSCAPE MANAGEMENT PLAN

(11) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas including the woodland area based on the Management and Enhancement Plan dated 4 November 2011 other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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.

STOCKPILING/PROTECTION OF EXISTING TOPSOIL

(12) Existing topsoil stripped for re-use must be correctly store in stockpiles that do not exceed 2 metres in height and protected by chestnut palings at least 1.2 metres high to BS 1722 Part 4 securely mounted on 1.2 metre minimum height timber posts driven firmly into the ground.

Reason:

To ensure that the structure of the topsoil is not destroyed through compaction; that it does not become contaminated; and is therefore fit for re-use as a successful growing medium for plants in the interest of amenity e in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXISTING TREE/HEDGEROWS TO BE RETAINED

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

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

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

(c) The erection of fencing for the protection of any retained tree or hedgerow shall be undertaken in accordance with Section 9 of BS 5837:2005 (Guide for Trees in relation to construction) before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground areas within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that trees or hedgerows retained in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 are protected during construction work and thereafter are properly maintained, if necessary by replacement.

DETAILS OF BOUNDARY TREATMENT

(14) No 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. The boundary treatment shall be completed before any dwelling in the phase of development to which it relates is occupied. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STREET DETAILS

(15) 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.

ACCESS

(16) 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.

PEDESTRIAN/CYCLE ACCESS

(17) The dwellings shall not be occupied until the means of access for pedestrians and cyclists have been constructed in accordance with the approved plans.

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.

DETAILS OF NEW JUNCTION

(18) 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 no dwelling shall be occupied until that junction has been constructed in accordance with the approved details.

Reason:

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

PROVISION OF PARKING AREA

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

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.

CYCLE PROVISION

(20) No dwelling shall be occupied in block 7 - 12 or block 19 - 26 until space has been laid out within the site for that block in accordance with details previously submitted to and approved in writing by the Local Planning Authority for a minimum of three bicycles to be parked for block 7 - 12 and a minimum of four bicycles to be parked for block 19 - 26.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE STORAGE

(21) The secure area for storing cycles shown on the plans to be approved to comply with condition 20 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.

RESIDENTIAL TRAVEL PLAN

(22) No dwelling shall be occupied until a Residential Travel Plan (RTP) has been submitted to and approved in writing by the Local Planning Authority. The said RTP shall seek to encourage residents to use modes of transport other than the private car to get to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the RTP; and the name, position and contact telephone number of the person responsible for its implementation. The RTP shall operate from the date of occupation of the first dwelling.

Reason:

In the opinion of the Local Planning Authority, such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(23) Notwithstanding the details on the application form and shown on drawing number 1025.103C, no development shall take place until the details and 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.

SURFACING MATERIALS

(24) Notwithstanding the details on the application form and shown on drawing numbers 1025.103C and 1025.104D, no development shall take place until details and samples of all surfacing materials to be used 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.

RENEWABLE ENERGY

(25) The approved on-site renewable energy production methods for each dwelling or block of flats shall be provided in accordance with the details in the Energy Statement dated 5th October 2011 prior to the first occupation of that dwelling or block of flats and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to off-set at least 15% of predicted carbon emissions for the period 2010-2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within PPS22.

LIFETIME HOMES

(26) 12 Lifetime Homes shall be provided on the application site. Full details of the 12 Lifetime Homes showing how they meet all the criteria for Lifetime Homes shall

be submitted to and approved in writing by the local planning authority before work begins on the development hereby permitted.

Reason:

To ensure that 20% of the dwellings on site are built to Lifetime Homes standards to comply with policy CS15 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

RESTRICTIONS ON PERMITTED DEVELOPMENT

(27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 and (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), no development falling within Classes A to E of Part I of the Schedule 2 of that Order shall be carried out unless, upon application, planning permission is granted for the development concerned.

Reason:

In order to protect the residential amenities of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

NATURE CONSERVATION

(28) Details of the location of the bird and bat boxes in part 4 of the Ecological Impact Assessment shall be submitted to and approved in writing by the local planning authority before work begins on the development. The nature conservation mitigation and enhancement measure set out in part 4 of the Ecological Impact Assessment shall be carried out in accordance with a phasing programme to be submitted to and approved in writing by the Local Planning Authority before work begins on the development.

Reason:

To ensure that the nature conservation interest of the site is protected to comply with policy CS19 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

NATURE CONSERVATION MONITORING REPORTS

(29) Upon completion of the installation of the bird and bat boxes the applicant/developer shall submit annual reports to monitor the bird and bat population for a period of five years.

Reason:

To ensure that the nature conservation interest of the site is protected to comply with policy CS19 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

PARKING COURT GATES

(30) Lockable gates shall be provided to the two parking courts.

Reason:

In the interests of safety and security to comply with policy CS32 of the adopted City of Plymouth Core Strategy Development Plan Document, 2007.

BIN COLLECTION ENCLOSURE

(31) Details of the means of enclosure for the "bin collection point" shall be submitted to and approved in writing by the local planning authority before work begins on the development hereby permitted.

Reason:

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

INFORMATIVE: CODE OF PRACTICE

(1) The management plan required by condition 5 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, construction traffic parking.
- c. Hours of site operation, dust suppression measures, noise limitation measures.

INFORMATIVE: GROUND CONTAMINATION

(2) In relation to condition 4, the Site Investigation report has not identified the former fuel station situated at Turners of Roborough, a quarry 160m northeast of the airport as potential sources of contamination.

Although section 2.3 states that an Envirocheck report identified a petrol filling station at 188m north, 430m north and 732m north, these distances don't seem to correlate with the filling stations that we are aware of. The Envirocheck does not appear to have been appended so the local planning authority cannot confirm which petrol stations the report refers to.

Turners of Roborough, according to Council records, is 71m north of the site boundary. Council records also indicate that there are 5 tanks on site and the petroleum licensing file does not appear to hold details of decommissioning for all 5 of the tanks. Despite the presence of fuel stations in the vicinity the sampling strategy only included 1 sample for hydrocarbons.

Although the report has a section entitled initial site conceptual model, it does not appear to include a site conceptual model identifying sources, pathways and receptors. This should be reviewed in light of the comments above and, based on the

site conceptual model, a decision should be made as to whether additional investigation is required.

INFORMATIVE: DRAINAGE OF THE SITE, DRAINAGE AND WATER MAINS INFRASTRUCTURE AND EASEMENTS

(3) The applicant is advised to act upon the advice contained in South West Water's letter of 14 July 2011 that was copied to the agents relating to the drainage of the site and the drainage and mains water infrastructure on the site and the easements relating to it.

INFORMATIVE: TRAFFIC REGULATION ORDER

(4) The applicant is advised that an amendment to the existing Traffic Regulation Order is necessary in order to reduce the length of the one-way section of bus lane and provide vehicular access into the site.

Statement of Reasons for Approval and Relevant Policies

The proposal supports the city's ambitious growth agenda in providing 58 dwellings in the Northern Corridor priority area for new housing. It would provide much needed homes of different sizes including 17 affordable dwellings and 12 Lifetime Homes. This would increase the catchments for the local centres and help in part in creating sustainable linked communities in Glenholt and Widewell to comply with Core Strategy policies CS01, CS15 and CS16. The applicant has also agreed to meet the full measures to mitigate the impacts of the development on the local and strategic infrastructure. These include the substantial contributions of just under £473,000 to comply with Core Strategy policy CS33. The principles of the design, layout and appearance have been agreed. Further technical detailed points were still being agreed while the report was drafted. Officers are confident that these will be addressed to comply with Core Strategy policies CS02 and CS34. The trees will be protected and there will be adequate nature conservation measures to accord with Core Strategy policies CS18 and CS19. On-site renewable energy production will be provided in compliance with Core Strategy policy CS20. In the absence of any other overriding considerations, and with the imposition of the specified conditions and the completion of a section 106 agreement, 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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

PPG13 - Transport

PPS3 - Housing

PPS9 - Biodiversity and geological conservation

PPS1 - Delivering Sustainable Development

PPS23 - Planning & Pollution Control

CS28 - Local Transport Consideration

CS32 - Designing out Crime

CS33 - Community Benefits/Planning Obligation

CS34 - Planning Application Consideration

CS22 - Pollution

CS18 - Plymouth's Green Space
CS19 - Wildlife
CS20 - Resource Use
CS21 - Flood Risk
CS01 - Sustainable Linked Communities
CS02 - Design
CS15 - Housing Provision
CS16 - Housing Sites
SPD2 - Planning Obligations and Affordable Housing
SPD1 - Development Guidelines
SPD3 - Design Supplementary Planning Document
NPPF - Draft National Planning Policy Framework 2011