

PLANNING APPLICATION REPORT



ITEM: 03

Application Number: I1/01742/FUL

Applicant: Sarsen Housing Association

Description of Application: Redevelop site by erection of affordable housing development containing 18 apartments and 7 dwellings with associated parking and landscaping

Type of Application: Full Application

Site Address: FORMER ROYAL MARINE PUB SITE, TORRIDGE WAY
PLYMOUTH

Ward: Efford & Lipson

Valid Date of Application: 08/12/2011

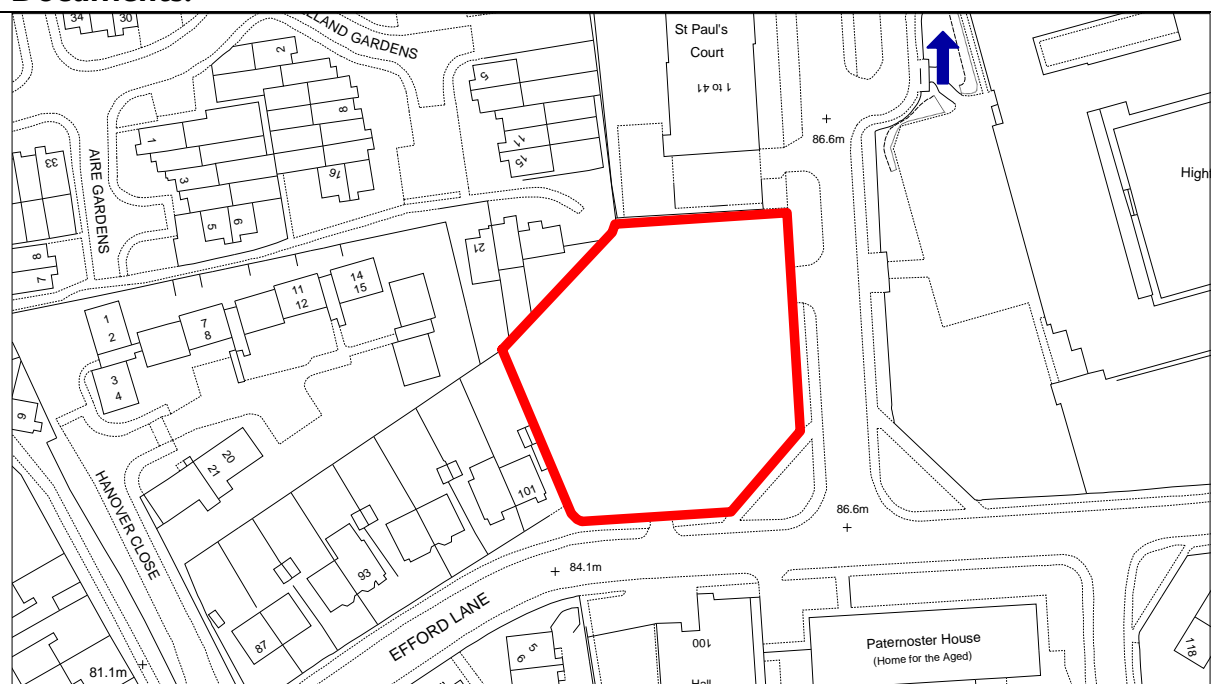
8/13 Week Date: **08/03/2012**

Decision Category: Major Application

Case Officer : Robert Heard

Recommendation: Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 01 March 2012

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Site Description

The site is located at the corner of Torridge Way and Efford Lane, in the residential suburb of Efford. It was formerly occupied by the Royal Marine Public House, which has now been demolished. The site has been cleared and is relatively flat, sloping away gently from Torridge Way in a westerly direction. The site measures 0.025 of a hectare in area.

Surrounding development is mainly residential. Efford is predominantly characterised by post war Local Authority housing development and has a high percentage of social housing. Directly opposite the site to the east (across Torridge Way) is the recently redeveloped Highfield Junior School and to the north of the site further along Torridge Way is a local centre providing amenities such as a convenience store, takeaways and a local library. Access to the site is currently gained from 2 points, an existing vehicular access off Efford Lane, on the southern boundary of the site and another vehicular access from Torridge Way on the eastern boundary.

Proposal Description

This application proposes to redevelop the site by providing a total of 25 new residential units. This includes an extension of the existing building adjacent to the northern boundary of the site (St Pauls Court Extra Care Scheme) on Torridge Way to provide 3 wheelchair friendly units at ground floor and 11 extra care flats above that have an internal link to the existing extra care scheme building at 1st, 2nd and 3rd floors.

Adjoining the new 14 unit extra care building it is proposed to erect three 3 storey dwellings that will also front onto Torridge Way. At the corner of Torridge Road and Efford Lane a small apartment block containing 4 flats is proposed with a further 4 dwellings adjoining this and facing south onto Efford Lane. This creates an 'L' shaped development that provides a street frontage onto both Efford Lane and Torridge Way, with the 2 existing access points reinstated as footways and a new vehicular access created at the north west corner of the site from Efford Lane.

Car parking is proposed to the rear of the development and within the site, with a total of 18 car parking spaces proposed for the 7 dwellings and 4 flats; the 3 bed dwellings have 2 spaces per dwelling with 12 spaces remaining for the four flats and 4 houses (which equates to 1.5 spaces per unit). The proposed 14 extra care units have a total of 7 car parking spaces including 2 disabled bays. Each of the proposed dwellings has a small back garden that contains a shed, with enclosed refuse storage being provided to the front of the dwellings. The 4 flats and 14 extra care facility units have shared amenity space and external refuse storage.

Relevant History

03/01748/FUL – Demolition of public house and erection of 24 flats. PERMITTED.

Consultation Responses

Highway Officer

No objections subject to conditions.

Public Protection Service

No objections subject to conditions.

Representations

One letter of representation received, objecting to the application on the following grounds:

- Removal of a hedgerow within the development.

Analysis

As stated above, this application proposes a residential development containing 7 houses, 4 flats and 14 extra care flats, at a site formerly occupied by the Royal Marine pub in Efford. The application is made by Sarsen Housing Association and all of the proposed dwellings will be affordable homes and managed by Sarsen, who are a Registered Social Landlord.

Pre-application discussions

The applicant made a formal pre-application submission using the Council's Development Enquiry Service in April 2011, under reference MA/226/PRE. Discussions have taken place since then and the application has been made in accordance with officers advice at pre-application stage.

Main Issues

It is considered that the main issues in the determination of this application are the principle of the proposed development; the impact that it will have on the character and appearance of the area; impact upon nearby properties residential amenities and impact upon the surrounding highway network. These issues will now be addressed in turn:

Principle of Development and Density

The site is located within an established residential area and is not constrained by any restrictive planning policies. It does not lie within a Conservation Area and there are no protected trees on the site. The site was formerly occupied by a now demolished public house and is thus considered to be brownfield land. It is considered that this proposal will ensure that a previously used but now redundant site is developed for a use that is compatible with the surrounding development, which is mainly residential.

With regards to planning policy, paragraph 10.25 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) states that *'In order to optimise the use of available sites and to reduce the pressure on Greenfield sites, the Government has set minimum density targets of between 30 and 50 dwellings per hectare. The priority will be on the re-use of previously developed sites'* and goes on to state that *'City Centre or*

urban sites can achieve quality development with densities significantly above the upper target level, as such sites would normally consist of flats and apartments’. The proposal is considered to achieve these requirements and the development would ensure that a previously used but now redundant site is developed for a use that is compatible with the surrounding development, which is mainly residential.

Concerning issues of density, 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.

Proposed density levels at the site are consistent with the density levels in the immediate vicinity. 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 and Layout

PPS1 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. Policy CS34 refers to siting, layout, orientation, local context and character. New development proposals are required to take account of the existing context and the criteria referred to.

The layout of the proposed development is reflective of the existing built form in the area by providing a street frontage to both Torridge Way and Efford Lane. This is consistent with the existing pattern of development in the area, which is characterised by a traditional layout with dwellings fronting onto the public highway.

The existing building line on Torridge Way, established by the properties adjacent to the north of the site, is respected, with the proposed development (in this case the extension block of 14 extra care flats) appearing as a continuation of the existing block of flats, with an east-west axis. A row of 3 dwellings adjoins the proposed

flats, providing a continual street frontage to Torridge Way, with the corner of Torridge Way and Efford Lane being denoted by a 4 storey block containing 4 flats. This helps to turn the corner and provides a localised increase in height, whilst visually presenting the proposed development with a focal point. The remaining 4 dwellings adjoin the corner block and front onto Efford Way, being oriented to have a north-south axis. This is reflective of the existing development on Efford Lane, which faces south on this side of the street, over looking the road.

The proposed car parking areas are to the rear of the site and will not be visible from either Torridage Way or Efford Lane, with access being controlled by a motorised gate. They will be well overlooked by the proposed development but also located safely within the site so as not to encourage on street parking. The proposed refuse and cycle storage areas are communal and easily accessible to future occupants.

The scale of the proposed development has been designed to reflect the surrounding buildings on Torridge Way and Efford Lane. The extension to St Pauls Court (the existing extra care facility) is 4 storeys to match the existing building, with the adjoining houses being 3 storeys, before the corner block rises to 4 storeys to signify the corner, with the proposed dwellings on Efford Lane being traditional 2 storey to respect the existing dwellings on this road.

The layout of the site and the scale and orientation of the proposed dwellings is considered to be a sensitive response to the character of the existing townscape in the area, also creating overlooking of the street and public highway and ensuring there is clear definition between public and private space. The layout of the proposed development and orientation of the dwellings ensures that the established pattern of development in the area is respected and that there is good natural surveillance of all areas at the site that are not private. The Councils Architectural Liaison Officer has stated support for the application and the layout of the development is therefore considered acceptable and in accordance with Core Strategy policy CS02, CS34 and part 4 of the Design SPD.

Concerning issues of building design, the external appearance of the proposed apartment blocks (extension to existing St Pauls building and new corner block) is contemporary, respecting the existing St Pauls Court on Torridge Way, which also has a modern design. The proposed development references the fenestration details of the existing extra care flats, providing similar proportioning and floor to ceiling heights and a contemporary design with feature entrance and complimentary materials palette comprising white render, copper cladding, timber cladding and standing seam metal.

The proposed St Pauls extension continues the building line of the adjoining extra care flats to the north and shows a consistent roofscape, with photovoltaic cells concealed behind the parapet in order to meet the requirements of Policy CS20 Sustainable Resource Use). The 4 storey corner block gives the development a presence in the streetscene, using a copper clad entrance and staircase to denote this important feature, with the use of copper being used as a consistent facet throughout the development.

The proposed dwellings on Efford Lane are traditional 2 storey to match the nearest existing dwellings but also have a contemporary appearance, to ensure that they are clearly part of the new development. This is also evident through use of materials. The different dwelling types and flat blocks follow the same design form and contain some similar features that ensure that the scheme has balance and a considered design approach, through subtle repetition of features and materials.

The contemporary form of the proposal and proportioning of openings and features such as the entrance and Juliet balcony windows ensures that the evolving modern character, identity and context of the surrounding and closest existing townscape is respected. The overall design of the proposed development and use of a varied materials palette is considered positive, ensuring an acceptable balance between the introduction of contemporary features and materials whilst also ensuring compatibility with the existing townscape and local context.

The proposed layout of the site and design of the proposed apartments is thus considered acceptable. In summary, it is considered that the application will provide a positive addition to the streetscene and help to improve local visual amenity. It is therefore compliant with Policies CS02 (Design) and CS34 (Planning Application Consideration) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007).

Residential amenity

It is important that all new residential development should be designed to ensure that the degree of privacy enjoyed by existing nearby properties is not unacceptably reduced and that new problems of overlooking are not created. It is also imperative that the relationship between the new dwellings proposed is acceptable and that each property has an adequate level of privacy and natural light.

The closest development to the site is St Pauls Court, the existing extra care flat development on the northern boundary of the site. The proposed development in the northern part of the site will adjoin St Pauls Court (providing an extension of this building) and will have an almost identical footprint and will be the same height as the existing building. The buildings will be orientated to face the same way and they will appear as a continual terrace in the streetscene. There will thus be no impact from the proposed development upon the outlook that the existing residents enjoy from this building, and there will no loss of light or overlooking created. The proposed development will not therefore cause significant harm to the occupiers of St Pauls Courts residential amenities. There are no other buildings close enough to the site to be affected by the proposed development, with regards to amenity impacts.

The layout of the site has been arranged so that the relationships between the proposed dwellings within the site is not unacceptable and designed so that all new dwellings will benefit from adequate levels of residential amenity, in accordance with the guidance contained within the Council's Adopted Development Guidelines SPD. With regards to residential amenity standards, all of the proposed dwellings have private amenity space that in terms of area is in accordance with the minimum guidelines contained within the SPD. Bin stores and cycle storage are also included

within the development, in accordance with the guidance contained within the Development Guidelines SPD.

Highways Issues

Vehicular access to the site for the proposed houses and the corner flat block is from Efford Lane, on the southern boundary of the site. This access is located between the existing dwellings on the northern side of Efford Lane and the proposed dwellings that will front onto Efford Lane, along the southern boundary of the site. It provides access to a parking court with 12 car parking spaces and to the 6 curtilage parking spaces proposed to the rear of the 3 proposed houses located on the eastern boundary of the site between the proposed extra care flat block and corner flat block.

With regards to the new access, the Councils Highways Officer has stated that *'parking for the 11 dwellings (7 houses and 4 flats) intended for affordable and shared ownership housing would be within the new rear parking court accessed from Efford Lane, where a new (private drive type) drop-kerb vehicular entrance would need to be formed, and the old existing vehicle entrance to the former pub reinstated as footway. Likewise a redundant vehicle entrance in Torridge Way would also need to be reinstated as footway, and appropriate white-line carriage way markings put down to complete the existing hatching in the carriageway as required. The proposed access into the rear parking court from Efford Lane is indicated as 4.8 metres wide which would allow two cars to safely pass one another when entering and leaving the parking court.'*

The car parking area for the proposed extension to the St Pauls extra care apartments is to the rear of the building and will be accessed via the existing undercroft access that serves the existing parking on the ground floor of the adjoining St Pauls building. This is acceptable and utilises an existing access to serve the proposed parking area that provides a total of 7 car parking spaces, 2 of which are disabled bays.

The level of car parking provision proposed at the site is considered acceptable. The Highways Officer has stated that *'the three-bedroom houses would have two parking spaces per dwelling accessed from the private parking court, set out in tandem one behind the other within the curtilage of the property. Parking would be provided within the parking court for the remaining family housing comprising of, four houses, and four flats, at a ratio of one and a half parking spaces per unit, served by 12 parking spaces. It is considered that the development would provide a satisfactory level of off-street car parking, although since the parking court would be secure and gated, careful attention would be needed to ensure the access mechanism, swipe card, key pad etc, would be convenient in its use and encourage residents to use the parking court. The details of the secure access mechanism into the car park have not been provided but should be submitted for approval in writing by the Local Planning authority.'*

Cycle parking provision is provided within garden sheds for the proposed houses and within storerooms for the flats which are accessed from the communal staircase on the ground floor. This ensures cycle storage at the site is secure and enclosed.

Affordable Housing

As already stated in this report, the development proposed is entirely for affordable housing. The applicant, Sarsen Housing Association, is one of the Councils Plymouth Housing Development Partners, with an excellent track record of delivering good quality Affordable Housing within Plymouth City. There is a need for the delivery of affordable housing in the Plymouth which is much greater than the total annual housing provision. Affordable Housing provision is specified as one of the top priorities for Plymouth City Council.

The Councils Housing Strategy team has provided the following comments on the application

'We fully support this proposal which will deliver much needed Affordable dwellings (at Code 3 building standards). The range of accommodation will provide valuable affordable accommodation for clients in need of extra care housing, accommodation for disabled clients and general needs affordable housing for families. At this stage we would request that details of the proposed tenure of the Affordable housing units remain flexible – with affordable tenure to be secured, by agreement, with a clause in the s106. Flexibility is required for Affordable Housing tenure options which will be subject to the terms of Homes and Communities Agency affordable housing funding assessments/ contracts and negotiations with the Housing enabling team.'

Other Issues

Policy CS20 (Sustainable Resource Use) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) requires all new residential developments of 10 units or more to incorporate onsite renewable energy production equipment to off set at least 15% of predicted carbon emissions for the period 2010 – 2016.

In order to meet the requirement of Policy CS20 it is proposed to have Photovoltaic Panels and Solar Thermal Evacuated Tubes installed on the roofs of the proposed dwellings. These will be almost flush with the roofline of the proposed dwellings or behind the parapet of the proposed apartment block and extension to existing St Pauls building, so will only have a very minimal visual impact. Photovoltaic Panels generate electricity from light and their energy source is therefore sunlight, meaning that they do not require fuel to operate and produce no air pollution or hazardous waste.

Solar water heating has been used for many years on a small scale and has recently been developed for a wider market with pressurised systems. Solar Panels require no grid connection as the surplus energy is stored in hot water. Solar panels used for heating water have a long record of use, although the scale of energy saving to be achieved is less than for a PV installation generating electricity. The capital costs for equipment and installation are less than for Photovoltaic (PV) cells and the technology is fairly simple, with a choice between vented, drain back and pressurised systems.

The use of Photovoltaic Panels and Solar Thermal Evacuated Tubes is more than adequate to meet the 15% energy saving and the application is therefore compliant with Policy CS20.

Policy CS15 of the Core Strategy requires that 20% of all new dwellings shall be constructed to Lifetime Homes Standards. Lifetime homes allow for the 'future proofing' of all new dwellings so that they can be adapted over time to suit the needs of occupants as their lifestyles change due to age or other factors. They provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment.

Whilst only 5 units would need to be provided as Lifetime Homes to comply with policy CS15 (4), all of the units within the proposed development have been designed to meet the lifetime homes criteria. This will accord with policy CS15 (4) and contribute to the schemes assessment under the Code for Sustainable Homes. The provision of Lifetime Homes at the site is proposed to be secured by condition, requiring a minimum of 5 units to be constructed to the lifetime homes standard.

The applicants have submitted an Extended Phase I Habitat Survey Report. This has identified that the site is of low ecological value, there are no habitats of nature conservation importance at the site, no rare or protected plants, no evidence of badgers and no buildings or other features capable of supporting roosting bats. There are minimal hedge and trees at the site which could be capable of supporting nesting birds but the report has acknowledged that there is only a low to moderate chance of the limited trees housing nesting birds. The Councils Nature Conservation Area is in agreement with the findings of the report and stated that the provision of 6 swift bricks would be enough to achieve a net gain in biodiversity at the site, in accordance with Policy CS19 (Wildlife) of the Core Strategy. A condition is therefore attached requiring a Mitigation and Enhancement Strategy, which will secure the bird bricks referred to and ensure the development achieves a net gain in biodiversity.

One letter of representation has been received, objecting to the application due to the removal of a hedgerow at the site. This is necessary to facilitate the development and does not result in any adverse impacts at the site, the small existing trees and hedgerow are of minimal value and the proposed planting at the site compensates for the small loss of shrubs proposed.

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equalities and Diversities Issues

The application provides a range of house types, to be delivered by a Residential Social Landlord and provided as affordable housing. All of the proposed dwellings are proposed to be built to Lifetime Homes standards and will be suitable for people with disabilities and the elderly and frail. The application therefore does not have any adverse impacts on any equality groups.

Section 106 Obligations

The applicant is a Registered Social Landlord and the development is for 25 affordable residential units. A Section 106 Agreement is necessary to secure the proposed development as affordable housing, to be managed by a Residential Social Landlord (in this case the applicant).

The application 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. No financial contributions are required in this case.

Conclusion

This application will provide 25 new affordable dwellings, including 14 extra care units, on a site that has been vacant for a number of years. It is located within an established residential area and proposes a good standard of accommodation that will sit neatly within the existing streetscene, improving visual amenity and the character and appearance of the area.

Access and parking levels are acceptable and the development does not impact upon the residential amenities of any of the surrounding properties. The application is therefore recommended for approval subject to conditions and the completion of a Section 106 Agreement within 3 weeks of the date of the planning committee, with delegated authority to refuse sought if the S106 is not completed within this timescale.

Recommendation

In respect of the application dated **08/12/2011** and the submitted drawings 001/A, 002, 003/L, 004/J, 005/J, 006/J, 007/J, 008/H, 009/F, 011/F, 012, 013, 014, 015 and accompanying Design and Access Statement, Ecology Report, Energy Report, Geotechnical Investigation and Contamination Assessment Report and Floor Risk Assessment.,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 01 March 2012**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 2 YEARS

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

Reason:

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

DETAILS OF NEW JUNCTION

(2) Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason:

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

REINSTATEMENT OF FOOTWAY

(3) No dwelling shall be occupied until details showing the two existing footway crossings (now redundant) removed and the footway reinstated have been submitted to and approved in writing by the Local Planning Authority. The works shall be undertaken and completed in accordance with the approved details.

Reason:

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.

COMMUNAL CAR PARKING PROVISION

(4) No dwelling shall be occupied until space has been laid out within the site in accordance with MA12753-003 Rev 'L' for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

Reason:

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

CYCLE STORAGE

(5) The secure area for storing cycles shown on the approved plans 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.

GRAMPIAN

(6) No development shall commence on site until the proposed access and details of improvements to the existing highway comprising of; extension of the white line hatching in the carriageway of Torridge Way to cover the now redundant vehicle access point; along with provision of bollards in the footway along the frontage of the development in Efford Lane to prevent vehicles parking on the footway, have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed as approved.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

FURTHER DETAILS

(7) No work shall commence on site until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz:-

details of an access control mechanism into the private gated parking court.

The works shall conform to the approved details.

Reason:

To ensure that these further details are acceptable to the Local Planning Authority and that they 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.

CODE OF PRACTICE DURING CONSTRUCTION

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

Reason:

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

DETAILS OF BOUNDARY TREATMENT

(9) 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 first occupation of the first dwelling. 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.

SUSTAINABLE RESOURCE USE

(10) Unless otherwise agreed in writing with the Local Planning Authority, the on-site renewable energy production methods listed in the Energy Statement (dated December 2011) shall be provided in accordance with these details prior to the first occupation of the development 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.

BIODIVERSITY

(11) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Extended Phase 1 Habitat Survey Report by Green Ecology (2011). In addition, a Biodiversity Enhancement and Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority, providing:

- a minimum of six swift bird nesting bricks incorporated into the built fabric of the new buildings.

Reason

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

NOISE

(12) All buildings should be constructed to meet the Good Room criteria as set out in BS8233:1999 such that bedrooms do not exceed 30dB during the night and living rooms do not exceed Laeq 30dB during the day.

Reason: To provide good quality living spaces to prevent unwanted disturbance from noise to future residents.

NOISE VERIFICATION

(13) Prior to occupation of any dwelling suitable tests shall be carried out to verify the dwellings meet the requirements as set out in Condition 12, and a written report detailing the tests shall be submitted to the Local Planning Authority for written approval.

Reason: To verify that suitable standards of noise insulation have been achieved. It is advised that the applicant discuss the testing methodology and numbers prior to submission to prevent any unwarranted expense or delay.

EXTERNAL MATERIALS

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

Reason:

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

LIFETIME HOMES

(15) A minimum of 5 Lifetime Homes shall be provided on the application site. Full details of the 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.

REPORTING OF UNEXPECTED CONTAMINATION

(16) In the event that contamination or ground conditions are found when carrying out the approved development, that were not previously identified, expected or anticipated; they must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken. 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,
- archeological 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'.

Where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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.

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.

LANDSCAPE DESIGN PROPOSALS

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

LANDSCAPE WORKS IMPLEMENTATION

(18) 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.

INFORMATIVE: KERB LOWERING

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

INFORMATIVE: HIGHWAY WORKS

(2) The necessary Works in the highway shall be carried out in accordance with any grant of planning permission and by way of an Access to Site Permit under Section 171 of the Highways Act 1980; and the procedure and arrangements for the construction of commercial vehicle footway crossings; by arrangement with PCC Highway Operations Section.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the impact of the proposed development on visual amenity, residential amenity and the surrounding network, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (1) 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:

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