

PLANNING APPLICATION REPORT



ITEM: 03

Application Number: 12/01504/FUL

Applicant: ConsertoneZed Plymouth Ltd

Description of Application: Full planning permission for a maximum 91 residential Code 6 dwellings with an overall gross internal floor area of 12,520 m² (Class C3); a 672 m² assembly area with covered arcade (Class B1) to be used for flexible Class A3/A4/B1/D1 use on completion of development ((Blocks A & B); 117 m² of flexible Class A3/A4/B1/D1 use (Block C); 368 m² of Class B1/live-work accommodation fronting Tavistock Road together with associated carparking, community green open space and landscaping, village square and new vehicular access off Woolwell Crescent and Towerfield Drive

Type of Application: Full Application

Site Address: LAND OFF TOWERFIELD DRIVE PLYMOUTH

Ward: Moor View

Valid Date of Application: 12/09/2012

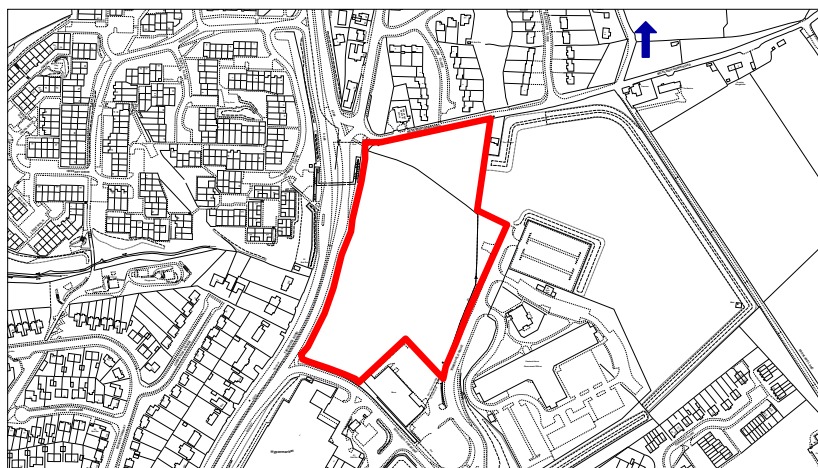
8/13 Week Date: 12/12/2012

Decision Category: This application is reported to committee as a referral by the Assistant Director because the matter is an unusual response to a particular set of issues that warrants debate by the committee

Case Officer : Robert McMillan

Recommendation: Minded to Grant Conditional Permission, subject to S106 Obligation, with delegated authority to Assistant Director

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Site Description

The site is on the northern edge of Plymouth with the boundary with South Hams crossing the eastern part of the site. It is a large area of open land criss-crossed with informal paths used for informal recreation and dog walkers: the northern part is deciduous woodland. Its area is about 3.69 hectares with the woodland comprising 0.63 ha leaving a developable area of 3.06 ha. It is bounded by Tavistock Road, Woolwell Crescent, Towerfield Drive and Bickleigh Down Road. The road frontages are 232m, 65m 175m and 227m respectively. A Tesco superstore with access yard and Petrol filling station lies to the south; Lidl's, the CSA in Clearbrook House and The Cottage to the east; housing, Roborough Methodist Church and Roborough village in South Hams to the north; and housing to the west.

The site is quite elevated with good views across to the Cornish Hills and Bodmin Moor to the west. The land falls from east to west.

The boundary between Plymouth and South Hams District Council crosses the eastern part of the site with a small triangle of land in the South Hams.

There is a good hedgebank with mature vegetation on the eastern boundary. The northern part of the site comprises mature woodland covered by TPO 168 with a hedgebank on its eastern boundary with the road. It is in reasonable condition with only limited fly-tipping but requires proper management.

There is a high footbridge across Tavistock Road and a bus stop on the northern part of the western boundary. There is vegetation on part of the central reservation and good screening on the western side of Tavistock Road and, further south, high hedges screening the houses.

On the southern boundary there is a mature hedgebank. Tesco lorries were parked on Woolwell Crescent when the officer visited the site

Lidl's is slightly raised with a retaining wall on its western edge.

Proposal Description

The proposal is for a residential led mixed use highly sustainable development. The application comprises:

91 dwellings consisting of 6 two bedroom houses 30 three bedroom houses, 29 four bedroom houses, 20 five bedroom houses, 6 one bedroom flats. Six houses and the two of the flats are affordable homes;

672 sq m of Class B1 assembly area with covered arcade to be used to assemble the house kits prior to being placed on the plots. The applicant wishes the use to extend to Class A3/A4 restaurants, cafes and drinking establishments, and Class D1 non-residential institutions for future use once the site is built out and if the assembly use for off-site kit houses is not required;

A noise bund on the western part of the site fronting Tavistock Road for BI employment accommodation of 368 sq m. The applicant has applied for these to be live-work units;

A community café/restaurant/pub (Class A3/Class A4) but again the applicant requires flexibility to be used for BI business or D1 Non-residential institutional use;

A community green open space for informal open space with a small play area and 5 aside kick about area; and

Retention of the protected woodland to be managed.

The accesses are from Towerfield Drive and Woolwell Crescent. It is a largely rectilinear form of development with the open space in the central northern part of the site with the housing to the east, south and west of this space. The assembly unit is in the south western part of the site opposite the Tesco Store service yard and the employment units within the noise bund on the western edge of the site. The junction of Tavistock Road with Woolwell Crescent would be improved to allow bus access.

The applicant is proposing a highly sustainable development. The dwellings would be built to Code for Sustainable Homes Code 6 energy standard. The commercial buildings will achieve the Building Research establishment Environmental Assessment Method (BREEAM) Excellent standard.

Most of the houses are three storeys with asymmetrical roofs to accommodate the photo voltaic roof design. The other materials are render, concrete tiles with small timber panels.

The assembly unit has traditional industrial appearance with a triple ridged roof with photovoltaics on the south facing slopes finished in timber with steel mesh loading bay gates. The employment units forming the noise bund would be constructed in a tube like form from corrugated steel culverts analogous to the “railway arches” form of development.

Pre-Application Enquiry

There was a Development Enquiry Service pre-application enquiry (MA/517/PRE) with detailed meetings held in May and July and subsequent meetings on viability.

Relevant Planning History

Application site

99/01668 – OUTLINE – Call Centre, new access, parking and landscaping – GRANTED, but not implemented

89/00726/C188 – OUTLINE - Employment development - GRANTED

88/02535 – OUTLINE – Business park and housing – REFUSED

79/03017 – OUTLINE – Housing development – GRANTED, but not implemented

78/02948 – FULL - Laying out of part of land for playing fields and changing accommodation – GRANTED

Adjoining Lidl's Store

08/01487 – FULL - Retail foodstore with associated car-parking and loading areas, (revised Scheme) - GRANTED

07/01264 – FULL – Neighbourhood retail food store with associated car parking and loading areas – REFUSED

Consultation Responses

Environment Agency

The Environment Agency objects because the applicant has not submitted enough evidence to demonstrate that the surface water drainage option is feasible. The applicant could overcome the objection by submitting further information.

Highways Agency

No objection but would expect a S106 contribution for strategic transport and a condition to secure a robust travel plan.

Natural England

Any comments to be reported in an addendum report or orally.

Local Highway Authority – interim comments

Still negotiating with the applicant but has a number of concerns relating to: the parking provision; size of footways; how the assembly unit and delivery vehicles would function safely; the need for more information on the access to Woolwell Crescent on visibility; how goods vehicles could use the road between the assembly building and affordable houses safely; and the need for safe pedestrian access to Woolwell Crescent. The LHA would also require a set back at the Woolwell Crescent/Tavistock Road junction to allow for future improvements to make it a signalised junction with Woolwell Crescent changing to a two way road as set out in the supporting Transport Assessment.

Public Protection Services

No objections subject to conditions relating to code of practice, land quality, noise, ventilation extract systems, opening hours and delivery times. Depending on the air quality there could be a recommendation for a S106 contribution for air quality measures.

Economic Development

No objections. Requires more information on the division of the live/work space in those units.

Police Architectural Liaison Officer

No objections subject to lockable gates provided to some of the pathways.

South West Water

No objections subject to technical requirements. There are site the constraints with public sewers and water mains in the vicinity that must be taken into account in the development.

Representations

There are four letters of representation, including one from the Cyclist Touring Club, raising the following points:

1. Increased traffic congestion;
2. Loss of informal open space;
3. 5-a-side pitch is unlikely to be used for long;
4. Inadequate open space;
5. Loss of young trees;
6. Too much concrete could lead to flooding;
7. Will add to pressures on over-stretched local services including schools;
8. Disruption on the local roads during the construction period;
9. Changes are needed at the junction of Tavistock Road/Woolwell Crescent to improve cyclist safety; and
10. The cycle lane should continue up Woolwell Crescent.

Analysis

The main issues with its application are: the principle of the development; sustainability; layout design and appearance; transport and highways; nature conservation; residential amenity; viability and mitigation of the impacts of the development.

The relevant strategic objectives and policies are: Core Strategy policies and strategic objectives SO2 Delivering the City Vision, CS01 Development of Sustainable Linked Communities, SO4 Delivering the Quality City, CS02 Design, SO6 Delivering the Economic Strategy, CS04 Future Employment Provision, SO10 Delivering Adequate Housing Supply, CS15 Overall Housing Provision, CS16 Spatial Distribution of Housing Sites, SO11 Delivering a Sustainable Environment, CS18 Plymouth's Green Space, CS19 Wildlife, CS20 Sustainable Resource Use, CS21 Food Risk CS22 Pollution, SO14 Delivering Sustainable Transport, CS28 Local Transport Considerations, SO15 Delivering Community Well-being CS30 Sport Recreation and Children's Play Facilities, CS32 Designing Out Crime, CS33 Community Benefits/Planning Obligations, CS34 Planning Application Considerations; National Planning Policy Framework (NPPF); Design SPD; Development Guidelines SPD; and Planning Obligations and Affordable Housing SPD Second Review.

Introduction

This is an innovative scheme where the applicant is proposing highly sustainable dwellings to achieve Code 6 Energy and Carbon Dioxide Emissions of the Code for Sustainable Homes to achieve zero-energy homes. There is also an employment aspect as the homes would be built in a pre-fabricated format, assembled on site and transferred for erection to the individual plots. It would be a pioneer for this type of development that could be rolled out to other parts of the South West. The intention is for the employment space to form a local hub for the "green economy" and as the site developed over time it would become a demonstration and education centre showing how a sustainable way of living different from the standard form of residential lead development can be delivered and work. This is based on the evidence of the applicant's other developments most notably at BedZED in Sutton Surrey and closer to home at Jubilee Quay at Penryn.

The applicant has been considering establishing a presence in Plymouth for some time and has been engaged in negotiations with various services making the formal pre-application in May of this year.

It is expected that some of the homes would be self-build and the applicant requests considerable flexibility of final design to cater for the needs of the market depending on the buyers' preferences and the future uses of the employment and commercial/community building. This is acceptable for the interior design of the homes but as this is an application for full detailed planning permission that local planning authority (LPA) requires certainty on the form, design, appearance and uses of the development. Additionally the applicant first submitted two layouts for consideration but now understands that the LPA can only determine one layout.

The application straddles the boundary with South Hams District Council and parts of three of the houses in the north east part of the site fall within the South Hams as well as the access from Towerfield Drive. As such the applicant has made identical applications to both LPAs.

The principle of the development is supported. However, it has been reported early to committee to meet the applicant's funding requirements and there are points of detail that need to be resolved. Officers are still negotiating with the applicant on design, transport and section 106 matters and will update members in an addendum report and at the committee meeting.

Principle of development

The site is open land but is not formally adopted public open space and under previous local plans was allocated for employment development resulting in previous permissions that were not implemented. The main part does not form part of the City's Greenscape. The exception is the woodland area which will not be developed as it is a Greenscape area. The Core Strategy does not allocate land for specific uses and there is not area action plan or other development plan document proposing what the land should be used for. Paragraph 22 of the National Planning Policy Framework (NPPF) states that planning policies should avoid protection of sites for employment use where there is no reasonable prospect of the site being used for such purposes. The Strategic Housing Land Availability Assessment (SHLAA) identifies the site as suitable for housing.

The applicant is proposing a highly sustainable form of development and is different from traditional housing developments as there will be a degree of employment use and assembly of the housing components on the site together with the intention to provide café/bar/pub/community uses in parts of the development. The aspiration is to create a genuine sustainable community albeit on a small area to comply with Core Strategy policy CS01. The main use will be housing that fully accords with the city's growth agenda in Strategic Objective SO1.4 and Core Strategy Policy CS15 of providing at least 10,000 new dwellings by 2016 and 17,250 by 2021. The policy requires a minimum of 30% affordable homes subject to viability assessment. This issue is dealt with further in the report and owing to viability concerns the applicant is proposing 8 - 12 affordable homes which is 9% - 13%. This is not unusual with recent applications given the difficult economic conditions in the development industry with other schemes having similar proportions of affordable homes.

An advantage of the application is that all 85 houses would be to Lifetime Homes standard, representing 93% of the total residential units as compared with the policy standard of 20%.

The application complies with Core Strategy policy CS16 as the site is in the Derriford/northern corridor area priority location for about 3,500 new dwellings by 2021.

The employment uses are supported by Core Strategy policy CS01 in helping to create a sustainable linked neighbourhood by creating workspace on site and accords with the principles of Core Strategy policy CS05 and paragraphs 7 and 18 – 21 of the NPPF. The houses would be built with the pre-fabricated wall panels assembled on site within the assembly building and then transferred to the building plots. The applicant wishes to establish a base in the South West and if other sustainable developments happen in the region the assembly building could remain in this use. Or if there was not adequate demand it could be used for small and medium size enterprises. It would become an exemplar of sustainable development with a show house and possible visitor centre. This is based on the applicant's experience at their pioneering BedZED site in Sutton Surrey that attracts large numbers of visitors. Additionally the applicant's aspiration is for the employment space to develop into a small cluster of businesses involved in the manufacture and provision of sustainable products to develop the 'green economy' dependent upon market demand.

Sustainability

A key aspect of this proposal distinguishing it from the other housing led developments in the city is the high degree of sustainability. The applicant's Planning Statement states:

“All of the homes will be constructed and commissioned to achieve Code 6 Certification of the Code for Sustainable Homes (CSH). Code 6 is equivalent to a 'zero carbon home' and is the highest level obtainable.

The principal elements of the overall environmental design specification are as follows:

- Super insulation
- Airtight construction
- Significant thermal mass
- Low embodied energy materials
- Solar orientation and passive solar gains
- Low energy electrical appliances and lighting
- Electricity generation through an interlocking weatherproof roofing system consisting of photovoltaics laminated behind translucent glass
- Combined heat pump and heat recovery ventilation

Most of the homes will have the capability of being upgraded to zero bills specification. This involves using monocrystalline photovoltaic panels, which would have the effect of doubling the electric generation and producing

enough income from the new feed in tariff (FITS) to pay for all of the domestic energy bills over the course of a typical year.”

This affects the design with the houses having asymmetrical roofs with larger south facing slopes to maximise the provision of photovoltaic panels.

The employment and commercial buildings would achieve the high “Excellent” BREEAM standard.

Layout, design and appearance

The principle is acceptable. The layout is bespoke and not the standard type associated with house builders, as it adopts blocks with perimeter roads three of which have only single fronted development. The main residential access is from Towerfield Drive with another access from Woolwell Crescent serving the assembly and employment units in the western part of the site. The central northern part comprises the open space of 0.22 ha. The junction of four roads and a pedestrian link from the west being form a square between the open space and landmark four storey community and flats as the central focus of the development. The open space is configured so that it leads into the protected woodland that will be properly managed safeguarding its ecological interest.

There are two blocks of detached houses contained within perimeter roads either side of the open space. The southern part wrapping around the Lidl’s store comprise terraced houses and the community and flats building. The western part fronting Tavistock Road is a noise bund containing the tubular employment units with a landscaped roof accessible to pedestrians.

It is a formal layout with a combination of regular and staggered building lines providing active frontages to the streets and providing good surveillance to the open space.

Officers are negotiating with the applicant to improve the layout by simplifying the square framing it with mature trees and providing trees either side of the open space as a visual and structured link to the woodland and to break up the visitor parking spaces.

The form of the houses follows the function of their high sustainability. They are large and mainly three-storey in height with asymmetrical roofs having shallow pitched long southern slopes to maximise the area for the photovoltaic panels.

There are areas where improvements to the details are needed. Some of the houses have a ‘wrap over’ effect with the north facing walls finished in grey concrete tiles. These have a ‘heavy’ austere appearance and officers are working with the appellant to seek a more appropriate material.

The houses on the southern side of the main access have dominant roofs with a steep pitch at odds with the opposite side of the street. Making the roof pitch less steep and retaining the render/ timber appearance up to 3 storeys will create greater unity and soften the design. Several of the plots have elevations facing roads and footways that require fenestration to improve surveillance. Officers are negotiating

with the applicant to improve the design and appearance of the scheme and will update members at the committee meeting. The innovative design principles and high levels of sustainability are supported in compliance with Core Strategy policies CS01, CS02, CS20 and CS34 and with the NPPF.

Residential amenity

The development has little direct effect on existing dwellings. Those on the west side of Tavistock Road are separated by this busy wide four-lane highway and effective screening. Those in South Hams on the north side of Bickleigh Down Road are separated from the development area by the mature protected woodland. The property on the south side of Bickleigh Down Road known as The Cottage similarly is well screened by the woodland.

The residential amenity issues are between the proposed dwellings and buildings within the site. The affordable homes at plots 80 – 85 are close to the assembly building and mews street serving the employment/live work units. Given the closeness of the assembly building it is essential that it is adequately sound proofed to prevent noise nuisance to the dwellings. Likewise hours of use and delivery and despatch times will be controlled to ensure reasonable living conditions.

The “tube” employment units are located in the noise bund next to a busy road. The DAS states that they will have modest levels of insulation. Again these need to have adequate sound proofing to protect the amenities of the houses opposite. Also the applicant wishes these to have the flexibility to be used as live/work units. Officers queried the suitability of such a use at the outset given their location, basic structure, limited privacy and lack of amenity space. But this is a unique form of development so it could be considered as a special case subject to the proviso that not more than 50% of the floorspace of each unit shall be used for living purposes, should anyone choose to use them as live/work space.

Several of the properties in the southern part of the site have gardens that do not fully meet the guidelines in the Development Guidelines SPD but this is compensated by the provision of the community open space and access to the woodland. Officers have concerns about plots 71 and 72 having roof gardens and the scope for overlooking and the poor relationship of plot 71 with plot 34 in terms of overlooking. Also plots 80 and 81 face a high gable end of plot 24 which could have an over-dominant effect. Officers are continuing negotiations to improve the standards of residential amenity within the site to ensure it complies with policies CS01, CS15 CS22 and CS34.

Transport and parking issues

The local highway authority (LHA) has been unable to give a formal response as negotiations are still taking place and formal comments will be reported to committee. In the interim, the LHA has given its informal comments. As this is not a traditional layout, collaboration is required to achieve an acceptable and safe form of highway layout with adequate parking arrangements.

The northern corridor is subject to congestion queuing back from The George junction and Woolwell roundabout. The development will add traffic onto the local highway network. To date the LHA has not raised objections on highway and

junction capacity grounds. The characteristics of the development are material. The applicant is prepared to gift land in the south west corner of the site at the junction of Tavistock Road with Woolwell Crescent to enable a bus lane to be constructed so that buses can by-pass the queues back from Woolwell roundabout especially during the morning peak hour that should improve bus journey times on this route. This is another positive part of the application that is welcomed.

The applicant's aspiration is that the site will not generate the normal level of car journeys by providing a "local green transport offer" and one assumes given the possible lifestyles of many of the people attracted to living in a highly sustainable community. It would hope to create a green car club that could expand to include the Children's Support Agency. The Design and Access Statement states that this would be provided by a Community Interest Company set up by the applicant. The applicant does include details in the draft heads of terms for the section 106 agreement of how this could be guaranteed. Officers query whether or not there would be sufficient demand for it to be viable. The only car club in north Plymouth is at the recent student housing scheme at Plymbridge Lane/Derriford Road that required a substantial financial contribution. There is scope for the applicant to collaborate with the operator of that scheme.

The scheme proposes electric bicycles powered by the solar installations. It is likely that some residents would use these as an alternative to the car.

There will also be an employment and residential travel plan to encourage other means of travel than the car. With other schemes, officers have sought the provision of travel passes to prompt residents and staff to use buses as soon as that occupy/work at the site to establish travel behaviour at the outset. As there is a financial implication this should be provided in the section 106 agreement.

An important point that requires clarification is the junction of Woolwell Crescent with Tavistock Road. The Local Transport Plan 3 2011 – 2026 Transport Implementation Plan has provisionally programmed improvements to the junction as part of the Northern Corridor Whole Route Implementation Plan for 2012 – 2016. These would make it a two-way signalised junction. In the original submission the assembly building was sited further away from Woolwell Crescent and both the Transport Assessment and Planning Statement stated that the scheme had been "future proofed" to allow for this junction improvement. Now the building has been moved closer to the junction the LHA and LPA need evidence that this development will not prejudice the junction improvements.

More information and clarity is required to demonstrate that the highway arrangements and sight lines at the Woolwell Crescent access and manoeuvrability for delivery vehicles in this part of site are safe and feasible.

On parking matters, officers appreciate that the ethos of the scheme is to reduce the carbon dioxide emissions and reliance on the car which is supported, but there is no guarantee that all of the occupiers will fully subscribe to this philosophy at an edge-of-city location. One cannot predict what the levels of car ownership will be. The proposal is for mainly large four- and five-bedroom houses that require two spaces. The original DAS states that the detached houses have two spaces but the terraced

houses that have four or five bedrooms will have one space. The recent addendum to the DAS states that the parking capacity has increased from 179 to 250 spaces with the large detached houses having three spaces, the terraced houses having on average 1.57 and the one-bed flats provided with one space. This was received while this report was being written and Transport officers had too little time to comment. However several spaces have been provided some distances from the homes they serve and those close to Towerfield Drive could be used by CSA employees given the heavy on-street parking on both sides of Towerfield Drive. Measures to prevent staff at the CSA from parking within the development would be required.

The Transport officer will provide additional comment on the recent revisions and members will be updated on the transport and parking matters in an addendum report or at the committee meeting.

Ecology, nature conservation and trees

The site has ecological value especially in the woodland and hedgebank on the eastern boundary. The applicant has carried out detailed ecological and tree surveys and reports. There is evidence that dormice, badgers and bats use the site. All are protected species and adequate mitigation measures are required. The margins of the grassland and edges of the eastern hedgebank provide a suitable habitat for reptiles, and the woodland and hedgebank provide suitable sites for nesting birds. The applicant has provided a Biodiversity and Mitigation and Enhancement Plan and a Woodland Management Plan to ensure that the protected species are safeguarded and the woodland is properly managed to enhance its amenity, ecological and landscape value. The mitigation and enhancement measures include areas of perimeter planting and additional planting within the woodland with appropriate species. The applicant will provide a number of bat, bird, dormouse and insect boxes in the woodland and five house sparrow terraces will be added to the outside of the new buildings.

The northern part of the eastern hedgebank will be translocated to run alongside Towerfield Drive and the details and phasing of this will be conditioned to ensure that it is done with minimal harm to the structure, soil and vegetation to retain the integrity of the hedgebank.

Planning permission for a proposed development site, where dormice are present, should only be granted if the LPA is satisfied that the development meets three tests in the Habitats Directive. The tests are:

- i) preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment;
- ii) there is no satisfactory alternative; and
- iii) the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

In this case, the survey evidence indicated that there was one dormouse nest on the eastern edge of the woodland. This area will not be developed. Although the eastern hedgebank is a suitable habitat for dormice the Dormouse Survey found no evidence of dormice in the hedgebank.

The LPA's response to the tests is that the proposal will be a highly sustainable form of development meeting code 6 for energy and carbon dioxide reduction of the Code for Sustainable Homes that could become a hub for the "green economy" that has beneficial consequences of primary importance for the environment; and the site is required to meet Plymouth's Growth Strategy and meet the 5 year housing supply in the Derriford/northern corridor priority location for new dwellings to comply with Core Strategy SO1 and policies CS15 and CS16 and paragraphs 45-51 of the NPPF.

The woodland will be retained and, together with the eastern hedgebank, will be maintained and enhanced in accordance with the mitigation and enhancement measures outlined in the Woodland Management Plan (DWC Report No. 12/1698c), Mitigation and Enhancement Plan (DWC Report 12/1936) and Dormouse Survey (DWC Report No 12/1698b). These measures will seek to maintain the population of the dormice within the woodland and the development of the open land should not be harmful to the population of dormice at the site at a favourable conservation status in their natural range.

If members are minded to grant permission, the applicant will require a European Protected Species Licence (EPSL) from Natural England before development begins on the site.

Conditions will be attached and/or section 106 agreement obligations provided to ensure that the Woodland Management Plan and Mitigation and Enhancement Plan are implemented in accordance with an agreed phasing, timing and monitoring programme. Subject to these measures the application will safeguard the protected woodland, hedgebank and species to comply with Core Strategy policies CS18 and CS19 and paragraphs 109, 113-114 and 117-119 of the NPPF.

Flood risk

The applicant has not provided sufficient information on surface water drainage for the Environment Agency (EA) to confirm that there would not be flood risks arising from the development. The EA states that if the applicant provides the information to overcome its concerns it could remove its objection. The applicant is aware of these concerns and officers understand that the applicant is liaising with the EA to ensure that the application complies with Core Strategy policy CS21. Officers will update members on this matter in an addendum report or at the committee meeting.

Residents' concerns

The development will add traffic to the highway network but the site has always been earmarked for development and the application provides the benefit of dedicating land for a bus lane that will improve bus journey times. The residual cumulative impacts of the development are not considered to be severe to justify a refusal. The land is not formal open space and has a planning history of being

developed. The open space is of a sufficient size and whether the space would be used or not is speculation but officers believe that it will. The trees worthy of retention will be retained and new tree planting will be provided. The applicant must provide an adequate surface water drainage system to ensure that there would not be an increased risk of flooding. The development will affect local services including schools. Normally a contribution for education would be sought but the applicant has advanced a robust case that there is insufficient viability to allow for measures to mitigate the impact on local schools. There will be some disruption during construction but this will be mitigated by the code of practice condition and the method of construction with the pre-fabricated wall panels assembled on site and transferred to the building plots. Further street details will ensure that cyclists' safety is not prejudiced. Cyclists travelling south will be able to enter the northern part of the site so that a new cycle lane on Woolwell Crescent is not essential.

Local finance considerations

Local finance considerations are now a material consideration in the determination of planning applications by virtue of the amended section 70 of the Town and Country Planning Act 1990. This development will generate a total of approximately £938,400 in New Homes Bonus contributions for the authority. However, it is considered that the development plan and other material considerations, as set out elsewhere in the report, continue to be the matters that carry greatest weight in the determination of this application.

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

In normal circumstances for a conventional housing development, officers would be seeking measures and contributions to mitigate the infrastructure impacts of the development. There are viability concerns so it would be eligible to be considered under the Market Recovery Scheme. In order to comply with Core Strategy policy CS33 and the Planning Obligations and Affordable Housing SPD Second Review, officers would have sought 13-14 affordable homes, contributions for local schools, playing pitches, strategic transport strategic green space and the European Marine Site. The applicant has worked closely with officers on agreeing the viability appraisal. The appraisal is satisfactory for evidencing viability. It is a project with high risk with a viability gap in the appraisal of £1.8 million on a developer profit of 20% on cost. If the LPA sought substantial planning obligations it would render the project undeliverable. The reasons why this is so are because of the high build costs associated with the sustainable homes, the employment space providing little value, and the amount of open space and land required for the junction improvements.

The application provided several benefits not least the high degree of sustainability, energy efficiency and carbon dioxide reduction. The applicant will provide eight affordable homes and further negotiations with Housing Strategy officers and the Registered Provider (the housing association) may result in an increase to 12.

Negotiations are continuing on the draft heads of terms submitted by the applicant. These include matters relating to: the dwellings achieving a Code for Sustainable Homes level 6 EN rating; provision of a learning resource centre of up to 55 sq m; dedicating land in the south west corner of the site of about 500 sq m for highway junction improvements; “reasonable endeavours” to facilitate delivery of a green car sharing scheme and electric bicycles; retention and management of the woodland; creation of the open space and installation of the play equipment; and construction of the first phase of the employment facility. In addition to these, officers are seeking additional terms subject to viability. These are: the management agreement extended to the open space and eastern hedgebank; maintenance of the open space and play area by the developer/management company or a commuted payment; provision of travel passes for the travel plans; a contribution for a car club which could be an extension of the car club in operation at the student housing at Plymbridge Lane.

Officers will update members on the progress of the negotiations in an addendum report or at the meeting.

Equalities & Diversities issues

The homes will be available for all groups of society in particular for those with larger families and wishing to live in a highly sustainable community. There is some provision of affordable homes for people on lower incomes and young families. All the houses will be built to Lifetime Homes standard suitable for people with disabilities and the elderly. Small employment premises will be provided suitable for small enterprises wishing to locate from their current premises.

Conclusions

The principle of the development is supported as it has the potential to be an exemplar form of highly sustainable development in the region that, once established, could extend to other sites within the South West. If successful it could become a hub for the “green economy” for the manufacture and provision of sustainable products and services attracting visitors to find out more about and be educated in sustainable development. It would become an educational resource for all levels from primary to university. There is scope for alternative forms of housing including self-build. It will contribute to the growth strategy and 5 year land supply and provide employment opportunities in a priority location for new dwellings.

The applicant has requested that the application is reported to this committee for funding reasons which has given little time to address all the issues raised. Negotiations are still taking place to improve the quality of the scheme on a number of matters. These relate to the layout design and appearance of the development; effects on residential amenity; transport, highways and parking are broadly acceptable but there are detailed points raised in the report that need to be resolved. Officers are confident that these matters are capable of being resolved. There is a current technical objection from the Environment Agency that the applicant should be able to resolve. The scheme is one of high risk with a substantial viability gap. The

applicant will provide such measures that the scheme can sustain to mitigate the infrastructure impacts of the development. Officers will update members in an addendum report or at the committee meeting on the outcome of the negotiations. Subject to the detailed points being resolved, the application is acceptable and has the potential to be a real asset for the city and sub-region in terms of delivering a highly sustainable, exciting form of development.

Recommendation

In respect of the application dated **12/09/2012** and the submitted drawings ,it is recommended to: **Minded to Grant Conditional Permission, subject to S106 Obligation, with delegated authority to Assistant Director**

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:(insert plan numbers)

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.

1. 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 2007.

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.

NOISE

(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 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. sub-stations, cabinets, 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 MANAGEMENT PLAN

(10) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas, other than small,

privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation 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.

MAINTENANCE SCHEDULE

(11) No part of the development shall be occupied until a schedule of landscape maintenance for a minimum of five years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason:

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

STOCKPILING/PROT. 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

(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 the approved plans and particulars in the Arboricultural survey and report 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 FLOODLIGHTING AND STREET LIGHTING

(14) Details of any floodlighting and street lighting shall be submitted to and approved in writing by the Local Planning Authority before any one of the dwellings or commercial buildings hereby permitted is occupied. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are acceptable to the Local Planning Authority, that they are in keeping with the standards of the vicinity and to protect protected species in accordance with Policies CS19, CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF BOUNDARY TREATMENT

(15) 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. Special attention shall be paid to how the development integrates with boundary around the adjoining Lidl's store site boundary. The boundary treatment shall be completed before any one of the dwellings or commercial buildings hereby permitted 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.

PROVISION OF COMMUNITY OPEN SPACE AND CHILDREN'S PLAY AREA

(16) Before the occupation of the fortieth dwelling forming part of the development hereby permitted, the developer shall provide the specification for the community open space and play area for approval in writing by the local planning authority and lay out the community open space and provide and equip the play area in accordance with the approved specification the extent and details of which shall be in accordance

with the plans and particulars relating to the landscaping of the site required by condition 8.

Reason:

To ensure the proper provision of the open space and children's play facilities in accordance with Policy CS30 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

RETENTION OF THE OPEN SPACE

(17) The community open space and play area hereby permitted shall be retained permanently.

Reason:

To ensure that the development has adequate open space and play area for the occupants of the development to comply with policy CS30 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

STREET DETAILS

(18) 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 or employment unit shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

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

COMPLETION OF ROADS AND FOOTWAYS

(19) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under condition 18 above before the first occupation of the penultimate dwelling.

Reason:

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

ACCESS (CONTRACTORS)

(20) Before any other works are commenced, an adequate road access for contractors with a proper standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to the adjacent highway in a position and a manner to be agreed with the Local Planning Authority.

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28

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

DETAILS OF NEW JUNCTION

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

Reason:

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

PROVISION OF SIGHT LINES

(22) No work shall commence on site until details of the sight lines to be provided at the junction between the means of access and the highway have been submitted to and approved in writing by the Local Planning Authority. The approved sight lines shall be provided before the access is first brought into use.

Reason:

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

CAR PARKING PROVISION - deletions

(23) The development shall not be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority) for a maximum of X cars to be parked and for the loading and unloading of vehicles 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.

PROVISION OF PARKING AREA

(24) 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 RESIDENTIAL

(25) No dwelling shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority) for 91 bicycles to be parked or stored.

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 PROVISION - insert number

(26) The employment and commercial buildings shall not be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for X bicycles to be parked for users of the employment and commercial buildings.

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

(27) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

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

LOADING AND UNLOADING PROVISION

(28) Before the development hereby permitted is first brought into use, adequate provision shall be made to enable goods vehicles to be loaded and unloaded within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To enable such vehicles to be loaded and unloaded off the public highway so as to avoid:- (i) damage to amenity; (ii) prejudice to public safety and convenience; and (iii) 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.

USE OF LOADING AREAS

(29) The land indicated on the approved plans for the loading and unloading of vehicles shall not be used for any other purposes unless an alternative and equivalent area of land within the curtilage of the site is provided for loading and unloading with the prior consent in writing of the Local Planning Authority.

Reason:

To ensure that space is available at all times to enable such vehicles to be loaded and unloaded off the public highway so as to avoid:- a. damage to amenity; b. prejudice to public safety and convenience, and c. interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STAFF TRAVEL PLAN DETAILS

(30)The uses hereby permitted shall be carried out in accordance with details of a Staff Travel Plan which shall be submitted to and approved in writing by the Local Planning Authority prior to the development opening for trade. The Staff Travel Plan shall include the following elements:-

- The provision of secure and convenient cycle parking facilities
- The provision of shower and changing facilities for staff
- Measures to regulate the management and use of car parking areas to be permitted
- The appointment of a suitable on-site co-ordinator to monitor and record occupiers' progress in meeting the objectives of the plan. An initial survey of staff travel patterns to/from the site shall be carried out and the results, together with proposed targets for staff cycle and public transport usage and car sharing, submitted to the Local Planning Authority within six months of the development opening for trade. A report shall be submitted to the Local Planning Authority every two years monitoring the progress of the plan and achievement of the identified targets
- Measures for enforcement of the plan, should agreed objectives and targets not be met.

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.

CS28 - Local Transport Consideration

CS32 - Designing out Crime

CS33 - Community Benefits/Planning Obligation

CS34 - Planning Application Consideration

CS18 - Plymouth's Green Space

CS19 - Wildlife

CS20 - Resource Use

CS21 - Flood Risk

CS22 - Pollution

CS01 - Sustainable Linked Communities

CS02 - Design

CS04 - Future Employment Provision

CS15 - Housing Provision

CS16 - Housing Sites

SO11 - Delivering a sustainable environment

CS30 - Sport, Recreation and Children's Play Facilities

SO2 - Delivering the City Vision

SO4 - Delivering the Quality City Targets
SO6 - Delivering the Economic Strategy Targets
SO10 - Delivering Adequate Housing Supply Targets
SO14 - Delivering Sustainable Transport Targets
SO15 - Delivering Community Well-being Targets
SPD2 - Planning Obligations and Affordable Housing
SPD1 - Development Guidelines
SPD3 - Design Supplementary Planning Document
NPPF - National Planning Policy Framework March 2012