

PLYMOUTH CITY COUNCIL

Subject: Compliance with planning conditions and S106 clauses imposed upon Plan ref 11/00750 for the construction of Energy from waste plant in Her Majesty's Naval Base, North Yard, Devonport.—Transportation and drainage matters

Committee: Planning Committee

Date: 8 November 2012

Cabinet Member: Councillor Vincent

CMT Member: Anthony Payne Director for Place

Author: Alan Hartridge Planning Services (on behalf of the Assistant Director for Planning Paul Barnard) and Scott Smy Development Controller (Transport)

Contact: Tel: 01752 30420 and 307813
[e-mail: alan.hartridge@plymouth.gov.uk](mailto:alan.hartridge@plymouth.gov.uk) and
scott.smy@plymouth.gov.uk

Ref: 11/00750

Key Decision: No

Part: 1

Purpose of the report:

Monitoring report required by the 18th October Planning Committee

A template of progress relating to the monitoring of conditions and S106 clauses and a programme of update reports relating to a number of different topics was reported to the Planning Committee on the 18th October noted and agreed.

The attached report (appendix I) indicates the Transport Unit's assessment of progress being made at this time in monitoring progress with the Transportation and Highway requirements.

Corporate Plan 2012-2015:

Working with other organisations in the sub region to reduce costs in waste disposal services; dealing with waste in a way to reduce carbon emissions whilst also using planning powers as a key lever to facilitate the potential for further carbon savings, social enterprise and Community Trust development and the delivery of business support in relation to the maritime sector. This monitoring report does not raise any implications in respect of the Corporate Plan.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The use of planning powers associated with the imposition and monitoring of conditions and obligations will secure acceptable development at a short, medium and long term cost to the applicants that is considered reasonable and in the community interest whilst saving public expenditure and the development itself secures a pooling of sub regional resources to address rising landfill costs. There are no abnormal financial implications for the local planning authority in monitoring conditions and clauses although the developer will have costs through providing information required by the S106.

Other Implications: e.g. Child Poverty, Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:

The use of planning powers associated with the imposition and monitoring of conditions and obligations will secure acceptable development mindful that the principle Health and Safety and Risk Management issues (including those relating to highway safety and minimising pollution risk) and the framework for fostering good community relations has been addressed in the determination of the planning application.

Recommendations & Reasons for recommended action:

Recommendation:

It is recommended that the members note the report and in particular that your officers have concluded that satisfactory progress is being made at this stage in meeting the Council's required obligations and in mitigating impacts in respect of transportation and drainage matters without any demonstrable harm to nearby residents, the environment or public safety.

Alternative options considered and reasons for recommended action:

Where a breach is identified the Council response has to be reasonable and appropriate mindful of any demonstrable harm. It must be expedient in the public interest to take any enforcement action. It has been proven that if a council acts unreasonably in taking enforcement action, and the matter is upheld at an appeal, costs can be awarded against it. This would not be in the public interest.

Background papers:

The planning conditions Section 106 clauses drawings and schemes can all be found on the planning website for 11/00750

<http://www.plymouth.gov.uk/planningonline.htm?ApplicationNumber=11%2F00750&AddressPrefix=&Postcode=&Sort2=DateReceived+DESC&innoLink=http://www.plymouth.gov.uk/planningapplications2/results.asp>

Sign off:

Fin	Pc.Place F PD1213 007.291 012.	Leg	JA R/1 59 76	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: Paul Barnard											
Have you consulted the Cabinet Member(s) named on the report? No											

BACK GROUND REPORT:

1.0 Transportation matters

1.1 The Planning Committee considered that the disbenefits arising from transport matters could be adequately addressed by conditions and obligations that would secure highway improvements in the interests of safety and adequate sustainable travel measures during construction and operation of the plant.

1.2 In order to provide access into the site, a new junction has been constructed on the private section of the North Access Road which serves the Dockyard entrance at Camels Head and this has a dedicated signalised right turn lane into a new site access road that has been constructed across the edge of the MoD car park and under an arch of the viaduct.

1.3 The operation of this new junction is now linked to the existing traffic signals at the Wolseley Road/Weston Mill Drive junction to ensure efficient operation of both junctions and avoid unnecessary delays to traffic exiting the dockyard. Pedestrian crossing facilities across the south western arm of the junction have also been improved. A new combined footway/cycleway is constructed along the southern side of the new access road from it's' junction with the Dockyard North Access Road and 3 lengths of acoustic barrier fencing has been constructed north of the access road, A security gate would be erected in the future across the new access road, close to the proposed junction with the existing dockyard access road.

1.4 To ensure that the Naval Base retains its own circulation within the secure perimeter, and to facilitate secure access to the proposed marine landing craft site to the west, a Bull Point Access Road has been constructed from the existing access road adjacent to the Western Mill dock access roads within the western edge of the application site

1.5 A new steel and concrete 18m clear-span bridge sufficient to take traffic in both directions at the same time will shortly be constructed to replace the two existing crossings of the Weston Mill creek and two weighbridges and a gatehouse will thereafter be constructed on the internal access road nearby to the east of it.

1.6 The Highway's Agency's main concerns were in respect of the impact of additional HGV movements through the A38 (T) Weston Mill Drive junction's East and Westbound off-slip roads where there have been accidents. Improvement works have now been carried out.

1.7 The applicants stated that the number of staff would vary during the construction period from a peak of approximately 309 in October 2013 to approximately 35 at the end of the construction period. It was agreed that a comprehensive Construction Workers Travel Plan (CWTP) was warranted to mitigate for the impact of traffic movements associated with the construction phase of the development which would have the potential to be significant with an average of 160 construction workers on-site during the 3 year build programme with a maximum number of 309 during October 2013. At present there are 50 site management and supervisory personnel and 50 construction workers on site.

1.8 When the planning application was under consideration the applicants stated that the Goschen Yard car parking area would be utilised during the construction phase as it has capacity for 280 vehicles and a dedicated shuttle bus service linking it with the construction site would be provided. This was an arrangement reflected in the approved Construction Travel Management Plan although the Keyham Quarry car park is now being suggested.

1.9 The applicants have set up a dedicated CWTP account to fund measures/initiatives that support the delivery of the agreed CWTP. These measures accord with CS Objective 14, and Policies CS 28 and CS33,.W7 & W8 in support of adequate transport infrastructure.

1.10 The Transport Unit update report is attached (Appendix I)

2.0 Drainage matters

2.1 Regulation of all aqueous discharges from the site is a matter that the Environment Agency addresses through the Environmental Permit required for the plant to operate and conditions are imposed upon the planning permission to ensure that the design of the proposal and control measures are such that significant effects on the environment do not arise or are adequately mitigated to secure effective surface water management and maintenance .

2.2 Details have been agreed to minimise the risk of pollution of surface water and to manage flood risk (in accordance with Policies CS 21 and CS22),The drainage system and monitoring requirements were inspected by the Council's drainage engineer within Transport and Highways with the drainage engineer from the Environment Agency in October and it was determined that the drainage system along the access road is in place and working satisfactorily and that the surface water conditions for this stage of the development are currently being managed appropriately.