

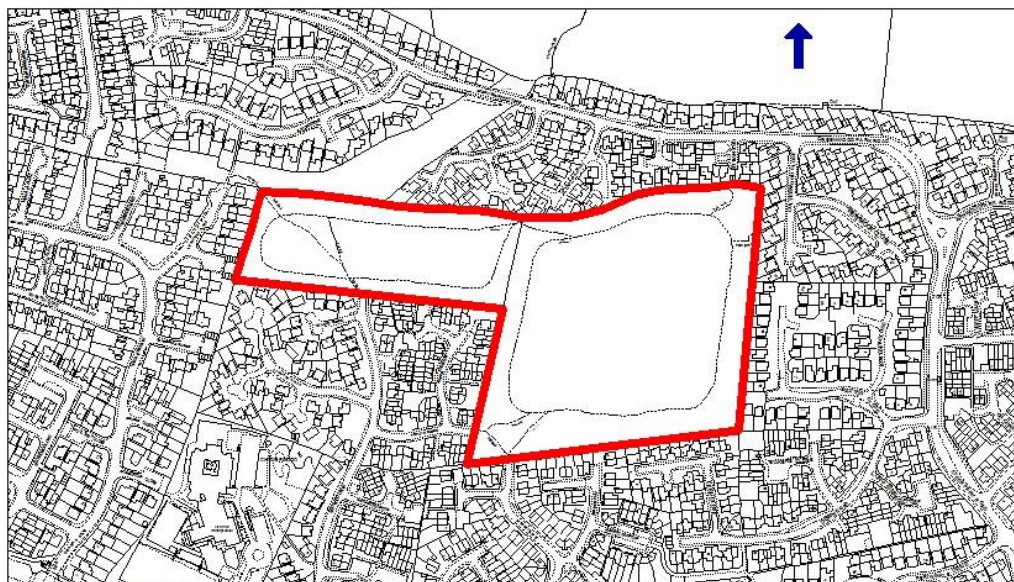
PLANNING APPLICATION REPORT



| | | | |
|---------------------------|--------------|-------------|----------------------|
| Application Number | 16/00150/FUL | Item | 02 |
| Date Valid | 29/01/2016 | Ward | Plympton Chaddlewood |

| | | | |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------------------|
| Site Address | LAND AT REDWOOD DRIVE AND POPLAR CLOSE PLYMOUTH | | |
| Proposal | Construction of 190 dwellings, public open space, a new community park with access from Poplar Close and Hickory Drive, an emergency access road within community park and associated infrastructure | | |
| Applicant | Barratt David Wilson Homes (Exeter) Ltd | | |
| Application Type | Full Application | | |
| Target Date | 03/08/2016 | Committee Date | Planning Committee: 07 July 2016 |
| Decision Category | Major - more than 5 Letters of Representation received | | |
| Case Officer | Simon Osborne | | |
| Recommendation | Grant Conditionally Subject to a S106 Obligation, delegated to Assistant Director for Strategic Planning & Infrastructure to refuse if S106 is not signed by the target date or other date agreed through an extension of time. | | |

Click for documents www.plymouth.gov.uk



1. Description of site

The site is an 'L-shaped' greenfield site known locally as 'Chaddlewood Fields'. It measures 6.403ha in area and is located in the largely residential area of Chaddlewood. The site is located less than 1km from the local retail provision and 2.5km east of Plympton Ridgeway.

The application effectively splits the site into a smaller rectangular western parcel and a larger square shaped eastern parcel. The western parcel is 1.8329ha and is bounded to the north by residential development associated with Raleigh Court. A significant woodland area is located in the North West corner running in a south west to north east direction and between Almond Drive and Raleigh Court. This wooded area links to further green space to the north of Greenwood Park Road. Residential development associated with Walnut Close, Redwood Drive and Aspen Gardens is located to the south with Litchfield close to the West.

The Eastern larger parcel of land is 4.5701ha and is bounded to the north by residential development associated with Grenville Court, Gilbert Court and Walsingham Court, to the east by Barton Close and Culverwood Close, to the south by Hickory Drive, Juniper Way, and Fern Close and to the west by Poplar Close, Aspen Gardens and the western land parcel.

Both field parcels are currently divided by a hedgerow. The boundaries are typically defined by mature hedgerows, which support the occasional mature hedgerow tree. Devon banks are located on the north, east and south boundaries of the eastern land parcel.

2. Proposal description

Construction of 190 dwellings, public open space, a new community park with access from Poplar Close and Hickory Drive, an emergency access road within the Community Park and associated infrastructure.

57 of the dwellings would be Affordable Housing equating to 30% of the total.

Car parking would comprise of a mixture of private on-plot spaces, private off-street blocks of parking spaces, including 34 visitor parking spaces, 26 of which would be within the proposed public highway. This would provide a total of 420 spaces to serve the 190 dwellings, an overall parking ratio of 2.2 parking spaces per dwelling.

The new community park would include a circular path for walking, running and cycling, open viewing platforms, seating and planting areas.

3. Pre-application enquiry

This site was the subject of a Site Planning Statement as part of the Plan for Homes initiative. An extensive pre-application enquiry took place over a number of months where consideration was given to the proposed layout, access and highway issues, quality of the accommodation, design, ecological mitigation and landscaping proposals. The Local Planning Authority considers there was a positive, collaborative approach with the applicant and a number of meetings were held.

The proposal was also taken to the South West Design Review Plan which included a site visit. The panel made a series of statements and recommendations which resulted in a series of revisions. As part of the South West Design Review Process the applicant expressed a desire for the scheme to achieve 'Building for Life 12' accreditation, a government endorsed industry standard for well-designed homes and neighbourhoods. The Design Review Panel undertook an assessment of the scheme which assesses the scheme using 12 criteria and a "traffic light" system of quality. In order to achieve accreditation a scheme must avoid any 'red'. The Panel concluded that the scheme at that stage would have a score of 11 green and 1 amber with the amber being connectivity which is out of the control of the applicant.

As detailed in the submitted Statement of Community Involvement prior to submission of the application extensive public consultation has taken place. Local stakeholders and community groups were contacted, an advert placed in the local newspaper and a leaflet dropped to 2400 householders making residents aware of consultation events. These included individual meetings with residents whose properties bordered the site, meetings with councillors and a consultation day event held on the 14th of November. A website has also been setup to provide access to all the application documents.

Further follow up meetings have taken place with the public since the submission of the application which has resulted in some changes to the relationship of existing dwellings to the proposed development.

4. Relevant planning history

There is no previous planning application history for this site

5. Consultation responses

Public Protection Service – No objections subject to conditions

Natural Infrastructure Team – No objections subject to conditions and s106 contributions.

Local Education Authority – no objections subject to s106 contribution.

NHS – No objections subject to s106 contribution.

Local Highway Authority – No objections subject to conditions and s106 contribution.

Low Carbon Team – No objections.

Lead Local Flood Authority – No objections subject to condition.

Environment Agency – No objections subject to condition.

Police Architectural Liaison Officer - No objections subject to conditions.

Urban Design Officer - No objections.

Historic Environment Officer – No objections subject to condition.

Housing Delivery Team – Support.

Economic Development Officer – No objections.

Tree Officer – No objections subject to condition.

6. Representations

In total 356 letters of objection and 1 letter of support have been received regarding this application. This includes two petitions with 22 and 29 signatories.

333 of these were received during the original consultation period. The application was re-advertised on 2 occasions following receipt of amended details resulting in an additional 16 and 7 representations.

The issues raised are:

Green space and biodiversity and drainage

1. Loss of public space for enjoyment, popular with dog walkers, not enough green space in area.
2. Councils and Government should be forced to use ALL available brown field sites before contemplating using green field sites. Just because it's cheaper and easier for developers to build on green field.
3. Environmental impacts of losing grassland and trees with subsequent loss of water retention in root systems, thereby further increasing the risk of flooding due to higher water flow to surrounding areas
4. Drainage and water runoff.
5. Loss of natural habitat (The fields are a haven for local wildlife such as hedgehogs, squirrels, foxes, skylarks, swifts, house martins, kestrels, worms, weasels and many other wild creature.) Protected species bats/slowworms etc.
6. It is the only 'fresh air lung of Chaddlewood.
7. Concern regarding oak tree at 16 Culverwood Close.
8. The whole site should be used to create a recreation park similar to other larger parks.
9. Other precious fields in Plymouth have been developed without listening to residents.
10. Who will maintain suds system?
11. Drainage affecting fern close.
12. The fields are an informal community asset. A formal park is more likely to attract antisocial behaviour.
13. Wildlife report is flawed.
14. An EIA should be required
15. The proposed park is inadequate for local needs.
16. The park is not an improvement on what we have already.
17. Past developments stated that this area would be enhanced.
18. Loss of study/educational and social opportunities for children.
19. Impact on Health and wellbeing.

Highway Issues

20. Stress on highway infrastructure particularly with Sherford. Localised (Glen Road/Redwood Drive Hickory Drive and Poplar Close) and Deep lane junction, St Marys bridge and Marsh Mills.
21. Additional housing in the Chaddlewood area will cause local congestion and exacerbate the traffic issues which the Sherford construction will create. A major concern is the inadequate access to the new development and the hazard that will be created due to parking around Glen Park School. This is a safety issue for pedestrians and in particular children going to and from school.
22. Bus stops will be a long way from people the other side of the development
23. No cycle path.
24. Concerns over inadequate access for emergency vehicles.
25. Parking provision is too low.
26. Walking as a mode of transport is highly unlikely given distance from amenities.
27. If the development is allowed there is another access from Downs Road.
28. Parking and requirement for additional roadside parking by future occupants.
29. Impact of construction traffic.
30. Damage to roads and properties from construction vehicles.
31. Inadequate narrow accesses – unsafe for pedestrians with the school nearby.
32. Access should be off of the closes off Greenwood Park Road.
33. Congestion at schools will be worse.
34. No cycle paths.
35. Para 29 from the NPPF School should be within walking distance (Not Yealmstone Farm which I understand is due to have an extension)
36. Inadequate car surveys.
37. Despite the Traffic Plan – in reality people will use cars.
38. Not all homes are within 400m of a bus stop.

Impact on Infrastructure Provision

39. Local infrastructure cannot cope as identified in the Plympton tool kit which identifies the need for a new school, lack of greenspace, and lack of health infrastructure in Chaddlewood.
40. Local schools are already full and some children are having to travel out of area which is unacceptable. There is only one Doctors surgery and one Chemist in the Chaddlewood area. These are already operating at capacity.
41. No cohesive plan for the city, infrastructure problems should be addressed first.
42. Poor consultation with local medical facilities.
43. Lack of social provision such as pubs and shops in the area.

Impact on Existing Dwellings

44. Rear of 12 and 16 Culverwood Close have been exposed instead of a private locked gate.
45. Plot 48 is too close to 16 Culverwood Close.

46. Boundary issues and maintenance responsibilities at 24 fern close.
47. Impact on light of 5 Grenville court.
48. No ridge height analysis.
49. Loss of light to houses to the east.
50. 3 storey dwellings out of character and will blight views.
51. Impact of 3 storey dwellings backing onto Aspen Gardens, privacy.
52. Impact of construction.

Other issues

53. Detriment to local character and community and 'doughnut effect'.
54. The scheme is over development.
55. The Boringdon site has the same reasons for rejecting the house building proposals. This has been rejected.
56. 3 storey buildings would intrude on the skyline and be unacceptable.
57. No first time buyer schemes.
58. There is a mine shaft on the site.
59. Improper consultation.
60. No up to date monitoring of air quality.
61. Air pollution due to increase traffic.
62. Stress caused by south west water meters on footpaths.
63. Concerns regarding the efficiency of sewerage and water services.
64. Pay council tax. I do not pay this to provide developers with land to build on Increase in robberies and burglaries.
65. We don't need houses in the area.
66. There are other brownfield sites in Plympton.
67. Question as to who will buy the houses, Londoners?
68. All new homes requirement should be accomplished by the new Sherford Town.
69. Not sustainable like Sherford.
70. Conflict with local plan including SO3 and SO11.
71. Who knows that in ten years' time when we are all short of food those fields will be needed again to grow food?
72. Unthinkable.
73. General feeling that proposal is being driven forward in an underhand way, conducting secretive negotiations which were only revealed after FOI requests.

Non Material Issues

74. Will expect reduction council rates during construction.
75. Devalue house prices.

1. Land was given to Devon County Council and Plymouth City Council for recreational and educational purposes not for dwellings.
2. Object to council selling the site and the process involved.
3. Past council leaderships have promised Chaddlewood Fields would be enhanced as a natural open space.
4. Just greed.
5. Will take PCC and developer to court over any damages to property
6. Because the council own the land they will recommend approval.

Letters received after re-advertisement

76. Amendments do not alleviate concerns.
77. Issues above were generally reiterated - No additional issues to those above were raised.

Support

1. Support the plan as there aren't many affordable homes in Plympton and Chaddlewood. There are still many parks and play areas locally and lots to do for Children.

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007).

The development plan is currently being reviewed as part of the Plymouth Plan. The Plymouth Plan- Part One was approved by the City Council in September 2015. The Plan, which incorporates draft development plan policy, has been prepared following a consultation process. As such it is a material consideration for the purposes of planning decisions.

The policies contained in National Planning Policy Framework (the Framework) and guidance in National Planning Practice Guidance (NPPG) are also material considerations which should be taken into account in the determination of planning applications. Due weight should be given to relevant policies in existing and emerging plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Framework provides that the weight to be given to an emerging draft plan is also to be determined according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given). The Plymouth Plan is at a relatively early stage of preparation.
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given).

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
- Specific policies in the Framework indicate development should be restricted.

Additionally, the following planning documents are also material considerations in the determination of the application:

- Sustainable Design Supplementary Planning Document
- Development Guidelines Supplementary Planning Document
- Planning Obligations & Affordable Housing 2nd Review Supplementary Planning Document

8. Analysis

1. This application has been considered in the context of the development plan, the draft Plymouth Plan, the Framework and other material policy documents as set out in Section 7.
2. The policies of most relevance to this application are CS01 (Sustainable Linked Communities), CS02 (Design), CS15 (Overall Housing Provision), CS18 (Plymouth's Green Space), CS19 (Wildlife), CS20 (Sustainable Resource Use), CS21 (Flood Risk), CS22 (Pollution), CS28 (Local Transport Considerations), CS30 (Sport, Recreation and Children's Play Facilities), CS32 (Designing Out Crime), CS33 (Community Benefits/Planning Obligations) and CS34 (Planning Application Considerations).
3. The main planning considerations in this case are considered to be highway safety; parking provision; biodiversity; housing provision, impact on residential amenity, impact on infrastructure such as schools and health provision, green space, and sustainability. These issues will be discussed in full below.

Principle of Development

4. Currently the land is not allocated for any specific development within the Core Strategy.
5. The site is located in a residential area and therefore the principle of residential development is considered acceptable subject to the considerations discussed below.

Housing Supply

6. When determining applications for residential development it is important to give consideration to housing supply.
7. Paragraph 47 of the NPPF stipulates that “to boost significantly the supply of housing, local planning authorities should...identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land”
8. Paragraph 49 of the NPPF states that “housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.”
9. For the reasons set out in the Authority’s Annual Monitoring Report (January 2016) Plymouth cannot demonstrate at present a deliverable 5 year land supply for the period 2016-21 against the housing requirement set out in the Core Strategy which was set prior to the economic downturn. Plymouth can however identify a net supply of some 4,163 dwellings which equates to a supply of 2.17 years when set against the housing requirement as determined by the requirements of the NPPF or 1.8 years supply when a 20% buffer is also applied.
10. The NPPF (footnote 11) also specifies that to be considered deliverable, a site must be:
 - Available to develop now
 - Suitable for residential development in terms of its location and sustainability; and
 - Achievable, with a reasonable prospect that homes will be delivered on the site within five years and in particular that the development of the site is viable.
11. Paragraph 14 of the NPPF states “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking...”
12. For decision-taking this means:
 - approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out-of date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted”
13. As Plymouth cannot demonstrate a 5 year supply when set against the housing requirement as determined by the requirements of the NPPF, the city’s housing supply policy should not be considered up-to-date. Paragraph 14 of the NPPF is therefore engaged and substantial

weight must be accorded to the need for housing in the planning balance when determining housing applications.

14. Due to the need to accelerate housing delivery a 2 year consent rather than a 3 year consent has been secured by condition. This is in accordance with Strategic Objective 10(8) (Delivering Adequate Housing Supply) and paragraphs 10.34, 17.1 and 7.13 of the Core Strategy and Policy 46 of the Plymouth Plan.

Greenspace

15. The site is identified in the Greenspace Assessment (2000/2004) where it is listed as being of Neighbourhood importance for biodiversity and a separation buffer and district importance for visual amenity.
16. Policy CS18 (1) states that the Council will protect and support a diverse and multi-functional network of green space and waterscape, through identifying network of strategically and locally important Greenspace Areas, Development on or adjacent to these Greenspace Areas will not be permitted where it would result in unacceptable conflict with the function(s) or characteristics of that area.
17. Policy CS19 (3) states that the Council will promote effective stewardship of the city's wildlife through maintaining a citywide network of local wildlife sites and wildlife corridors, links and stepping stones between areas of natural greenspace.
18. NPPF paragraph 74 states that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

 - an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
19. The Council's 2008-2023 Greenspace Strategy provides an analysis of accessible greenspace. It provides a local standard for quantity, quality and accessibility of greenspaces. In terms of quantity there are 4 different standards: Informal Greenspace, Parks and Gardens, Local Nature Reserves and Natural Green Space. The sum of these standards also provides an additional overall standard for Accessible Greenspace.
20. The Neighbourhood Analysis of Plymouth's Green Spaces (2009) identifies that Chaddlewood fails the overall standard for Plymouth Green Space 'quantity standard' with a ratio of 3.07 hectares of accessible green space per 1000 population instead of 5.09 hectares per 1000. The quality of green spaces in the area is identified as being either medium or high.

21. The location of the accessible green spaces ensures almost all of Chaddlewood meets the Plymouth green space 'access standard' (an accessible green space within 400m of every home)
22. The site is identified in the Neighbourhood Analysis as being Informal Greenspace.
23. Although Chaddlewood fails the overall total standard for accessible greenspace it currently exceeds the standard for Informal Greenspace. Factoring in the proposed development including the increase in population Chaddlewood would still exceed the Informal Greenspace standard.
24. Chaddlewood currently falls below Plymouths standard for Parks and Gardens having only 1 area defined in this category (Chaddlewood Open Space). The proposed park would increase this provision by 1.8329Ha. Even after factoring in the population increase from the development this increases the current parks provision and results in a quantitative improvement.
25. Officers consider the new park will be a high quality facility. The S106 will secure a commuted maintenance sum to maintain it at a high standard. Further to this a Strategic Greenspace contribution of £264,408 has been secured for improvements to the city's strategic greenscape at Hardwick Woods or Chelsdon Meadow.
26. Given that informal greenspace in the area would still exceed the councils standard and that parks provision would be improved it is considered that in terms of greenspace the proposal complies with the requirements of policy CS18, SO11 and the NPPF.

Local Green Space designation

27. The NPPF created the opportunity for local communities to nominate areas for protection akin to greenbelt through the Local Green Space designation. The site has been nominated 6 times for Local Green Space designation as part of the consultation for the Plymouth Plan Part 2 which closed on 8th January 2016. This will be considered as part of the Plymouth Plan process.

Play

28. The applicant is not providing play provision on site and hence a S106 Play contribution of £82,050 for provision on the Public Open Space at Redwood Drive to mitigate the impact of new residents using this facility has been requested and agreed in full by the applicant.

Sport

29. The site is not suitable for a Playing pitch (PCCs strategy is to invest in strategic sports hubs rather than create isolated sites). A S106 contribution of £215,059 for provision and maintenance of playing pitch facilities at Plympton St Mary Recreation Ground has been requested and agreed in full by the applicant to mitigate the impacts of the new residents.

Biodiversity

30. Sufficient survey and reporting has been submitted with the Ecological Enhancement and Mitigation Strategy. The site contains two species poor semi improved grassland fields bounded by species rich hedgebanks. The fields are considered to have low ecological value and the hedgerow will be largely retained and enhanced with only limited sections removed.

31. Habitat creation Ecological mitigation proposed includes:

Informal Park including a meadow mix, pollen and nectar mix and tussock grassland mix.

-To provide a seed mix containing wetland meadow and other pond species around the attenuation areas.

-To manage retained areas.

-To create new areas of native woodland and orchard together with park trees.

Species Surveys

Bats:

32. No bat roosts were recorded on the site and the trees were considered to have negligible potential to support bat roosts. The species rich hedgerows provide suitable flightlines and foraging habitats for bat species but the grassland is likely to represent low quality foraging areas. Furthermore the site is likely to be subject to light spill from the exiting surrounding development.

Badgers:

33. Due to its nature the site is considered suitable for foraging badgers but no activity including setts were found in the area.

Birds:

34. The hedgerows are considered to have high potential to support nesting birds. The denser grassland is considered to have limited potential for ground nesting birds.

Dormice:

35. The Devon Biological Records Centre does not identify any records of dormice within a 1km radius of the survey area. The hedgerows do have potential to support dormice however the light spill and isolation from surrounding development is likely to deter dormice. It is therefore unlikely that a population of dormice could be supported on the site.

Reptiles:

36. The grassland which dominates the site was identified as supporting a breeding population of slowworm.

Section 41 species (list of rarest and threatened species):

37. The site offers suitable habitat for hedgehogs.

Species Mitigation

38. In addition to habitat creation and management described above ecological mitigation/enhancement includes:
- 20 bat roosting provisions.
 - Nest box provision including boxes, nest bricks and swift bricks averaging at -least 1 per dwelling.
 - Reptile translocation to a suitable receptor site (including enhancement of site).
 - Installation of habitat piles (piles of dead wood and plants to provide habitats for wildlife)
39. It is considered that the measures proposed would ensure that all protected species are safeguarded and that the development will result in net biodiversity gain in line with Policy CS19.

Education

40. The proposed site geographically sits in the catchment area for the Plympton locality of the city. There are three schools located within the area which would be affected by the development of the site; Glen Park Primary, Chaddlewood Primary and Yealmpstone Farm Primary. These schools fill up on point of entry admissions. All three sites are fairly restricted for expansion due to being built within fairly high residential areas.
41. Glen Park Primary School is a popular 2 form entry school, located in close proximity to the proposed development, 0.4 km. The school is currently full with a waiting list. The site has limited room to expand and has identified that they do not wish to expand at this time.
42. Chaddlewood Primary School is a popular 2 form entry school also located within close proximity to the proposed development, 0.6 km. The school is also full with a waiting list. The one storey school is built on different levels due to the gradients of the site and has some temporary accommodation and has a nursery housed in a separate building. The site would be difficult to expand due to the severely varying ground levels. The school has indicated that they do not wish to expand at this time.
43. Yealmpstone Farm Primary is a popular one form entry school. It is located further away from the proposed development than the other schools at 1.3 km (as the crow flies). The school is full but does not have a waiting list. The school is built on a sloping site but the grounds have the potential space for expansion. The school is willing to expand to a 2 form entry and has several ideas as to how this can be achieved.
44. A form of entry is 30 pupils, per year group, a 2 form entry would be 60 pupils per year group, this is also identified in the planned admission number (PAN). This locality has been identified as currently having insufficient capacity based on the birth-rate and the popularity of the area.
45. Any additional dwellings built within this area will add pressure on places at these schools. The only school wishing to expand currently is Yealmpstone Farm. The expansion of this

school would be beneficial to the area as it would allow for the additional capacity to be available in Plympton for Plympton pupils.

46. In order to mitigate the impact of the development on primary schools a contribution of £454,793 towards the proposed expansion at Yealmpstone Farm Primary School to become a 2 form entry school is required and has been agreed in full by the applicant.
47. Secondary contributions have not been sought as Secondary education needs can be met by the City and the impact of the continued growth in primary school numbers will not impact upon the secondary schools until approximately 2018.
48. The Local Education Authority considers the proposal can be adequately mitigated through the financial contribution and therefore has not objected to the proposal providing the financial contribution is agreed.

Health infrastructure

49. The NHS has indicated that there are capacity issues within existing GP surgeries within Plympton including Glenside surgery, which is currently 47% undersized.
50. The proposed development will add to the demand for patient places within Plympton and as such officers consider it is appropriate to request a financial contribution to mitigate the impact of the proposal. Glenside Surgery has submitted an expansion proposal to the Clinical Commissioning Group for approval who is currently reviewing their Strategic Plan for Plympton. The NHS has therefore requested £80,148 towards health care provision in Plympton. This has been calculated from figures provided by NHS England, and benchmarked against other authorities. They are based on a health provision standard of 500 sqm per 6,000 people. Average household size and the capital cost of £2,000 per sq m have been used to generate a cost per dwelling size. The applicant has agreed this in full.
51. The NHS considers the proposal can be adequately mitigated through the financial contribution and therefore has not objected to the proposal providing the financial contribution is agreed.

Highways

52. The main pedestrian and vehicle access points into the site would be at its southwest corner via the ends of the two cul-de-sacs known as Poplar Close and Hickory Drive, where standard carriageways and footways would be provided linking the application site to the wider footway and road network. There would also be a pedestrian, cycle, and emergency vehicle link, from the west side of the development that would run through the remainder of the Public Open space, linking the development with the north end of Redwood Drive.
53. Local bus stops serving the application site are situated on Glen Road, close to the junction with Hickory Drive, approximately 400 metres away from the entrance points into the site. The east bound bus stop is considered satisfactory but the west bound bus stop on Glen Road for travel toward the district centre of Plympton and the City Centre currently provides a poor arrangement that also lacks a bus shelter, and is situated on the opposite side of Glen Road (south side) from the site. The pedestrian crossing point is poor, and there

isn't any footway along the south side of Glen Road, just a relatively narrow bus stop refuge, with poor accessibility. Therefore currently it is considered relatively inaccessible, discouraging and making the safe use of sustainable travel to and from the site by bus more difficult. To help mitigate this, the proposal includes necessary up-grades to the crossing point, and the bus stop arrangement there.

Street Layout

54. The Street layout and design of the proposed development would comprise of a primary perimeter street of a rectangular form, with two secondary cross-streets orientated north/south. Along with two cross intersecting narrow links orientated east/west, linking one of the cross-street to the perimeter street, on the east side of the development. A hard-surfaced shared pedestrian and cycle path would run east/west through the development and across the streets, and on into the public open space.
55. Pavements are in place on one side of the street only with low kerbs and clearly marked pedestrian routes on the other side of the street. Officers consider that further design is needed to ensure best safety practices. The Local Highway consider that sufficient space can be found in the street and consider such details can be secured by way of a condition.
56. The narrow street layout is designed to slow traffic and give pedestrians priority. The roads would be unable to conveniently accommodate two-way vehicle movements by any vehicle larger than a car, and larger vehicles would need to give-and-take throughout the majority of the new streets. Given that the development does not serve as a through route to other areas of the city and the aspiration for pedestrian priority this is considered acceptable in this case.
57. Tracking plans have been provided demonstrating that a refuse lorry and fire engine would be able to negotiate and travel around the new streets, but would need to use the whole width of the road, particularly when turning but beyond the design and planning stage, the streets of the new development will need to safely meet the needs of all users so that they can be adopted as public highway providing for the free flow of all traffic to 'pass and re-pass' (Highways Act 1980). The developer proposes that the streets are adopted as public streets, and any adoption agreement, under section 38 of the Highways Act, would include a maintenance period, which would show up any issues in the street construction design and use that might need further consideration.

Traffic Movements

58. The traffic impacts have been covered in the various submitted Transport Assessment (TA) documents, which forecast the proposed 190 dwellings would be expected on an average day to generate 120 vehicle trips in the morning peak, and 130 vehicle movements (in and out) in the afternoon peak (an average of between 2.0- 2.2 cars per minute). The forecast vehicle split and direction of travel to various locations has been subject of much consideration, particularly in terms of the impacts on the busier road junctions. The initial TA and modelling submitted was considered to have a number of shortcomings. To resolve this the

applicant has worked with the Council revising the traffic modelling in order to achieve a robust TA that is in accordance with best practice guidance.

59. Depending on their destination the majority of the cars leaving the application site during the morning peak hour between 08:00 & 09:00 would be expected to travel west, 76% or 91 cars toward the City Centre via Marsh Mills (with only 24% travelling east or 29 Cars), split either along the A38 Parkway, or via Glen Road and Plymouth Road, adding to the existing traffic queues during peak hour traffic flows at some of the junctions along Glen Road, including the junctions of Strode Road, Moorland Road, Plymbridge Road/St Marys Bridge, and Plymouth Road.
60. The associated traffic impact of the proposed housing development could in reality be slightly less than forecast along the Glen Road Corridor during busy periods, with some drivers likely instead to divert and travel via the Deep Lane junction onto the A38 Parkway, in order to avoid the slow moving traffic through Plympton. Although the associated cumulative traffic increase along the Glen Road Corridor would not be immediately mitigated by the development the development would be expected to make a Section 106 Strategic Transport contribution in accordance with current council guidance of £742,578, toward the Councils 'Eastern Corridor' initiative to help reduce traffic delays through Plympton including along the Glen Road/Plymouth Road corridor in the longer term, in accordance with the planning obligations SPD. The applicant has agreed this in full.
61. The traffic modelling has also forecast that the traffic generated by the proposed new housing development would add more significantly to traffic queues at the roundabout junction of Glen Road/Hillcrest Drive, which is much closer to the application site; and which the development proposes to mitigate with highway works principally by providing a new short left turn lane at the roundabout to improve the flow.
62. Any traffic from the new housing development travelling via the Deep Lane junction (including along Sandy Road) would benefit from the junction alterations to improve traffic flows and capacity that are currently being carried out as part of the 'Sherford' housing development, and would utilise some of that improved vehicle traffic capacity. Therefore in the immediate and short term the associated traffic uplift at Deep Lane junction would likely be imperceptible.
63. Further, the expectation is that a small percentage of the vehicle traffic from the development would be likely to dissipate more evenly across the local road network, in particular where they are travelling within the Plympton area, or where they have more than one destination, for example, where a parent might be dropping off a child at school, prior to carrying on to work, or elsewhere. In this case it is understood that the nearest primary school that would have available school places (after expansion) would be Yealmpstone Farm Primary School. Situated between approximately 2.3 – 3.0 kilometres (by road) to the south of the applications site, off Hooksbury Avenue, and considered to be beyond reasonable walking distance from the application site and travel would likely be by car. Incidentally, the two closest primary schools, namely, 'Glen Park Primary School' and 'Chaddlewood Primary School' are both within easy walking distance of the application site, (approximately 250 & 800 metres respectively) but currently lack capacity for any additional children.
64. The new traffic leaving the housing development during the 08:00 – 09:00 morning peak (averagely an additional two cars per minute) would encounter short delays along Redwood

Drive and Hickory drive, caused by other cars and pedestrians dropping-off children at Glen Park Primary School, where at times the hap-hazard school-run car parking creates traffic difficulties and short term delays during the morning peak. However, the congestion and delays would be relatively brief, and confined to the cul-de-sac streets that would not to any great extent impact upon the wider road network.

65. The Local Highway Authority considers that in the longer term (five years or more) the obligation of the Sherford development to provide a new Park & Ride facility (triggered by 1300 dwellings being built) on the south side of the Deep Lane junction, would to some extent be likely to generally reduce car travel through Plympton to the wider area, including along the Glen Road/Plymouth Road corridor.

Cycle storage and refuse storage

66. All units will have access to rear gardens for refuse bin and bike storage. Houses without garages would have a secure shed for cycle and general storage, whilst flats would have a communal bike and bin store. Bin storage would be provided in accordance with the Councils SPD, each dwelling having storage space for two standard size (240ltr) wheeled bins.

Car parking

67. Car parking would comprise of a mixture of private on-plot spaces, private off-street banks of parking spaces, including 34 visitor parking spaces, 26 of which would be within the proposed public highway. That altogether would provide a total of 420 spaces to serve the 190 dwellings, an overall parking ratio of 2.2 parking spaces per dwelling.
68. The overall average car parking ratio of 2.2 cars per dwelling appear generous, but the balance of parking distribution and allocation varies across the site from between 1 to 3 parking spaces per dwelling, including 25 garages. Parking provision, both on and off-street, is further constrained by the street layout, and overall is considered finely balanced across the site. For this reason it would be important for visitor parking spaces to be conditionally retained as part of the public realm, free for all to use on a first come first serve basis.

Highway conclusions

69. Given the location of the proposed housing development close to the east edge of the city, and from the available information it is considered that the housing development would likely be heavily reliant on the use of a car for most journeys, although there would be some level of sustainable travel options available to future residents, and a Travel Plan forms part of this application, to encourage sustainable means of travel.
70. Paragraph 32 of the National Planning Policy Framework, concludes that, 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. In this case it is considered from analysis of the traffic modelling that the cumulative vehicle traffic impact would to some extent be dissipated across the local road network, with drivers also having options to divert, including using convenient access to the A38 Parkway via Deep Lane junction. Further, the development would physically address certain traffic impacts, by improving the accessibility to and

arrangements at the bus stop on the south side of Glen Road to encouraging bus use, and by improving vehicle traffic flow locally with the addition of a left-turn flair lane at the roundabout junction of Glen Road/Hillcrest Drive. Additionally the development would provide a strategic transport contribution toward mitigating traffic impacts in the longer term.

71. The application site setting, and range of connections, might be considered somewhat limited in terms of sustainable travel opportunities but the expected cumulative traffic impact of the proposed housing development isn't considered to be severe. Notwithstanding the application details, further refinements including to the street layout arrangements and assignment of space could be achieved by way of the planning condition added. Accordingly on balance the Local Highway Authority has not raised any objections in principal to planning permission being granted subject to appropriate planning conditions and agreement of the financial contribution, a view shared by your officers.

72. Design, Density, and Layout

73. The NPPF 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.

Density

74. Density calculations can be a crude measurement in determining the quality of schemes but do provide a broad benchmark in their assessment. The density of development surrounding the site is generally medium being 38 dwellings per hectare (dph) in the Hemerdon Heights area, 36dph in the Redwood Drive area and 29dph in and around Culverwood Close Westmoor Close Barton Close and Boulden Close. This compares with the proposal being 41 dph in the developed parcel. Density alone cannot be a reasonable reason for refusal unless it gives rise to manifest shortcomings. The 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. In this respect officers consider that subject to the layout and design issues discussed below the density is appropriate for this location.

Layout and design

75. The design concept proposes a primary route which is located around the periphery of the developed part of the site, which links to two secondary streets that run north to south. A central green connection for pedestrians and cycles runs from the western land parcel, through the proposed public open space and to the eastern edge of the proposed community park.

76. A perimeter block approach to the internal layout of the site gives the development strong street frontages and building lines. There is clear distinction between public and private spaces and the proposed layout has been designed so that the rear gardens of the proposed new dwellings back onto the rear gardens of the other dwellings located within the perimeter blocks that define the layout of the site. This ensures the provision of a safe and secure

environment, omitting the need for small back lanes, and is in accordance with the principles of Secured by Design.

77. The primary route is defined by a strong frontage comprising of 2 storey or 2.5 storey small terraces and semi-detached dwellings with regular tree planting along the route.
78. The 2 'lanes' that run north to south through the development are defined by larger loose-knit dwellings again 2 or 2.5 storeys in height. The set back of the dwellings are larger than on the primary route providing a more informal character and reinforcing their secondary nature.
79. The 'green' connection runs from east to west through the development providing a tree lined connection between the development, the green public open space, and the community park and also provides views of the wider countryside beyond. The units fronting the park are 2 or 2.5 storey dwellings with 3 storey flats. The 3 storey flats are the only 3 storey buildings proposed which provides prominence to the park frontage and natural surveillance of the park, both recognised urban design principles.
80. The mix of 2 and 2.5 storey dwellings helps to provide some variation to the street frontage and massing of the development whilst providing continuity of building height so that the proposal has balance and uniformity with regards to building heights across the site.
81. The whole site follows the same general design approach and the different dwelling types and apartment block contain some similar features that ensures that the scheme has balance and symmetry, through subtle repetition of features and materials. The façade detailing and proportioning throughout the site is simple to allow the creative use of materials to define the streetscenes and different character areas. The contemporary approach is highlighted by the use of simple porches and canopies to define entrances whilst groundfloor projecting bay windows or full gables add variation to the depth of the elevations and help to give the facades rhythm and distinction.
82. The primary routes would have a prominence of render (with buff brick and artstone features and grey roof tiles). To differentiate the character of the lanes the primary material would be buff brick with the creative use of render as a feature material and a different shade of roof tile. The green connection would be similar to the primary route but replacing the buff brick with local stone. The details will be secured through a condition.
83. Officers consider that the development would deliver a high quality of landscape treatment and design. The layout would include the introduction of trees and shrub planting. Planting to front gardens will be varied between the different character areas. Boundary treatment would range from railings, soft landscaping and hedges; timber rails and brick screen walls.
84. Whilst the development site is largely surrounded by existing development which provides an opportunity to differentiate from the existing architecture of the surrounding streets, the proposal would form a contemporary approach while respecting some of the features and materials such as brick found in the area.

85. In summary, it is considered that the proposals will provide a well thought out development that is easy to move through and around (for vehicles, cyclists and pedestrians) and has public and private spaces that are safe, attractive, easily distinguished and accessible. The layout and design of the development is therefore considered acceptable and in accordance with Core Strategy policy CS02, CS34, SO3 and part 4 of the Design SPD.

Neighbouring amenity

86. The proposed developed area of the site would be surrounded by existing properties on all sides apart from the new community park. The development should therefore ensure the impact of privacy, light and outlook of these properties is properly considered. The proposal ensures that the distances between the proposed dwellings meet or exceed the guidance in the Council's adopted SPD with regard to distances between directly facing windows (21 metres) and spaces between primary windows and blank elevations (12 metres). Furthermore much of the existing boundary vegetation would be retained providing some screening of the development. Following comments received during the application process the proposal has also been amended to address some concerns of residents for example those expressed from the resident of 16 Culverwood which would now have a more desired back to back relationship with the proposed dwellings rather than a back to gable as originally proposed.

87. It is considered that the impact on existing dwellings surrounding the site is acceptable and is in line with adopted guidance. In this respect the proposal is considered to comply with policy CS34 of the Core Strategy.

Living conditions

88. As described above 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.

89. The proposed dwellings would be of a reasonable size to provide adequate living space for the number of bedrooms proposed. Two house types would fall marginally (4 sqm) below the space standard guidance in the SPD however this is considered acceptable in the context of the overall development.

90. With regards to the relationships created between the new dwellings proposed within the site, the layout has been designed so that all new dwellings will benefit from adequate levels of outdoor space. All but 29 dwellings (15%) would exceed or be in accordance with the guidance contained within the Council's Adopted Development Guidelines SPD. The 15% which are not strictly in accordance with the guidelines is largely where houses originally proposed as terraced have been amended to semi-detached which then comes under the larger standard for a semi-detached house. These gardens are still reasonably large and would still provide an acceptable level of outdoor space for the size of the dwellings.

91. All of the proposed dwellings would be adequate distances apart to ensure amenity levels in terms of outlook, light and overlooking are acceptable. Bin stores and cycle storage are also included within the development, in accordance with the guidance contained within the Development Guidelines SPD.

Flooding and Drainage

92. The site lies within Flood Zone 1 and therefore has a low probability of flooding from fluvial and tidal sources. A Flood Risk Assessment and Drainage Strategy was provided as part of the application which has been updated following comments from the Environment Agency and the Lead Local Flood Authority.
93. Ground investigations of the site have taken place including multiple trial pits. Surface water will be conveyed to two separate soakaway systems, the largest within the proposed community park and another near to the entrance of the proposed residential area. The soakaway systems will be maintained by a management company the details of which will be secured through a S106 agreement. The Environment Agency and Lead Local Flood Authority are now satisfied that with the inclusion of a condition requiring further details of the drainage scheme the proposal is acceptable and complies with policy CS21 of the Core Strategy.

Affordable Housing

94. The proposal is for 190 dwellings, of which 30% will be affordable housing, representing a total of 57 homes.
95. The proposal is in line with the requirements of the adopted Core Strategy policy CS15, as well as the emerging Plymouth Plan, both of which require at least 30% affordable housing on all qualifying developments. Therefore the affordable housing proposal is welcomed.

The proposed tenure mix is as follows:

- 17 social rented properties
- 7 affordable rent properties
- 6 shared-ownership properties
- 27 Rentplus properties ('rent to buy' affordable housing)

96. Policy guidance contained in the Planning Obligations and Affordable Housing SPD (second review 2012) promotes a 60/40 split between rented and shared ownership units. This guidance however, pre-dates the inclusion of the Rentplus model within the Council's approved National Planning Policy Framework (NPPF) compliant forms of affordable housing.
97. The 27 Rentplus units in the development provide an alternative form of both affordable rent and sales opportunities, enabling residents to purchase their property over a 20 year period.
98. The 17 social rent properties proposed within this application are particularly welcomed, given that they represent the most affordable model of rented housing, and are increasingly difficult to deliver through the S106 mechanism. The additional 13 units for affordable rent and shared ownership sale also comply with national and local planning policy requirements. The Housing Delivery Team consider that the proposed housing mix will meet known

housing needs for both rent and low cost homeownership in the city as identified by the Strategic Housing Market Needs Assessment (2013) which identified an annual need of 1,323 affordable dwellings per annum. This view is supported by level of need captured in the Devon Home Choice housing register. In March 2016 there were 13,251 households on the register for affordable housing in the city.

99. It is noted that all 14 flats are proposed as being social rented housing. Whilst this is not a representative mix when considered in the context of the mix for the whole development the 1 bedroomed flats in particular will be valuable to enable those impacted by the Spare Room Subsidy (or 'Bedroom Tax') rules relocate to an appropriate sized property.
100. The majority of the 190 properties (92%) however are designed as family accommodation, with the largest number being 3 bedroomed 5 person properties. This unit mix is therefore generally in line with the character of the surrounding area and is therefore appropriate to its context. It is also noted that the Affordable homes are designed so as to be indistinguishable from the open market units, which is welcomed.
101. Therefore officers consider that this proposal offers a broad range of affordable housing products that meet the need for both rented and low-cost homeownership in the city, and will therefore contribute to the delivery of mixed sustainable communities as required by policy CS15 and the NPPF.

Sustainable Resource Use

102. 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 offset at least 15% of predicted carbon emissions for the period 2010 – 2016.
103. An Energy Statement has been submitted with the application which along with other energy saving measures proposes to incorporate photovoltaic panels (372 panels) on a portion of the development to generate sufficient energy to offset 41,347.05kg/year of CO₂, this representing 15% of the site's energy efficient baseline. This will be secured through a condition. The proposal therefore complies with policy CS20 and SO3.

Public protection issues

Air Quality

104. An air quality report has been submitted with the application. The report concludes that the impact of traffic generated by the construction of the proposed development on local air quality will be negligible therefore no specific mitigation is deemed necessary for the operational phase.
105. Modelling has taken place to assess the impact of the development once completed. The modelling indicates that the proposed development is likely to result in a negligible increase in concentrations of road traffic related pollutants (NO₂, PM₁₀ and PM_{2.5}) at the receptor locations considered in the assessment; the proposed development is not predicted to cause

any exceedances of the statutory air quality objectives. Pollutant concentrations predicted within the application site itself are also well below the relevant objective levels. Based on the assessment significance criteria the effect of the proposed development is considered to be negligible for all pollutants and no specific mitigation measures are required.

106. The Public Protection Service agree with the measures set out in the report which concludes that the residual effects of dust and particulate matter generated by construction activities following the application of the proposed mitigation measures as well as having good site practice is considered to be negligible. A condition is attached ensuring that the proposed construction mitigation is carried out.

Construction Environmental Management Plan

107. A Construction Environmental Management Plan has been submitted with the application In terms of construction impact on residents the mitigation proposed within the report which includes hours of construction, and means to control mud and dust is acceptable and will be secured through a condition.

Contaminated Land

108. A contaminated Land Assessment (including further information regarding the concentration of Tin and Arsenic) which identifies what intrusive investigations were undertaken and what the sample analysis identified has been submitted with the application. The council's Public Protection Service is in agreement with the report's findings that no further remediation is required. An unexpected contamination condition is attached should any unforeseen issues arise.

Other issues

Archaeology

109. A Desk Based Assessment has been submitted with the application which concluded that there are a small number of assets of prehistoric and Romano-British date recorded on the Plymouth and Devon records within the study area surrounding the site. Recent geophysical survey and excavation work associated with the Choakford to Langage Gas Pipeline and with the construction of the Langage Energy Centre and Energy Park has revealed further evidence for activity of Prehistoric and Romano-British dates within the area immediately to the east of the study area. There are also a number of records relating to Domesday manors within the study area. The potential for the presence and/or survival of below-ground deposits is generally considered to be good, with the possibility, albeit speculative, of encountering remains of prehistoric and Romano-British date based on evidence recovered from the wider landscape surrounding the site. There is also considered to be potential for remains of possible medieval date associated with the former Domesday manors to be present within the application area, although these are likely to relate to agricultural features if present.
110. Historic maps show that the proposed housing development lies within a field whose boundaries can be identified on the 1864-1895 map (but would have been established earlier) with the proposed community park occupying the northern portion of the field to the west. The Historic Environment Record shows no entries within the development area. Between 300m and 400m to the south/south-west of the site lies a Grade II listed manor and a medieval farmstead.

111. In response to the Council's Historic Environment Officer the applicant has submitted a scheme of investigation. The main aim of the geophysical survey and any trial trenching proposed will be to establish the presence or absence, extent, depth, character and date of any archaeological features, deposits or finds within the site. The results of the work will be reviewed and used to inform any subsequent mitigation. The general aim of any follow-up work will be to preserve by record any archaeological features or deposits present on the site.

Economy and employment

112. An employment and skills strategy has been submitted with the application which seeks to ensure that local people and local businesses benefit from the development through new job opportunities, apprenticeships, work experience opportunities, business supply chain opportunities and training opportunities. The Council's Economic Development Department is in agreement with such an approach. The proposals within the document shall be secured by condition.

Other issues raised in Letters of Representation

Mineshafts

113. Residents have raised concern regarding the possibility of a mineshaft on the site. As such the applicant has submitted a Mineshaft Statement which states the property is situated to the south of a metalliferous mining area centred on Hemerdon Ball. It does not lie within a historically established former mining lease boundary and plans and records do not indicate the presence of any mine workings, shafts or mineral deposits under, within or adjacent to the boundaries of the property.

114. The nearest recorded mine workings are situated approximately 1.3 kilometres north-northeast of the property at a nineteenth century tin mine known as Wheal Mary Hutchings. Wheal Mary Hutchings worked a tin deposit until the 1800s. An unnamed trial for tin is indicated to lie approximately 1.4 kilometres north-northwest of the property. Based on the documentary evidence available, the report concludes there is no reason to believe that the property is likely to be affected by subsidence caused by historic extractive metalliferous mining. Officers have no reason to disagree with these findings.

Land Sale

115. A number of letters have raised concerns over the Council's disposal of the site. This is a separate matter from planning and has not been and cannot be considered as part of this application.

Consultation

116. As described in section 3 above the applicant has carried out extensive public consultation. The Local Planning Authority has also advertised the application in accordance with the current consultation protocol. This includes 14 Site Notices on the streets surrounding the site and a Newspaper advert. The application has also been re-advertised a further 2 times when in receipt of amended details.

Environmental Impact Assessment

117. A number of concerns have been raised regarding the lack of an Environmental Impact Assessment (EIA). Prior to submitting the application the applicant formally requested a screening opinion as to whether an EIA would be required. After careful consideration of the legislation and responses from relevant agencies including amongst others the Environment Agency and Natural England the Council concluded that an EIA is not required. The requirement for the EIA is largely determined by legislation and guidance and in fact very few developments require an EIA.
118. As detailed previously in this section the applicant was still required to submit ecological surveys and an Ecological Mitigation and Enhancement Strategy, along with Transport Assessments and Air Quality assessments. The impact on the environment has therefore been fully considered.

Policy Background

119. Representations have been made regarding the fields being retained for recreational and education purposes in the past. The planning policy history since 1996 has been as follows.
120. In the 1996 Adopted Plan (no longer in force), the site was allocated as a possible site for 'New School Playing Fields' under Proposal ACR4 "New Detached Playing Fields are proposed at Chaddlewood" in the event of there being a need for additional provision.
121. In the First Deposit Local Plan (1996 to 2011) – (which was never adopted and therefore only ever had very little weight) the site was proposed as a District Park. The intention of this proposal was to improve the site, which was at that time still scrubland, giving consideration to the sporting and recreational needs of the area.
122. These documents have been superseded and the proposal must be determined against the current Core Strategy which as discussed does not include any specific restrictive policies for this site.

9. Human Rights

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.

10. Local Finance Considerations

The provisional Community Infrastructure Levy liability (CIL) for this development is £650,902.90 (index-linking applied, but subject to change before final liability confirmed). A breakdown of the final calculation will be shown in the liability notice once planning permission

first permits the development (including all pre-commencement conditions details being agreed). The liable party(s) will be given the opportunity to apply for social housing relief or ask for a review of the calculation at that stage. There is no negotiation of CIL. The Levy is subject to change and will be index-linked.

The applicant has indicated that they intend to apply for Social Housing Relief, which if agreed, will reduce the final liability to £491,537.95.

11. Planning Obligations

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

Planning obligations have been sought in respect of the following matters:

- £82,050 for the provision and maintenance of play facilities at Redwood Drive'
- £215,059 for the provision and maintenance of playing pitch facilities at Plympton St Mary Recreation Ground.
- £264,408 towards delivery of enhancements to Hardwick Woods or Chelson Meadow as set out in the Saltram Masterplan
- £454,000 towards the proposed expansion at Yealmpstone Farm Primary School
- 742,578 towards highway improvements on Plymouth Road between Marsh Mills roundabout and the site including improvements at Marsh Mills, Cothill junction and St Marys Bridge.
- £80,148.18 towards increasing capacity at Glenside Surgery.
- A S106 management fee will also be secured representing £667/ s106 clause.

The applicant has agreed the obligations in full and therefore the impact of the proposal on infrastructure would be fully mitigated.

12. Equalities and Diversities

There are no further equality and diversity issues specifically related to this application although approving this proposal will facilitate the delivery of 190 dwellings. A percentage of these dwellings are being provided as affordable housing and will be available to people on the Council's Housing Register through a Registered Social Landlord and the rest will be offered for sale on the open market and therefore will be available to people from all backgrounds to purchase. No negative impact to any equality group is anticipated.

The proposal includes 38 lifetime homes (20%) in line with policy. A condition has been added securing compliance with Part M4 (2) (Accessible and Adaptable Dwellings) which has effectively replaced Lifetime Homes.

13. Conclusions

The quality of the development being provided is appropriate in scale, form and design for the area.

Officers consider, taking in to account the lack of a 5-year housing land supply, that the proposal will provide much needed market and affordable housing for the City. The proposal will also deliver a community park in an area where parks are lacking. Careful consideration has been given to the potential impacts of the development including the impact on existing properties, green infrastructure, highways issues, education and healthcare infrastructure and appropriate financial contributions has also been secured to adequately mitigate the impacts of the proposal.

Officers have taken account of the NPPF and S38 (6) of the Planning and Compulsory Purchase Act 2004 and concluded that on balance the proposal accords policy and national guidance. The application is therefore recommended to grant conditionally subject to a S106 obligation.

14. Recommendation

In respect of the application dated **29/01/2016** and the submitted drawings Planning Layout 1706:100:T

Planning Layout (uncoloured) 1706:100:T

Storey Heights Plan 1706:101:E

Materials Plan 1706:102:D

Parking Plan 1706:103:D

Affordable Housing Plan 1706:104:E

Enclosures Plan 1706:105:D

Land Ownership Plan 1706:106:D

Rear Amenity Plan 1706:107:F

Landscape Strategy 1706:108:D

External Works Plan 1706:109:E

Waste Collection Plan 1706:110:D

Location Plan 1706:1002

200_House Type A 1706:200:C

201_House Type A 1706:201:B

202_House Type A 1706:202:B

203_House Type A 1706:203:B

204_House Type A 1706:204:B

205_House Type A 1706:205:B

206_House Type B 1706:206:B

207_House Type B 1706:207:B

208_House Type B 1706:208:A

209_House Type B 1706:209:A

210_House Type B 1706:210:B

211_House Type B 1706:211:B

212_House Type C 1706:212:B

213_House Type C 1706:213:A

214_House Type C I706:214:A
215_House Type C I706:215:A
216_House Type D I706:216:B
217_House Type D I706:217:A
218_House Type D I706:218:C
219_House Type E I706:219:C
220_House Type E I706:220:B
221_House Type F I706:221:B
222_House Type F I706:222:C
223_House Type G I706:223:B
224_House Type G I706:224:A
225_House Type G I706:225:B
226_House Type H I706:226:A
227_House Type H I706:227:B
228_House Type J I706:228:A
229_House Type J I706:229:B
230_House Type K I706:230:A
231_House Type K I706:231:A
232_House Type L I706:232:B
233_House Type L I706:233:C
234_House Type L I706:234:A
235_House Type L I706:235:C
236_House Type L I706:236:B
237_House Type M I706:237:A
238_House Type M I706:238:A
239_House Type M I706:239:A
240_House Type N I706:240:A
241_House Type N I706:241:B
242_House Type P I706:242:A
243_House Type J I706:243:
244_House Type J I706:244:A
250_Redwood Drive_Single Garage Brick I706:250:A
251_Redwood Drive_Twin Garage Brick I706:251:
252_Redwood Drive_Twin Garage Brick I706:252:A
253_Redwood Drive_Single Garage Brick I706:253
260_Redwod Drive_Substation I706_260
300_1.8m Brick Screen Wall I706:300

301_1.8m Boundary Hedge I706:301
302_1.2m Horizontal Railing I706:302
303_Trip Rail I706:303
304_1.8m Larch Lap Panel Fence with Gate I706:304
400:Sections and Streetscenes I706:400:A
401:Boundary Sections I706:401:B
Highway & Private Parking Layout I5004:010:B
Highway Long Sections Sheet 1 of 3 I5004:020
Highway Long Sections Sheet 2 of 3 I5004:021
Private Parking & Emergency Access LS Sheet 3 of 3 I5004:022
Vehicle Tracking Overall Plan I5004:050:C
Vehicle Tracking Junction Plans Sheet 1 of 2 I5004:051:C
Vehicle Tracking Junction Plans Sheet 2 of 2 I5004:052:C
Proposed S104 Drainage Layout I5004:100:B
Proposed S104 Foul LS Sheet 1 of 2 I5004:110:A
Proposed S104 Foul LS Sheet 2 of 2 I5004:111:A
Proposed S104 SW Long Sections Sheet 1 of 3 I5004:120
Proposed S104 SW Long Sections Sheet 2 of 3 I5004:121
Proposed S104 SW Long Sections Sheet 3 of 3 I5004:122
Proposed FFL & External Levels Sheet 1 of 5 I5004:200:B
Proposed FFL & External Levels Sheet 2 of 5 I5004:201:B
Proposed FFL & External Levels Sheet 3 of 5 I5004:202:B
Proposed FFL & External Levels Sheet 4 of 5 I5004:203:B
Proposed FFL & External Levels Sheet 5 of 5 I5004:204:B
Proposed Service Strips I5004:000:D
Composite Landscape Masterplan TAs I48 MPI:N
Strategic Landscape Management Plan TAs I48 LMI:G
Internal Planting Plan (North) TAs I48 PP3:N
Internal Planting Plan (South) TAs I48 PP2:K
Strategic Open Space Planting Plan TAs I48 Strat POS PPI:j
Tree Pit Details TAs I48 CD1:A
Topography Survey I5277 cv-02
Tree Protection Plan (1 of 2) D2 64 P4 Rev B 1 of 2
Tree Protection Plan (2 of 2) D2 64 P4 Rev B 2 of 2
Affordable Housing Statement 05 January 2016
Air Quality Assessment 12 January 2016
Arsenic and Tin 8th June 2015

Arboricultural Constraints Report December 2015
Written Scheme of Investigation for a Programme of Archaeological Works May 2016
Construction Environmental Management Plan Rev B
Contaminated Land Assessment 05 January 2016
Development Overview Document
Ecological Mitigation & Enhancement Strategy 05 January 2016
Employment and Skills Strategy 19 May 2016
Energy Statement Rev A
Foul Sewage and Utilities Statement 05 January 2016
Flood Risk Assessment I5004 – Rev B
Green Space Assessment 5th January 2016
Historic Environment Assessment April 2016
Lighting Strategy 9 December 2015
Landscape Management Report December 2015
Lifetime Homes Statement 21 December 2015
Material Appraisal Document
Mineshaft Statement 5th January 2016
Planning Statement 05 January 2016
Secured by Design Statement 23 December 2015
Site Waste Management Plan I4549
Statement of Community Involvement 5th January 2016
Transport Assessment 13th May 2016
Travel Plan 13th May 2016
Table detailing work submitted to avoid need for pre-commencement conditions April 2016.
Statement of Community Involvement – Post Submission Activity Addendum
01 April 2016, and accompanying Design and Access Statement 5th January 2016, it is recommended to: **Grant Conditionally Subject to a S106 Obligation, delegated to Assistant Director for Strategic Planning & Infrastructure to refuse if S106 is not signed by the target date or other date agreed through an extension of time.**

15. Conditions

CONDITION: 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.

CONDITION: APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Planning Layout I706:100:T

Planning Layout (uncoloured) I706:100:T

Storey Heights Plan I706:101:E

Materials Plan I706:102:D

Parking Plan I706:103:D

Affordable Housing Plan I706:104:E

Enclosures Plan I706:105:D

Land Ownership Plan I706:106:D

Rear Amenity Plan I706:107:F

Landscape Strategy I706:108:D

External Works Plan I706:109:E

Waste Collection Plan I706:110:D

Location Plan I706:1002

200_House Type A I706:200:C

201_House Type A I706:201:B

202_House Type A I706:202:B

203_House Type A I706:203:B

204_House Type A I706:204:B

205_House Type A I706:205:B

206_House Type B I706:206:B

207_House Type B I706:207:B

208_House Type B I706:208:A

209_House Type B I706:209:A

210_House Type B I706:210:B

211_House Type B I706:211:B

212_House Type C I706:212:B

213_House Type C I706:213:A

214_House Type C I706:214:A

215_House Type C I706:215:A

216_House Type D I706:216:B

217_House Type D I706:217:A

218_House Type D I706:218:C
219_House Type E I706:219:C
220_House Type E I706:220:B
221_House Type F I706:221:B
222_House Type F I706:222:C
223_House Type G I706:223:B
224_House Type G I706:224:A
225_House Type G I706:225:B
226_House Type H I706:226:A
227_House Type H I706:227:B
228_House Type J I706:228:A
229_House Type J I706:229:B
230_House Type K I706:230:A
231_House Type K I706:231:A
232_House Type L I706:232:B
233_House Type L I706:233:C
234_House Type L I706:234:A
235_House Type L I706:235:C
236_House Type L I706:236:B
237_House Type M I706:237:A
238_House Type M I706:238:A
239_House Type M I706:239:A
240_House Type N I706:240:A
241_House Type N I706:241:B
242_House Type P I706:242:A
243_House Type J I706:243:
244_House Type J I706:244:A
250_Redwood Drive_Single Garage Brick I706:250:A
251_Redwood Drive_Twin Garage Brick I706:251:
252_Redwood Drive_Twin Garage Brick I706:252:A
253_Redwood Drive_Single Garage Brick I706:253
260_Redwod Drive_Substation I706_260
300_1.8m Brick Screen Wall I706:300
301_1.8m Boundary Hedge I706:301
302_1.2m Horizontal Railing I706:302
303_Trip Rail I706:303
304_1.8m Larch Lap Panel Fence with Gate I706:304

400:Sections and Streetscenes I706:400:A
401:Boundary Sections I706:401:B
Highway & Private Parking Layout I5004:010:B
Highway Long Sections Sheet 1 of 3 I5004:020
Highway Long Sections Sheet 2 of 3 I5004:021
Private Parking & Emergency Access LS Sheet 3 of 3 I5004:022
Vehicle Tracking Overall Plan I5004:050:C
Vehicle Tracking Junction Plans Sheet 1 of 2 I5004:051:C
Vehicle Tracking Junction Plans Sheet 2 of 2 I5004:052:C
Proposed S104 Drainage Layout I5004:100:B
Proposed S104 Foul LS Sheet 1 of 2 I5004:110:A
Proposed S104 Foul LS Sheet 2 of 2 I5004:111:A
Proposed S104 SW Long Sections Sheet 1 of 3 I5004:120
Proposed S104 SW Long Sections Sheet 2 of 3 I5004:121
Proposed S104 SW Long Sections Sheet 3 of 3 I5004:122
Proposed FFL & External Levels Sheet 1 of 5 I5004:200:B
Proposed FFL & External Levels Sheet 2 of 5 I5004:201:B
Proposed FFL & External Levels Sheet 3 of 5 I5004:202:B
Proposed FFL & External Levels Sheet 4 of 5 I5004:203:B
Proposed FFL & External Levels Sheet 5 of 5 I5004:204:B
Proposed Service Strips I5004:000:D
Composite Landscape Masterplan Tas I48 MPI:N
Strategic Landscape Management Plan Tas I48 LMI:G
Internal Planting Plan (North) Tas I48 PP3:N
Internal Planting Plan (South) Tas I48 PP2:K
Strategic Open Space Planting Plan Tas I48 Strat POS PPI:j
Tree Pit Details Tas I48 CDI:A
Topography Survey I5277 cv-02
Tree Protection Plan (1 of 2) D2 64 P4 Rev B 1 of 2
Tree Protection Plan (2 of 2) D2 64 P4 Rev B 2 of 2

.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, and paragraphs 61-66 of the National Planning Policy Framework 2012.

Pre-commencement Conditions

PRE-COMMENCEMENT: DRAINAGE

(3) Prior to the commencement of development, a detailed scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- details of the design of the proposed earthworks forming the attenuation ponds and bunds
- details of the final drainage scheme
- a plan for the future maintenance and management of the system and overland flow routes.
- a Health & Safety Assessment and review including any mitigation required.

The approved drainage scheme for each dwelling shall be provided prior to its occupation. 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 the requirements of Policy CS21 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007

Pre-commencement Justification: To ensure that the drainage scheme required for the development is deliverable prior to any work commencing.

PRE COMMENCEMENT: ARCHAEOLOGY

(4) No development shall be commenced until a programme of archaeological work aimed at providing information on the location, nature, state of preservation and extent of any archaeological remains which may be present has been implemented in strict accordance with the approved Written Scheme of Investigation for a Programme of Archaeological works ACD1362/2/0 May 2016.

Reason:

The site is considered likely to contain archaeological deposits that warrant appropriate investigation and/or recording in accordance with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012

Pre-commencement Justification: To ensure any archaeology at the site is appropriately investigated and recorded.

Pre-Damp Proof Course Conditions

PRE DPC LEVEL- LANDSCAPE DELIVERY PROGRAMME

(5) All hard and soft landscape works including the Public Open Space and Community Park and construction of the suds features shall be carried out in accordance with the approved details.

Prior to the commencement above DPC a programme of works shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried in accordance in accordance with the agreed details.

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.

PRE DPC LEVEL: MATERIALS

(6) No development shall commence above DPC level until further details and samples of the approved materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority.

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, and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

PRE DPC LEVEL: RENEWABLE ENERGY

(7) The development shall be completed in accordance with the submitted Energy Statement rev a prepared by JSP Sustainability Ltd (dated January 2016). The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

Prior to development above DPC level details of the locations of the on-site renewable energy production methods (in this case Photovoltaic Cells) shall be submitted to and approved in writing by the Local Planning Authority. The on-site renewable energy production methods shall be provided in accordance with these details prior to the first occupation of the associated dwelling 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 offset at least 15% of predicted carbon emissions for the development in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, the draft Plymouth Plan Policy 25 and relevant Central Government guidance contained within the NPPF.

PRE DPC LEVEL: LANDSCAPE MANAGEMENT PLAN

(8) Unless otherwise previously agreed in writing with the Local Planning Authority, prior to the development commencing above DPC level, a 10 year Landscape Management Plan will be submitted for approval and implemented as agreed. For the avoidance of doubt this document shall be consistent with the Landscape Management Report (dated December 2015).

Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS18, CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, the draft Plymouth Plan and relevant Central Government guidance contained within the NPPF

Pre-occupation Conditions

PRE OCCUPATION: COMPLETION OF ROADS AND FOOTWAYS

(9) Notwithstanding previously submitted details all roads and footways forming part of the development hereby permitted shall be completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority (including with any non material amendments previously agreed in writing by the Local Planning Authority) before the first occupation of the penultimate dwelling. No dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To 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 the draft Plymouth Plan and relevant Central Government guidance contained within the NPPF

PRE OCCUPATION: ACCESS/HIGHWAY IMPROVEMENTS

(10) The proposed access and other required improvements to the existing highway including improvements to the bus stop on the south side of Glen road and the roundabout junction of Glen Road /Hillcrest Drive shall be completed by the occupation of the 20th dwelling in accordance with details to be submitted for approval in writing by the Local Planning Authority .

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, the draft Plymouth Plan and relevant Central Government guidance contained within the NPPF

PRE OCCUPATION: PROVISION OF PARKING AREA

(11) Each parking space shown on the approved plans including garages shall be constructed, drained, surfaced and made available for use before the unit of accommodation that it serves is first occupied and thereafter that parking space shall not be used for any purpose other than the parking of vehicles. The designated visitor parking spaces shown on the approved plans shall thereafter be retained for the intended purpose of visitor parking and general public use on a first-come first-served basis.

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.

PRE OCCUPATION: CYCLE PROVISION

(12) No dwelling shall be occupied until space has been laid out within the site in accordance with the approved details for bicycles to be securely stored. The secure area for storing bicycles 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:

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.

PRE OCCUPATION: SECURE BY DESIGN

(13) All gates to private pathways shall have gates that have locks with key access.

Details of these shall be submitted to and approved in writing by the Local Planning Authority and shall be installed before any of the residential units requiring the use of the respective private pathways are occupied.

Reason:

To ensure that satisfactory measures are put in place to design out crime, in accordance with Policy CS32 of the Plymouth Local Development Framework Core Strategy (2006-2021).

Other Conditions

CONDITION: COMPLIANCE WITH APPROVED DOCUMENTS (14)

(14) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the following approved documents (and such documents listed with the application on the Decision Notice) including all provisions and mitigation proposals :

- Ecological Mitigation and Enhancement Strategy (dated 5 January 2016) ;
- Employment and Skills Strategy dated 19th May;
- WSP Parsons Brinckerhoff Air Quality Assessment, dated 12th January 2016 Project no: 70015879;
- CEMP Revision B dated May 2016 reference number BAR/RDPC/00/Ceb;
- Travel Plan 13th May 2016.

Reason:

In the interests wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in the NPPF paragraphs 109, 118. To ensure employment and skills development in accordance with Strategic Objective 6 and Policy CS04 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and in accordance with Policy 19 of the Plymouth Plan Part One (2011-2031). To protect the residential and general amenity of the area from any harmfully polluting effects, including emissions to air and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021). To protect residents from construction impacts and to avoid conflict with Policy CS22 of the

Plymouth Local Development Framework Core Strategy (2006-2021) 2007. in the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CONDITION: REPORTING OF UNEXPECTED CONTAMINATION

(15) In the event that contamination of ground conditions is found when carrying out the approved development that was not previously identified, expected or anticipated, it 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
- 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'.

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 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, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 120 -123 of the National Planning Policy Framework 2012.

CONDITION: EXISTING TREE/HEDGEROWS TO BE RETAINED/PROTECTED

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

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

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

C: The erection of barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with the approved plans and particulars plan nos. D2 64 P4 Rev (2 sheets) 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 levels 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 are protected during construction work and thereafter are properly maintained, if necessary by replacement, in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61,109 and 118 of the National Planning Policy Framework 2012.

CONDITION: LIFETIME HOMES/PART M4(2)

(17) Unless agreed in writing the dwellings indentified as lifetime homes in the Lifetime Homes Statement (21/12/2015) shall be Part M4(2) compliant.

Reason:

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

Informatives

INFORMATIVE: CONDITIONAL APPROVAL (WITH NEGOTIATION)

(1) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant [including pre-application discussions] and has negotiated amendments to the application to enable the grant of planning permission.

INFORMATIVE: (CIL LIABLE) DEVELOPMENT LIABLE FOR COMMUNITY INFRASTRUCTURE CONTRIBUTION

(2) The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended). Details of the process can be found on our website at www.plymouth.gov.uk/CIL. You can contact the Local Planning Authority at any point to discuss your liability calculation; however a formal Liability Notice will only be issued by the Local Planning Authority once "planning permission first permits development" as defined by the CIL Regulations. You must ensure that you submit any relevant forms and get any pre-commencement details agreed before commencing work. Failure to do so may result in surcharges or enforcement action.

INFORMATIVE: PUBLIC HIGHWAY APPROVAL

(3) This planning permission does not authorise the applicant to carry out works within the publicly maintained highway. The applicant should contact Plymouth Transport and Highways for the necessary approval. Precise details of all works within the public highway must be agreed with the Highway Authority and an appropriate Permit must be obtained before works commence.

INFORMATIVE: ROADWORKS

(4) Any of the roadworks included in the application for adoption as highways maintainable at public expense will require further approval of the highway engineering details prior to inclusion in an Agreement under Section 38 of the Highways Act 1980. The applicant should contact Plymouth Transport and Highways for the necessary approval.

INFORMATIVE: BS8233:2014

(5) It is recommended that all dwellings are constructed in accordance with BS8233:2014 so as to provide sound insulation against externally generated noise. The good room criteria shall be applied, meaning there must be no more than 35 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.