

ADDENDUM REPORT

Planning Committee



Item Number: 6.7

Site: Land at Southway Drive, Southway Plymouth

Planning Application Number: 16/01044/FUL

Applicant: Aldi Stores Ltd

Pages 53-82.

Following the production of the officer report, there are three further matters for members to consider. These are: the second consultation period has now closed following the amended layout; further information on flood risk and surface water management has been received and been considered by the Local Lead Flood Authority; and the applicant has objected to the imposition of a condition. Each of these matters will now be considered below.

1. Additional Consultation Period

Following the submission of an updated layout with the access to the site relocated to Flamborough Road, an extra period of public consultation was undertaken. This closed on the 22nd November 2016. Following the production of the Officer Report, a further 4 letters of representation were received and these are summarised below:

3 Support

- Aldi store would benefit the local community.
- Concern from increase of traffic in relation to local schools. An additional crossing on Southway Drive would be beneficial.
- Support the amended application as Southway has lost a senior school, a bank, a major employer and a DIY store. The area needs new job opportunities and better and varied shopping.
- Would like to see modernisation in the area and it will be a benefit for people living in the area

1 Observation

- Support the proposed store

These letters of representation have been considered by officers and are not considered to alter the Officer's recommendation of the application.

2. Drainage and surface water drainage

The consultation responses received from the Local Lead Flood Authority (LLFA) prior to the completion of the Officer Report, identified a number of areas of concern with the detail of the surface water and flood management system. The LLFA required further details to be provided to:

- Demonstrate that the drainage system, including any attenuation, can provide a 1% AEP standard of protection plus a 30% allowance for climate change
- The submission of a Construction Environment Management Plan, and
- That surface water run off (for flows exceeding the 100 year return period storm event) should be stored on site and not discharged onto third party land or the highway.

The applicants have now provided further technical information including an updated drainage strategy and a proposed drainage layout. These have been considered by the Local Lead Flood Authority who has advised that the proposed drainage standard now shown is 1 in 30 years with 40% allowance for climate change although detail of the design and capacity needs to be confirmed. Surface water exceeding a 1 in 30 year event up to a 1 in 100 year event is shown stored in the car park area, although evidence that shows how the car park will contain this water and its depth is required. The outline proposals are considered acceptable, on the basis that the design information is provided to support and confirm the proposals.

It is therefore considered based upon the updated information and the consideration of LLFA that the scheme now provides an acceptable solution to drainage and flood risk and as such the application is recommend for approval subject to two additional conditions which ensure this information is provided and that a Construction Environment Management Plan is provided for the site.

Proposed conditions:

CP01 CODE OF PRACTICE DURING CONSTRUCTION

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

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 120 -123 of the National Planning Policy Framework 2012 .

Justification:

To ensure that the construction phase does not unduly impact on local amenity such as disturbance to local residents or disruption to traffic and parking.

PROVISION OF DRAINAGE AND SURFACE WATER MANAGEMENT DETAIL

() Prior to the commencement of development a detailed drainage strategy and full specification of the proposed system shall be submitted to and approved in writing by the Local Planning Authority. The Development shall be constructed in strict accordance with the approved details and the system shall be fully implemented before the building hereby permitted is first brought into use and the system shall be permanently retain and maintained thereafter.

Reason:

To ensure that satisfactory infrastructure works are provided in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 94 and 100-103 of the National Planning Policy Framework 2012 .

Justification:

To ensure the drainage provisions within the development are adequately provided for before development commences and does not cause undue problems to the wider drainage infrastructure.

3. The Applicant has objected to condition 11. Electric Vehicle Charging Point

The applicant has confirmed their acceptance to all the conditions proposed on the application with the exception of Condition 11. Which states:

The use hereby permitted shall not commence until two parking spaces equipped with electric car charging points have been made available for use at the site, and shall thereafter be maintained and kept available for use.

Reason:

To encourage the use of electric vehicles as sustainable means of transport in accordance with Policy CS28.2.3, and the National Planning Policy Framework (NPPF) Paragraph 35.

In relation to the condition the applicants have stated:

“ While we acknowledge the above policy aspirations on sustainable transport provision, there is no specific or prescriptive planning policy basis for this request.

Car parking provision has already been reduced by 7 spaces as a result of the revised access arrangements, 2 additional vacant spaces in the short-medium term as a result of active provision would be considered onerous.

We have suggested that the ‘passive provision’ approach is followed. This would comprise provision of the necessary underlying infrastructure (e.g. ensuring capacity in the connection to the local distribution board, as well as cabling) to enable simple installation and activation of the charge point at a later date.

We have also suggested that an action of the Travel Plan (to be specified in Condition 14) could then be to assess demand periodically and activate the passive charge points once demand exists.

This is considered to be a reasonable, practical, and policy compliant approach, which we would like the Planning Committee to consider in their determination of the application.”

The Local Highway Authority has considered the suggested approach of the applicants but still considers that the condition as set out in the officer report should be included on the planning permission should it be granted. The condition accords with Policy CS28 point 2.3 of the adopted Core Strategy to support sustainable transport modes and requirements of Paragraph 35 of the NPPF.

Conclusion

It is recommended that the application be granted conditional approved subject to the conditions set out in the officer report and the two additional conditions set out in this addendum report. Officers do however seek delegated authority to update the conditions to update plan reference numbers resultant from updated plans in relation to the new drainage plans.