

PLANNING APPLICATION OFFICERS REPORT



Application Number	16/01422/REM	Item	07
Date Valid	19.08.2016	Ward	SUTTON AND MOUNT GOULD

Site Address	Former Tothill Sidings, Desborough Road Plymouth PL4 9PN		
Proposal	Reserved matters application relating to appearance, landscaping, layout and scale of 50 dwellings following granting of outline planning permissions 13/00854/OUT and 14/00791/OUT		
Applicant	Mr Hisham Shibl		
Application Type	Approval of Reserved Matters		
Target Date	16.02.2017	Committee Date	09.03.2017
Extended Target Date	16.03.2017		
Decision Category	Major App with more than 5 public comments		
Case Officer	Mr Simon Osborne		
Recommendation	Grant Conditionally		



1. Description of Site

The site comprises of a triangular shaped parcel of land approximately 1.318 hectares in size, located in a cutting between Desborough Road and Knighton Road in St Judes. It is a former railway sidings but has been disused and vacant for many years, although railway tracks are still located on land close to the northern boundary of the site (the abandoned line runs out towards Laira Bridge and beyond towards Plymstock Quarry). The site is largely covered by concrete hard surfacing and there exists a securely fenced water services compound in the south western corner that contains a concrete block structure likely to be a pumping station.

The site is generally level with the exception of a 5-7 metre cut slope which forms the south eastern boundary between the main site area and Desborough Road at the higher level. The site has an unusual setting, being at a lower level than all of the land and development that surrounds it. The site is bounded to the north by railway sidings with a high embankment leading up to Knighton Road, to the west by Tothill Road Viaduct with Friary Retail Park beyond and to the south by an embankment leading up to Desborough Road. The site narrows significantly to the east where the disused railway line continues.

Surrounding development to the north, east and south is mainly residential, with bulky goods retail development immediately to the west leading into the City Centre along Exeter Street, which is only a 700 metre walk from the site. The surrounding residential development is period in character and mainly in the form of Edwardian and Victorian terraces, many of which have been sub divided into smaller flatted units.

2. Proposal Description

Reserved matters application relating to appearance, landscaping, layout and scale of 50 dwellings following granting of outline planning permissions and 14/00791/OUT.

The outline approval 13/00854/OUT secured 8 dwellings as affordable housing and as such 8 of the proposed dwellings would be affordable housing.

The proposal would include 10 three bed dwellings, and 40 four bed dwellings at a density of 38 dwellings per hectare.

A total of 96 car parking spaces would be provided in the form of 57 on plot spaces and 39 integral garages.

3. Pre-application enquiry

A pre-application discussion took place in 2014. Officers were generally supportive of the scheme

4. Relevant planning history

14/00791/OUT- Outline application for residential development with all matters reserved-PERMITTED: This permission relates to a slice of land to the north of the larger site approved

by 13/00854/OUT and a condition was included limiting the number of additional dwellings to 6.

13/00854/OUT -Outline application with details of access (via Desborough Road) submitted to develop land by erection of 44 new dwellings (details of appearance, landscaping, layout and scale reserved for future consideration). –PERMITTED.

12/01257/OUT - Outline application with details of access (via Friary Retail Park) submitted to develop land by erection of 44 new dwellings (details of appearance, landscaping, layout and scale reserved for future consideration). WITHDRAWN

10/00851/OUT - Erection of 5 storey building containing 21 student cluster flats (250 bedrooms) and 14 one bedroom self-contained flats all for occupation by students in full time education with ancillary wardens office and separate building containing retail (use class A1) unit with 2 bedroom flat above and associated car parking, public open space and cycle path. PERMITTED.

5. Consultation responses

Local Highway Authority – no objections subject to conditions

Public Protection Service – No comments

Local Lead Flooding Authority – Requests further details

Police Architectural Liaison Officer – No objections subject to condition

Environment Agency – No comments received.

Natural Infrastructure Team – No objections subject to condition

Economic Development – No objections subject to condition.

South West Water – No comments

Network Rail – No objections subject to comments

6. Representations

In total 16 letters of objection have been received and one making observations. 7 of the 17 letters were received after re-advertising amended plans, 4 of which were from residents who had previously written in. The issues raised are:

1. Traffic congestion and parking on existing roads
2. Traffic problems including loss of existing parking due to location of access.
3. Impact on residential amenity of existing properties including loss of light and privacy, noise of vehicles using access slope,
4. Loss of views and greenery and impact on wildlife
5. Construction noise, pollution and disturbance
6. Existing residents will have to look out onto a housing estate
7. Future residents will be overlooked.
8. Too many houses proposed
9. Houses will be overbearing and out of character with the existing housing in the area
10. The proposal does not include the strategic cycle route
11. Site boundaries need clarifying
12. Impact on schools
13. It's putting the poorest in the poorest areas.

14. Poor consultation on amendments
 15. No Environmental Impact Statement
 16. The site should be used as a multi-storey car park
 17. The Council should buy the site and use it for community uses such as an allotment.
- The comments received since the re-advertisement generally re-iterated previous concerns.

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 Plymouth and South West Devon Joint Local Plan (the JLP) will replace the Core Strategy and other Plymouth Development Plan Documents as the statutory development plan for Plymouth once it is formally adopted.

Annex 1 of the National Planning Policy Framework (the Framework) provides guidance on determining the weight in relation to existing and emerging development plan policies.

- For Plymouth's current development plan documents, due weight should be given to relevant policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- For the JLP which is an emerging development plan, the weight is to be determined by the stage of its preparation, the extent to which there are unresolved objections, and its degree of consistency with the Framework.

The JLP is at a relatively advanced stage of preparation, with the pre-submission version formally approved by Plymouth City Council, West Devon Borough Council and South Hams District Council for a six-week period for representations, pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations. It is also considered consistent with the policies of the Framework as well as based on up to date evidence. However, until the Regulation 19 stage has concluded, and the scale and nature of representations known, it is considered that the JLP's policies will generally have limited weight within the planning decision. The precise weight will need to be determined on a case by case basis, having regard to all of the material considerations.

Other material considerations include the policies of the Framework itself, guidance in National Planning Practice Guidance (NPPG). 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

5 year housing land supply

Members will be updated in the form of an addendum report to clarify Plymouth's position with regard to its 5 year housing land supply.

8. Analysis

1. This application has been considered in the context of the development plan, the approved Plymouth and Southwest Devon Local Plan, the Framework and other material policy documents as set out in Section 7.
2. The Core Strategy policies of most relevance to this application are CS01 (Sustainable Linked Communities), CS02 (Design), CS15 (Overall Housing Provision), CS18 (Plymouth's Green Space), CS28 (Local Transport Considerations), CS32 (Designing Out Crime), and CS34.
3. The relevant emerging Joint Local Plan policies are DEV7 (Meeting local housing need in the Plymouth Policy Area), DEV7 (Meeting local housing need in the Plan Area) DEV10 (Delivering high quality housing), DEV20 (Place shaping and the quality of the built environment), DEV24 Landscape character, DEV31 (Specific provisions relating to transport).
4. Outline planning applications 13/00854/OUT and 14/00791/OUT gave consent for the site to be developed for residential purposes for up to 50 dwellings. The development of the site for residential purposes has thus been established. This application seeks consent for the appearance, layout, landscaping and scale of the 50 new dwellings proposed and these issues will now be addressed in turn.

Layout

5. The proposed site would be accessed from Desborough Road towards the south east end of the site. Due to the significant level difference between the site and Desborough Road, this requires some remodelling. The location and details of the Access was approved in detail as part of the outline consent and conditions are attached requiring further details of this and the remodelling.
6. This remodelling would extend part way into the site which results in the finish site level sloping from east to west. The layout has been designed around a central spine road which runs north east to south west across the site and turns at a right angle to run north to south along the western boundary. Unfortunately the levels of the site prevent the proposed dwellings fronting onto Desborough Road which from an urban design perspective would be preferable, however it is accepted that this would likely result in the site becoming unviable. The rear boundary of the proposed dwellings to the south of the spine road would therefore front the footway.

7. At the request of officers the proposal has been amended to introduce terraced dwellings and to ensure that a road runs along the western boundary underneath the viaduct instead of private rear gardens where they could have easily been overlooked. Plot 50 has also been moved further away from No 1 Desborough Road and this relationship is now considered acceptable.

8. The other proposed dwellings are located well within the site and the distances between them and existing dwellings exceeds the guidelines in the in the Development Guidelines SPD.

9. The majority of proposed dwellings would be terraces fronting onto the spine road, the proposal also includes 4 semi-detached and 1 detached dwelling. The pattern of development in the area is long rows of terraces and therefore this approach is considered acceptable.

10. A cycle route also connects at the east of the site and exits to the west road and proposes to make use of the estate road to enable a continuation of the Strategic Cycle Network which currently stops at the nearby junction Gardens and is diverted onstreet within local residential areas. This approach is considered acceptable.

11. The site provides a stepped link to Desborough Road. This is in addition to other non-stepped routes and therefore whereby steps are not usually preferred they do offer further choice from this development for those users able to ascend them. There are therefore no objections to the provision of steps in this instance.

12. This is a difficult and unusual site which does impact on the quality of the proposed layout however every effort has been made to ensure the layout has been designed to ensure that safe and overlooked streets and spaces are created by having all dwellings facing public areas. The development is characterised by terraces of housing in order to form a strong street frontage and established building line within the internal street scenes. The majority of parking at the site is provided on street, to the front of the proposed dwellings, and will be adequately overlooked, in accordance with the principles of secured by design.

13. The layout of the proposed development is thus in accordance with the advice contained within policies CS02 and CS34 of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) and DEV10 (Delivering high quality housing), DEV20 (Place shaping and the quality of the built environment) of the emerging Joint Local Plan.

Scale and Appearance

14. The existing housing stock in the area is characterised by 2 storey terraces with the majority having bay windows. The dwellings proposed within this application are predominantly terraced with traditional pitched roofs. Due to the lower ground level of the site the dwellings proposed on the south side of the spine road will be split level having a 3 storey front elevation and 2 storey rear elevations. The dwellings within the site would be 2.5 or 3 storeys. Due to the significantly lower ground level the ridgeline would still be lower

than existing houses on Desborough Road and only the roofs would extend above the height of the Tothill Road viaduct. The scale of the houses are therefore considered acceptable for this site.

15. The design of the dwellings has taken a contemporary approach whilst attempting to make reference to the bays found on the majority of the housing stock in the area by the use of contemporary projecting 'box' windows on front and prominent side elevations. A large number of dwellings would include an integral garage and it will be important to ensure that garage doors are of good quality material. All external materials are controlled by condition on the outline consents. The overall design of the proposed development and use of a varied materials palette is considered positive, ensuring an acceptable balance between the introduction of contemporary features and materials whilst also ensuring compatibility with the existing townscape and local context.

16. The scale and appearance of the proposed development is considered to be compliant with Policy CS02 (Design) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007), DEV10 (Delivering high quality housing), DEV20 (Place shaping and the quality of the built environment), DEV24 Landscape character of the emerging JLP, and the Design SPD.

Landscaping

17. The majority of landscaping proposed at the site is hard landscaping. The main spine road will be surfaced in tarmac at the eastern end of the site with the western end designed as a shared surface and finished in block paving. . The parking spaces to the front of dwellings would be charcoal paving blocks.

18. The proposal would include a number of street trees along the edge of the spine road and grassed areas to break up the banks of parking at the front of the dwellings. The boundary treatment proposed along the most prominent boundary on Desborough Road would retain the existing railings with a planted hedgerow similar to that currently existing to provide privacy combined with a soft appearance. A landscape management condition has been added and a boundary details condition is already attached to the outline consent

19. The soft landscaping shown on the submitted plans introduces an adequate amount of planting at the site with plenty of new trees proposed. The landscaping details proposed are considered adequate and in accordance with policy CS34 (Planning Application Consideration) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007), DEV24 (Landscape character) of the emerging Joint Local Plan and the Design SPD.

Highways Issues

20. The principle of residential development for 50 dwellings and the associated traffic movements has already been assessed and deemed acceptable through the outline applications. The access to the site, both vehicular and pedestrian, was also established as part of the outline planning permission.

21. It should be noted that a Transport contribution of £84,180 has been secured on the outline consent towards the implementation of the infrastructure provision in the National Strategic Cycle Network between Junction Garden and Exeter Street. £2,860 to be paid to the Council for the purposes of ensuring the bus ticket allocation measures in the travel plan.

22. The layout provides Parking at a ratio of 1.92 spaces per dwelling on average, the majority of dwellings will have 2 spaces with 4 dwellings having 1 space (57 on plot spaces and 39 provided as integral garages) which complies with current Maximum parking standards and is similar to that indicatively proposed and considered acceptable during the outline application . Taking into account the fairly good accessibility at the site and the promotion of a travel plan the proposed parking provision is considered acceptable, based on the likely parking demand.

23. The application is therefore considered to be in compliance with policy CS28 of the Core Strategy and policy DEV31 of the emerging Joint Local Plan.

Residential amenity

24. The layout of the site has been arranged so that the relationships between the proposed dwellings within the site acceptable and designed so that all new dwellings will benefit from adequate levels of amenity, in accordance with the guidance contained within the Council's Adopted Development Guidelines SPD.

25. With regards to outdoor amenity standards, all of the proposed dwellings accept for one plot have private amenity space that in terms of area is in accordance with guidelines contained within the SPD.

26. With regard to internal size standards , the proposed dwellings all meet or exceed the minimum National Space Standards as required by emerging policy DEV10 of the JLP.

27. Bin stores also included within the development, in accordance with the guidance contained within the Development Guidelines SPD.

Biodiversity

28. Issues raised by policies CS19 (Wildlife) and CS20 (Sustainable Resource Use) have been covered by the outline consent and are the subject of conditions relating to an ecological mitigation and management plan and sustainable energy.

Drainage

29. The lead local flood authority has requested further information regarding the drainage of the site. Drainage was assessed as part of the outline consent which includes a condition requiring further drainage details. Information has been submitted to demonstrate the proposed layout should not compromise an acceptable drainage solution. The existing condition will therefore deal with this matter.

Crime and Security

30. The Police Liaison Officer has no objections to the proposal subject to a condition requiring lockable gates to private pathways which has been added.

Employment opportunities

31. The Council's Economic Development department have requested a condition relating to an employment strategy, this is in line with emerging JLP policy DEV19 and has therefore been added.

Letters of representation

32. The majority of the concerns raised by residents have been addressed above. As already highlighted a number of letters raise concerns such as traffic movements that have already been considered in the outline approvals and cannot be revisited in a reserved matters application.

33. A concern has been raised regarding the lack of an Environmental Impact Assessment (EIA). The requirement for the EIA is largely determined by legislation and guidance and in fact very few developments require an EIA. Due to the character and location of the proposal it was considered that for the purposes of the EIA legislation the development is unlikely to have a significant impact on the environment and therefore neither the outline applications or this reserved matters application are considered to require an Environmental Statement.

34. Concern has been expressed regarding the advertisement of the application. The application has been advertised in accordance with the Council's publicity code which includes site notices and a newspaper advert. As mentioned above the application was fully re-advertised after receipt of amended plans which showed reasonably significant changes to the layout.

35. Some alternative uses for the site have been suggested. However this application has to be treated on its own merits.

36. A number of letters raise concerns regarding disturbance during construction. The outline consents include a condition requiring a Code of Construction which will have to be complied with.

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 £186,191.52 (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 do not intend to apply for self-build exemption or Social Housing Relief

11. Planning Obligations

The heads of terms have already been agreed during the outline approval 13/00854/OUT . For reference these are as follows:

- a. Local schools: £79, 883 to be allocated to the provision of additional school places within the vicinity of the application site.
- b. Transport: £84, 180, 350 to be allocated towards the implementation of infrastructure provision in the National Strategic Cycle Network between Junction Gardens and Exeter Street. £2, 860 to be paid to the Council for the purposes of ensuring the bus ticket allocation measures in the Travel Plan are effectively controlled.
- c. Local green space: £73, 294 towards improvements to Tothill Park playing pitches and upgrading of current changing facilities.

12. Equalities and Diversities

The outline applications secured 20% of dwellings to meet 'Lifetime Homes' standard which has been shown on the proposed drawings.

13. Conclusions

Careful consideration has been given to the potential impacts of the development and officers are confident that the proposal will not be unduly harmful.

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

Officers have taken account of the NPPF and S38 (6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance and are therefore recommending approval subject to the completion of a S106 agreement delegated to Assistant Director for Strategic Planning and Infrastructure to refuse if not signed by the target date or other date agreed through an extension of time.

14. Recommendation

In respect of the application dated **19.08.2016**
it is recommended to **Grant Conditionally**

15. Conditions / Reasons

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

1. CONDITION – APPROVED PLANS

Cross Section 5290/PL/010 Version: D received 10/01/17

Streetscape 5290/PL/015 Version: A received 10/01/17

Plans - Proposed 5290/PL/017 Version: received 10/01/17

Planning Layout 5290/PL/003 Version: R received 24/02/17

Landscaping 4685.01 Version: C

Landscaping 4685.02 Version: C

Plans and Elevations 5290/PL/004 Version: B received 27/07/16

Plans and Elevations 5290/PL/005 Version: C received 27/07/16

Plans and Elevations 5290/PL/008 Version: B received 27/07/16

Plans and Elevations 5290/PL/012 Version: B received 27/07/16

Plans and Elevations 5290/PL/013 Version: received 27/07/16

Plans and Elevations 5290/PL/014 Version: received 27/07/16

Site Location Plan 5290/PL/016 Version: received 17/08/16

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.

2) PRE-COMMENCEMENT: EMPLOYMENT STRATEGY

No development shall take place until an Employment and Skills Strategy has been submitted to and approved in writing by the Local Planning Authority. The Employment and Skills Strategy should demonstrate how local people and local businesses will benefit from the development in terms of job opportunities, apprenticeship placements, work experience opportunities, business supply chain opportunities and other employment and skills priorities. The Employment and Skills Strategy should cover the construction of the development. The development shall thereafter be carried out in accordance with the approved Employment and Skills Strategy unless a variation to the strategy is agreed in writing in advance by the Local Planning Authority.

Reason:

To ensure that local people and businesses benefit from development within the City in accordance with the Council's growth agenda and Strategic Objective 6 and Policy CS04 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and emerging Policy DEV19 of the Plymouth and South West Devon Joint Local Plan.

(Pre-commencement justification: To ensure that the employment and skills strategy incorporates the whole construction phase.)

3) PRE OCCUPATION: SECURE BY DESIGN

All gates to private pathways and ones giving access to rear gardens, shall have locks with key access provided in accordance with details previously submitted and approved in writing by the Local Planning Authority. The approved gates with locks and key access shall be installed before any of the residential units requiring to use the respective private pathways are occupied.

Reason:

To ensure that satisfactory measures are put in place to help design out crime, in accordance with Policies CS32 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007 and emerging Policies DEV10 and DEV20 of the Plymouth and South West Devon Joint Local Plan.

4) PRE OCCUPATION: LANDSCAPE MANAGEMENT PLAN

A Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development, such a Plan shall include the long term objectives of the landscape scheme, and must set out how these objectives will be met. The Management Plan must indicate the ownerships and responsibilities of all landowners or agencies following the completion of the development and intended land transfers and leases etc for all landscape areas, and must include this information graphically on a plan. The Landscape Management Plan should also set out all maintenance operations for the initial first 5 years following implementation of the scheme.

Reason

To ensure that the landscaping works are carried out, managed and maintained in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and emerging Policies DEV20 and DEV24 of the Plymouth and South West Devon Joint Local Plan

5) PRE OCCUPATION: LANDSCAPE IMPLEMENTATION

The landscaping works hereby approved shall be implemented before first occupation of the development.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, emerging policy DEV24 Plymouth and South West Devon Joint Local Plan.

Informatives

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

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.

2) INFORMATIVE: CONDITIONAL APPROVAL NEGOTIATION

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.

3) INFORMATIVE: DRAINAGE

With regards to the discharge of condition 16 of the outline permission 13/00854/OUT and condition 7 of 14/00791/OUT the applicant is advised that :

Surface water should be discharged into a separate drainage system which should be discharged according to the following hierarchy:

- Discharge to a waterbody (if available and with sufficient capacity).
- Infiltration
- Discharge to a surface water sewer, highway drain or culverted watercourse with attenuation as required.

Evidence, including ground investigation or infiltration tests, should be provided that demonstrates these options have been assessed and appraised.

- Detailed drainage proposals for the site should be submitted that demonstrates that the proposed drainage scheme, including any storage, is designed for a 1% AEP (1 in 100 year return period) event with 30% allowance for climate change. Additionally, the proposed drainage system should be checked that no surcharging occurs with a 40% allowance for climate change. Infiltration rates, calculations and or model results should also be submitted to support the design.

- SWW should be consulted for any drainage strategy that proposes to connect to the existing SWW combined sewerage system and written confirmation from SWW should be submitted, including agreed surface water discharge rates before the drainage proposals are accepted. This may be limited to 1 in 10 year greenfield run off rates, with on-site attenuation required to store Plymouth Local Flood Risk Management Strategy surface water volumes over and above these rates to a 1 in 100 year return period standard of protection
- If any existing on site sewerage is to be used then a condition survey should be conducted to ensure the system is serviceable.
- Any 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. A plan should be submitted detailing surface water exceedance flow routes
- A construction environment management plan incorporating method statements should be submitted to demonstrate how the new drainage system and water environment is protected during the demolition and construction phases.
- As a minimum the Council will expect any SuDS to be designed and constructed in accordance with National Standards for Sustainable Drainage, (in lieu of these standards being finalised, reference should be made to Devon County Council's SUDS guidance, attached) and will be subject to the proposed drainage system addressing the requirements of Plymouth's Local Flood Risk Management Strategy Part 2: Technical Guide (which may set a higher standard in response to local circumstances). Arrangements should be put in place to ensure maintenance sufficient to preserve system performance over the life-time of the development.
- Details of how and when the drainage system is to be managed and maintained should be submitted.

4) **INFORMATIVE: CONDITIONS REITERATED&S106**

The applicant/developer is advised that the conditions attached to and specified upon the notice of outline planning permissions 13/00854/OUT and 14/00791/OUT are still in force insofar as the same have not been discharged by the Local Planning Authority and must be complied with. The outline permission is also subject to a Section 106 Agreement.

5) **INFORMATIVE: NETWORK RAIL**

The applicants attention is drawn to the comments of Network Rail dated 7th February 2017.