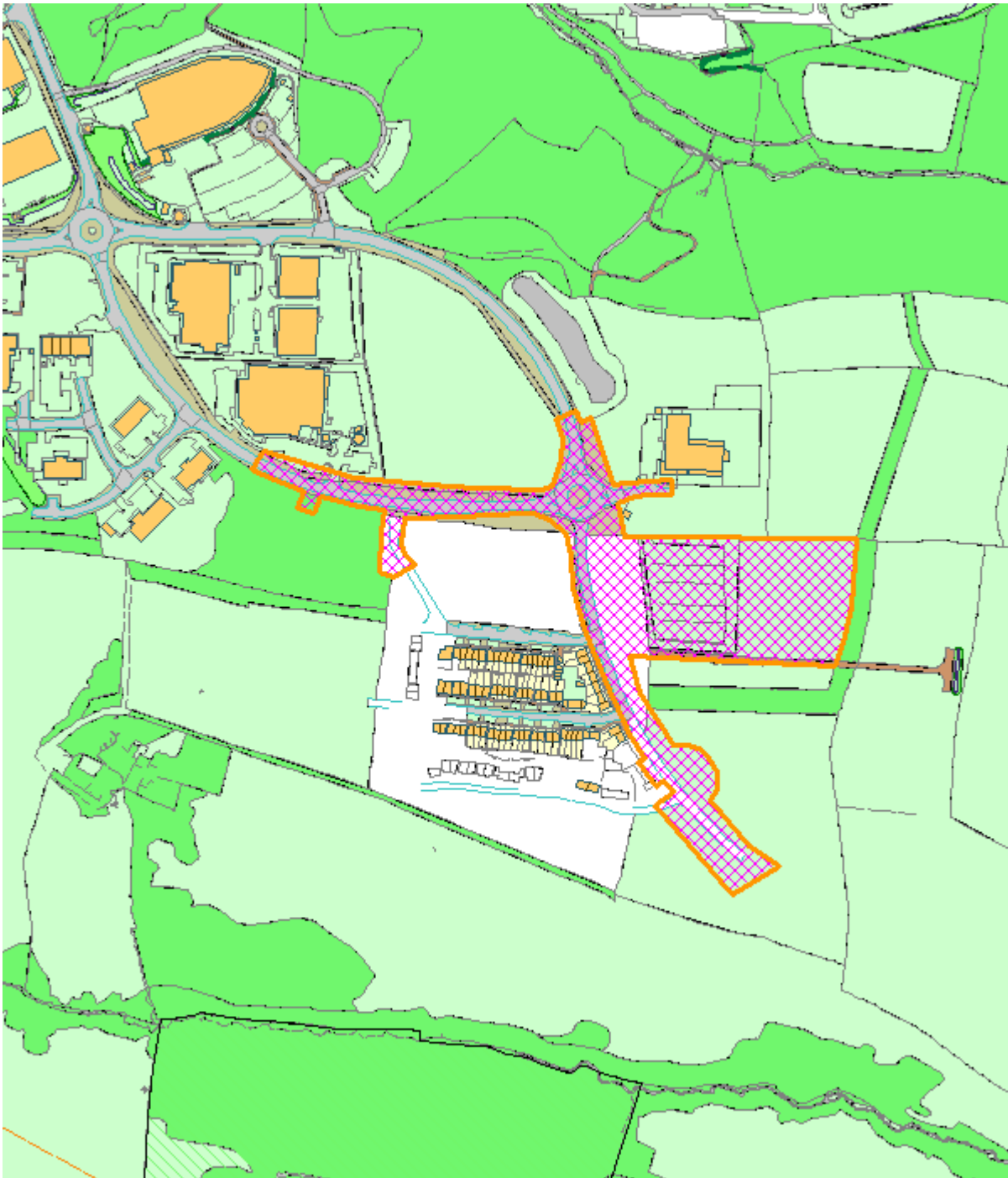


PLANNING APPLICATION OFFICERS REPORT



Application Number	17/01339/FUL	Item	01
Date Valid	14.07.2017	Ward	MOORVIEW

Site Address	Land At Seaton Neighbourhood South Of William Prance Road Plymouth		
Proposal	Further to outline permission 12/02027/OUT and reserved matters permission 14/01665/REM, full application for details of drainage, landscaping, surfacing and lighting for the east (southbound) side of the High Street (Pintail Way); detailed layout of junctions to provide access to future residential phases to the eastern side of the High Street, and details of pedestrian crossings and bus stops on the High Street and the signal controlled junction with William Prance Road, together with associated enabling earthworks, including land for a temporary construction compound and storage of fill		
Applicant	Persimmon Homes (Cornwall) Ltd		
Application Type	Full Application		
Target Date	13.10.2017	Committee Date	21.09.2017
Extended Target Date	N/A		
Decision Category	Major - More than 15 Public Comments		
Case Officer	Mr Alistair Wagstaff		
Recommendation	Grant Conditionally		



1. Description of Site

The application site is located in the Derriford area of Plymouth, in an area known as Forder Valley. It consists principally of an enlarged area of land which includes the southern section of William Prance Road running east to the roundabout junction to Brest Road. It takes in the existing carriageway and parts of the wider highway land including pavements and verges in this area. This area is located towards the end of the Plymouth International Medical and Technology Park (PIMTP). At the roundabout which links William Prance Road, Brest Road and the High Street road of the wider Palmerston Heights development, it takes in the roundabout and additional area of highway and pavements. From the roundabout it extends north to include a short section of Brest Road and east to include the new road which leads to St. Matthews Primary School.

The site area then extends southwards into the Forder Valley and the early phases of the Palmerston Heights new residential development; this section of the site slopes downward to the south west into Forder Valley. The northern section of this area is adjoined by the existing works compound used for the construction of the residential development taking place. This area is set at a higher level than the application site as the road has been cut into the existing ground levels. To the east the land sits at the higher level again and this area is also included in the application area and is mostly grass land with a number of tree belts. This area is bounded on the north by the new road which serves St. Matthews School. The southern section of the High Street continues to slope down in a south east direction through Forder Valley. To the west is the recently completed Phase 5 of the Palmerston Heights residential development with two access roads serving the dwellings with residential properties fronting the street. To the east of the site the land again rises steeply.

2. Proposal Description

The application is a full application which is further to details and layouts approved by outline permission 12/02027/OUT and reserved matters application 14/01665/REM. It includes details of drainage, landscaping, surfacing and lighting for the east (southbound) side of the High Street (Pintail Way); detailed layout of junctions to provide access to future residential phases to the eastern side of the High Street; details of pedestrian crossings and bus stops on the High Street and the signal controlled junction with William Prance Road, together with associated enabling earthworks, including land for a temporary construction compound and storage of fill.

The planning application principally relates to a series of highway works and earthworks associated with the full completion of this part of the road network to deliver the High Street element of the wider Forder Valley Link Road, granted consent in outline application 12/02027/OUT and the existing elements in 14/01665/REM.

The works include the following:

- A new access point on William Prance Road to the south into the future phase 13 of the wider outline scheme.
- A further access into Phase 6 of the outline consent, which is currently used for construction access, with a new dedicated right turn with additional lane introduced into Brest Road through the widening of the eastern part of the road. This is achieved through the widening of the existing carriageway principally through the reduction of the grass verge on the northern edge of the road. This widening extends to the junction with the roundabout (to be replaced) providing two east bound lanes approaching the new junction.
- Replacement of the existing roundabout which connects William Prance Road and Brest Road with the High Street and school access road (which leads on to future phases 8 and 11 of the outline application). A fully signal controlled junction with pedestrian crossings will replace the existing drop curb crossing on the school access road, William Prance Road and the High Street. It also re-provides the drop curb crossing to Brest Road which will in the future become a bus access only route.

With the exception on the junction connection on Brest Road, minimal change is proposed with the focus on widening the carriage way on the western side of the road. The school

access road will receive only minor alterations to provide the new junction connection and the new signalised pedestrian crossing.

In relation to the High Street, the works are twofold. The existing road already has consent for a two lane north bound road which is currently used to temporarily provide north and south bound access into the developing Palmerston Heights neighbourhood. This section will be altered principally to improve the location of the previously approved crossing points and the location of the bus stop to improve the accessibility of the site. To the east of the existing route, a new central reservation will be provided along with a new single lane south bound route (although this includes a right hand feeder lane to the southern route into phase 5). This section will require extensive excavation to provide the carriageway, a new cycleway and pavement. This section of works will also introduce two new left in, left out junctions to provide access into future phase 8 and 10 of the wider outline planning permission. The application also includes landscaping and drainage details for this side of the road with the landscaping detail emulating that approved on the western side of the road.

Finally the application seeks temporary consent for an area (located in the wider phase 8) to be used as a location for material storage. The application also sets out that the eastern part of the High Street will initially be constructed as a haul route for the forthcoming construction of the wider Forder Valley Link Road and once construction of that has taken place, it will be completed as an operational south bound route.

3. Pre-application enquiry

A formal pre-application enquiry has not taken place. However officers have been working closely with Persimmon in relation to the wider delivery of the Palmerston Heights development and the delivery of the Forder Valley Link Road.

4. Relevant planning history

12/02027/OUT - Outline application (all matters reserved) for a residential led mix of uses on 32.07 hectares of land including up to 873 dwellings (2, 3, 4 bedroom houses, 1, 2 bedroom flats); 8,000 sqm of business space (use class B1); 1000 sq m of non-residential institutions (use class D1); 2,000 sqm of commercial floor space to include a mix of shops (use class A1), financial and professional services (use class A2), restaurants, cafes (use class A3), drinking establishments (use class A4) hot food takeaways (use class A5) construction of a new link road and bridge across Forder Valley; Combined with a full application for the change of use of 38.67 hectares of agricultural land to public open space. – Granted conditionally subject to a S106 obligation.

14/01665/REM - Reserved matters application for the approval of the access, appearance, landscaping, layout and scale for Phase 5, Seaton Neighbourhood, for 105 dwellings and associated highways and drainage infrastructure and landscaping (following outline approval 12/02027/OUT). Granted conditionally.

15/01096/AMD- Non-material minor amendment: 1) Minimise levels of cut and fill across the site. 2) Minimise the height of the retaining wall between properties on the lower road and

those on the middle road 3) Co-ordinate with the revised drainage basin slope details already submitted to PCC in relation to conditions 2 from the RMA and 36 and 57 of the outline consent. For application 14/01665/REM. Granted.

16/01312/CDM – Application for discharge of conditions 32, 33, 34, 35, 36, 38, 39, 44, 46, and 47 of application 12/02027/OUT – under consideration.

16/00601/REM - Reserved matters application for the approval of the access, appearance, landscaping, layout and scale for Phase 7, Seaton Neighbourhood, for 119 dwellings and associated highways and drainage infrastructure, landscaping and play space (following outline approval 12/02027/OUT) Granted conditionally

5. Consultation responses

Highways England - no objection

Environment Agency - The site is within the Plymouth Critical Drainage Area (CDA). Whilst we have been involved in recent applications here, the site is within the part of the CDA where we have agreed that the standard comments contained in our Plymouth CDA guidance will suffice as our consultation response in conjunction with your own consultation with the Lead Local Flood Authority (LLFA).

Archaeology - Recommend condition in relation to archaeological investigation.

Natural England - No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Lead Local Flood Authority (LLFA) - Calculations and modelling data are required showing that the defences and drainage system are designed to the required standard. Confirmation should be submitted that the drainage attenuation pond has been designed to accommodate the drainage discharge from the proposed highway and additional identified land area. The attenuation pond is currently not operating correctly. This should be rectified before any additional discharges are connected. A Construction Environment Management Plan (CEMP) incorporating method statements should be submitted to demonstrate how the new drainage system and water environment is protected during the demolition and construction phase. Detail of the management and maintenance of the system should be submitted.

Highways Authority – would not wish to raise any objections to application subject to the below matters being dealt with via conditions

The principle of the signal controlled junction was established in the outline planning permission. Updated traffic flow data relating to the use of the FVLR has been produced by PCC and has informed modelling work for the new junction. The results of the Linsig modelling indicates that the junction operates within capacity both in the am and pm peaks in 2020 but gets close to capacity at the am peak in 2030 (85.4% degree of saturation) and in the pm peak in 2030 the length of queue on William Prance Road approaching the new

signals would extend back beyond the non-signal controlled priority junction, thereby impacting traffic right turning into and out of this junction. However it is noted that there are alternative exits from the Seaton Neighbourhood site which could be utilised during busier periods. The arm of the junction from St Matthews school does have capacity issues in future years (2030) with the increased traffic, additional land will be required to improve this arm of the junction to increase movement through this arm.

The new signal controlled junction also allows for the creation of dedicated pedestrian crossing facilities which improves accessibility to and from St Matthews School from Seaton Neighbourhood.

The proposed change to a non-signalised junction on William Prance Road into Seaton Neighbourhood is considered acceptable.

The consultation identifies a range of technical improvements which need to be made to the proposals this includes:

- Demonstrating that buses can turn right from Brest Road
- Pedestrian dropped kerbs on the eastern access roads in close proximity to the bell mouths of the junction
- The bus stop south bound on William Prance Road needs to be maintained.
- Dedicated bus lay-by needs to be provided for south bound bus route on the High Street.
- Inter-visibility needs to be confirmed at all of the junctions and shown on the plans and to Design Manual for Roads and Bridges (DMRB).
- Traffic Regulation Orders will be required on the High Street section of the FVLR. These include double yellow lines, bus only for the short section of Brest Road, no U-turns at the new signal controlled junction and no loading at any time within the vicinity of the junction. The applicant will be required to fund these TRO's as part of the approved Section 278/38 Agreement.
- Confirm detail of adequate space on the central reservation for traffic signals into existing lower western access road to be provided.
- Construction Traffic Management Plan to be produced in consultation with both PCC and St Matthews School to mitigate impacts of the works, and how construction traffic will tie-in with the current road alignment should also be provided.

Strategic Transport - Strongly support the application recommends approval in line with Policy PLY40. Recommend that the application be conditioned to be completed by December 2019 to allow opening of the full Forder Valley Link Road. Conditions recommended for construction standard of the road given the role as a distributor road with a 40 year design life in accordance with Design Manual for Roads and Bridges(DMRB) and the standard of the Haul Road for construction vehicles. Details of the transition between the High Street Section and the southern section of the Forder Valley Link Road (FVLR) should also be provided. identifies need to demonstrate that main junction geometry allows movements between all arms of the junction, that inter-visibility between junctions on High Street is provided including one Planet Centre and that lay-by should be provided for south bound bus to stop on the High Street

Consultation also sets out Policy Context for the route including: Core Strategy, Local Transport Plan 2+3, new Joint Local Plan, National Government DfT / DEFRA report 'Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities Draft UK Air Quality Plan for tackling nitrogen dioxide' (May 2007), as mitigation to reduce NO2 concentrations and improve local air quality.

Consultation notes importance for the environmental mitigation to coordinate with the Forder Valley Link Road.

Natural Infrastructure Team - No objection subject to appropriate mitigation and further information required. The junction to the One Planet Centre (OPC) is indicative only and does not secure its delivery. Current junction location would prejudice the delivery of phase 4 (the OPC) and be contrary to the approach set out in the Environment Statement relating to the wider community park and OPC and access should be amended.

An access path that connects the pedestrian crossing at the southern end of the high street to the community park needs to be provided. If the Council is minded to approve this application without these elements secured, suitable conditions to secure their design and implementation should be applied.

Green Space

This development is related to implementation of policy PLY41 Derriford Community Park Strategic Greenspace and must provide the mitigation required by the approved ES that enables delivery of the Community Park.

Biodiversity

The application is related to 12/02027/OUT and we are satisfied that the ecological considerations of this development are adequately addressed in the ES for 12/02027/OUT and the Ecological Mitigation and Environmental Management Sub plan Phase 5: Seaton Neighbourhood, Plymouth.

Trees and Woodlands

The application is related to 12/02027/OUT and we are satisfied that the tree and woodland considerations of this development are adequately addressed in the information submitted.

Public Protection Department – The Construction and Environmental Management Plan (CEMP) needs to be more detailed and enhanced and to be approved by the Local Authority. This includes the provision of enhanced or new detail in relation to the following areas: specifying appropriate monitoring and control measures, identifying a lead for the monitoring of environmental issues during construction, areas of risk, more detailed method statements, environmental standards should be included, details of the storage area and its management, waste management plan, permits for the site for machinery, a complaints procedure and register should be kept, details of operating hours

A condition should be applied requiring an updated and improved CEMP containing the required information. The residential properties located close to the High Street and the

school are sensitive receptors, likely to be subjected to environmental impacts by the development if not managed appropriately. We recommend these areas be discussed in further detail with specific information about the management of the construction phase on these receptors and specific mitigation measures for these areas to control the environmental impacts. Safe access to the School is also imperative and further detail should be provided to the LPA for approval – specifically considering the junction area.

In relation to land contamination this has been satisfactorily dealt with in the information for Phase 5 development.

Identifies need for condition 60 to be complied with for Phase 5 of the wider development in relation to noise protection.

6. Representations

In total 62 letters of representation have been received and a summary of the points raised is provided below.

While not a planning matter, a number of objections raise concern with when the site notices were displayed. The site notices were displayed once the application was valid and were placed at the school on the 20th July in advance of the actual start of the consultation period on the 25th July. The school office was notified and a meeting has been held with the School Business Manager.

Representations not raising planning matters:

- Not being aware of the scale of the road when houses were purchased or wider housing proposed in the area.
- Recommend alternative approach to a one way system through William Prance Road and Brest Road.
- Road works should be timed for school holidays only.
- Objection to length of road works will take.
- Since the school was built the council have failed to help and work with St Matthews to address the ongoing site/parking issues. As a school community, we cannot believe that the current gravel/parking area directly in front of the school has been approved and been sold to a housing developer for development directly in front of the school.
- Existing disruption from works on the surrounding road network.
- Existing school drop off area has been closed due to safety issues.
- The council should secure appropriate facilities for the school for the children to be dropped off and collected.
- When purchasing a property, the scale of the road was not advised.

60 representations have objected to the application

Objections include the following key areas of concern:

- Existing access to school is not satisfactory and the proposals do not improve this.
- Concern of access and egress from residential areas going north and south down the Forder Valley Link Road.
- The new road should only be single lane.

- Residential road will become rat runs for people avoiding traffic lights.
- Scheme will remove two way access to the residential roads.
- Object to the scale of the proposed route and amount of traffic using the route.
- Access to the school including parking during the construction works.
- Safety of parents and children accessing the school and limited parking.
- Further parking and drop of facilities for the school should be provided.
- Approving the scheme would mean the Local Authority would fail its duties under Road Traffic Act in relation safe access to the school and health impacts on the children.
- Impacts of the scheme including noise from traffic and pollution on residents.
- Impact of the scheme and traffic with increased number of children attending the school.
- School application failed to include travel plan this application does not address this issue.
- Concern over major road in close proximity to the school.
- Impact of the proposal on the school.
- Object to Brest Road being a bus only route.
- Impact of Forder Valley route on residents.
- Removal of right turn accesses in to the residential areas.
- Impacts on residents and school safety over road speeds, it should be controlled to 30mph, also suggested 20 mph.
- Pollution impacts on the school.
- The children attending the school cannot be safely dropped off and picked up at all times of the day.
- In line with the aspirations of the Plymouth Plan, children should be protected and people should be engaged in the process of planning the future of the city and their views taken into account in the decision making process.
- Object to the location of the bus stop opposite housing it should be relocated to William Prance Road, which is in reasonable walking distance and better located to users. An additional stop will impact bus frequency; the bus stop will cause disruption to residents, air quality impacts and pollution. It should be located close to the northern crossing.
- Bus stop on the sloped road will increase pollution and if additional buses stop together the road will be blocked.
- Buses stopping will block cycle route and conflict with these road users.
- The proposed tree planting is insufficient.
- Concern of access and egress from residential areas going north and south

In addition to the representation from members of the public, one has also been received from St Matthews School raising the following points.

- Impact of the scheme on the safe access of the school.
- Proposed changes will impact the school for an extended time.
- Application documents lack clarity over construction arrangement (the school should be engaged in the proposed works).
- Access should be maintained for the school at all times. The following times identify when school access is significant for safety of access 7:30 am - 8:55am, 11:30-1pm, 3-5:45pm and also 1pm-3pm on Fridays. Conditions should ensure road construction is undertaken at periods which are less busy.

- Principle access for parents to the school is by private car and parking is extremely difficult and disruption to the network makes this more challenging. School only has informal arrangements which adjoin the school and arrangement with Adrenalin as a location for, school drop off. The needs for dropping off and collection of children need to be factored into each stage of the development. Construction traffic should be separated from road network and parking in Brest Road.
- Attention to safety is important particularly during construction; route should be kept safe and well lit. Additional concern over air pollution during construction.

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 an advanced stage of preparation having now been submitted to the Planning Inspectorate for Examination, pursuant to Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations. It is considered to be a sound plan, consistent with the policies of the Framework, and is based on up to date evidence. It is therefore considered that the JLP's policies have the potential to carry significant weight within the planning decision, particularly if there are no substantive unresolved objections. The precise weight will need to be determined on a case by case basis, having regard to all of the material considerations as well as the nature and extent of any unresolved objections on the relevant plan policies.

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

8. Analysis

8.1 This application has been considered in the context of the Development Plan, the Submitted Joint Local Plan (JLP), the Framework and other material policy documents as set out in Section 7.

8.2 The key considerations for this application are the relationship to the provision of the wider scheme from outline application 12/02027/OUT including the Forder Valley Link Road, the highways implications of the proposal, accessibility, impact on amenity, design and landscaping and ecology.

Environmental Statement and relationship to Outline Application 12/02027/OUT

8.3 This application sits within the context of a wider multi-stage consent that is EIA development. Outline consent 12/02027/OUT was considered to be EIA development and was accompanied by an Environmental Statement. The reserved matters to that consent are as subsequent applications considered in the context of the outline and the environmental information contained in the Environmental Statement. This application is a full application. However, in undertaking the screening of the application, the Local Planning Authority has considered that in relation to the EIA regulations that the application is submitted in accordance with Part 3 section 9 of the EIA regulation as a subsequent application where environmental information has previously been provided in outline application 12/02027/OUT. This is due to the application falling under the definition of a subsequent application as defined in regulation 2 'Interpretation' of the 2017 EIA regulations. In this regard "subsequent application" means an application for approval of a matter where the approval –

(a) is required by or under a condition to which a planning permission is subject; and
(b) must be obtained before all or part of development permitted by the planning permission may be begun.

8.4 Condition 47 'Delivery of the High Street' and condition 45 'Street Details' of outline application 12/02027/OUT together require the details of the High Street (the subject matter of this application) and its implementation in accordance with the delivery program secured in condition 47, prior to the commencement of other reserved matters in the outline planning permission. This is considered to mean that the application falls under the requirements of parts a and b of Part 3 section 9 (1) a. of the EIA regulations 2017. Officers have considered the content of the Environmental Statement and have concluded that further environmental information is not required as part of this full application and the information in the Environmental Statement will be taken into account in determining this application.

Principle of Development

8.5 The application scheme has two linked functions; one to provide improved access to the new residential community and school and two; to deliver the northern section of the Forder Valley Link Road.

8.6 The delivery of the Forder Valley Link Road, which the application forms part of and helps facilitate, is a fundamental part of the growth strategy of the City and in particular the Derriford and Northern Corridor Growth Area. This is identified in the consultation from Strategic Transport which identifies the importance in this application to the wider project. The Forder Valley Link Road was identified as a potential aspiration in the Local Transport Plans 2+3 and is identified in Area Vision 9 of the Core Strategy which sets out the strategy for the Derriford and Seaton Area, with objective 8 setting out the requirement to create key new transport linkages with surrounding areas, including the potential Forder Valley link. This vision set out the context for the new role for a connection route from Derriford to connect down to the A38.

8.7 Diagram 11 of the Core Strategy sets out a strategic Route Map for High Quality Public Transport for the City and also identifies two key routes utilising the Forder Valley for High Quality Public Transport Routes for connections. This includes The 'Forder Valley Route' Derriford via Hospital, Plymouth International Business Park (PIBP), Marsh Mills, Lamage, Sherford and the City Centre and the 'Derriford Express' Sherford North Park and Ride to Derriford route. It is within this context that the outline planning application 12/02027/OUT for the Seaton Neighbourhood (now referred to as Palmerston Heights) which included the Forder Valley Link Road (FDLR) was considered and granted outline consent.

8.8 The approach set out in the Core Strategy and the outline consent has evolved through the development of the Plymouth Plan into the submission version of the JLP. In the JLP, the Forder Valley route forms a fundamental part of the JLP strategy as set out in its policies. Policy SPT8 identifies the support for investment in the strategic road network, including major improvements at the Forder Valley intersection. Figure 3.13 identifies the route as Strategic Transport Link and Figure 4.4 which sets out the Area Vision for Derriford and the Northern Corridor, identifies the Forder Valley Link as a 'New Road and Public Transport/Sustainable Transport Corridor'. This is further elaborated in Policy PLY40 of the JLP which deals specifically with Seaton Neighbourhood identifying the JLP's support for the existing consents (which includes 12/02027/OUT) and the strategic masterplan for the neighbourhood. Point 1 of the policy also identifies the importance of the section of the Forder Valley Link Road which runs through the Seaton Neighbourhood (Palmerston Heights) being completed before December 2019 to ensure the delivery of the full Forder Valley Link Road. This point is also identified in the consultation from Strategic Transport and Highways Authority, to facilitate the wider link roads delivery. The road is also specifically identified in Policy PLY47 as a Strategic Infrastructure Measure required to deliver the growth in the Derriford and Northern Corridor Growth Area.

8.9 The Core Strategy and the Submission JLP set a clear support for the principle of the highway elements of the proposal, and further more provides a key element of infrastructure for the wider Northern Corridor Growth Area and the wider connections to the City. These are also in principle approved through the granting of the outline application for the Seaton Neighbourhood which set out the location of the new route which this application is in conformity with. The reserved matters application 14/01665/REM for phase 5 of the residential development granted consent for the western section of the route in detail. Plan C14537/C/017 B was also approved which showed the full scheme envisaged including the

south bound lane, the works to Brest Road and William Prance Road and the new junction. However, due to restrictions on that application and time restrictions on the outline consents, the works to the east of the High Street and new junction and alterations require a fresh planning consent for their implementation.

8.10 Given the position set out in the Core Strategy and JLP and also the approvals set out in 12/02027/OUT and 14/01665/REM it is considered that the principle of the development is established and as such consideration of this application relates to the acceptability of the detail of the application.

Provision of the wider scheme from Outline Application 12/02027/OUT including the Forder Valley Link Road

8.11 As set out above the proposal forms a fundamental part of the outline scheme and the Forder Valley Link Road scheme. In relation to the outline the scheme, the High Street and wider Forder Valley Link Road provides the principal means of access to the wider development and the connection of the northern part of the development phases 2 - 12 across the Derriford Community Park (phase 1) to the southern element of Phase 14 and on to the A38. This will then form the new connection from the A38 to Derriford as set out above in the 'Principle of Development' section. At present the existing section of the High Street (two north bound lanes) is providing temporary access to the currently constructed parts of the Palmerston Heights development in phase 5 and 7. This temporary arrangement will cease once development set out in this application and the wider Forder Valley is constructed. Once the south bound route opens, the top two right turn lanes used to access the existing development will be removed. A significant amount of concern regarding this has been expressed by residents.

8.12 The applicant has submitted a range of plans which show how the wider scheme is proposed to develop. These plans show how the connectivity of the wider scheme is proposed, utilising connections from William Prance Road, of which two of the junctions are set out in this application, along with an additional connection to the North West which provides access into and through Phase 9. These plans articulate how access into the residential areas is proposed to work, which are considered to provide a choice of routes and a permeable form of development for both vehicle and pedestrian access. This ensures that the scheme works cohesively and importantly does not direct substantial additional volumes of traffic along the Forder Valley Link Road maintaining a free flow of traffic along this route. This is not considered to significantly impact the access to residential properties and in this context the proposed arrangements are considered acceptable.

8.13 In relation to the wider Forder Valley Link Road scheme as previously set out, this part of the development is a fundamental part of the wider scheme. It is important that it delivers a satisfactory route and that the connections are adequately provided to ensure that the southern section of the High Street aligns and connects correctly to the wider Forder Valley Link Road. To ensure that this is delivered, a planning condition will be required to ensure the connection details are provided as recommended by the consultation from Strategic Transport and the Highways Authority.

8.14 The timing of the provision of the new road network is also crucial to the delivery of the wider strategic connection of the Forder Valley Link Road. The applicants are working with the Council's Strategic Transport Team as part of this wider project. As set in policy PLY40 point 1, the delivery of the High Street application is fundamental to the construction of the wider Forder Valley Link Road and is required to be provided by December 2019 and must be fully completed. This is in order for the wider development to be fully built out. The wider outline application condition 47 restricted development in phases 5-9 to the submission and development of the High Street. This has recently had a new time frame agreed in 16/02433/CDM which secures the delivery of the High Street works by October 2019 by the applicant of this application. It is therefore important that subject to the acceptability of the matters set out in this application, that its approval enables these timeframes to be met in line with the requirements of Policy PLY40 to secure this wider strategic infrastructure. This is specifically identified in the consultation from the Strategic Transport Team. They have recommended that a planning condition be included which secures the delivery of the route by a set time period. This matter has also been identified by the Highways Authority, the roads delivery in an expedient manner is important, given that this application is a full stand alone application it is also considered that the timetable should be a condition of this consent including more construction specific impacts.

8.15 In relationship to the wider scheme proposals including the accessibility of residents and the delivery of the Forder Valley Link Road, given the consideration above it is considered that the scheme meets of requirements of CS02, CS34 of the Core Strategy and SPT2, SPT8 PLY40, DEV1 of the Submitted JLP subject to the imposition of conditions.

Accessibility

8.16 In relation to the role of the scheme in delivering strategic connectivity improvements, as set out in the principle section above, this scheme is part of the wider connectivity strategy for the north of the City and accords with the emerging policies in the JLP. A number of the representations have set out that an alternative route should be considered. However the position of the route is established and set out in the JLP and has the benefit of outline consent. It is not the role of this planning application to consider alternative provision or routes, the consideration is whether the proposals are acceptable in relation to both local and national policies.

8.17 It is important to ensure that the more localised aspects of accessibility are considered, particularly in relation to Policy CS01 Delivering Sustainable Linked Communities of the Core Strategy which seeks to deliver sustainable communities, with point 5 identifying the requirements for schemes to 'contribute to creating a well-connected, accessible, inclusive and safe community'. Policy SPT2 of the Submission JLP retains the sustainable communities approach, and point 6 requires development to be well served by public transport, walking and cycling opportunities. The High Street and new junction are fundamental to the wider connectivity of the new development and also the St Matthews School. Significant concern has been expressed in relation to the accessibility of the residential development and also the school. These are in relation to two areas; firstly the accessibility during the construction stage and secondly accessibility once the development is completed.

8.18 In relation to construction access to the residential dwellings during the building of the south bound lanes of the High Street, it will be important to ensure that existing access arrangements are retained to enable residents to access their properties. As such, a condition requiring this will be needed on the application; it is however considered reasonable that if an alternative route is able to be provided that this could also be considered. Again this will be able to be dealt with through a condition.

8.19 The implications of the works to alter the junction also have the potential to cause disruption to access to residential properties. They also have a potential implication on the operation and access to the school, however, unlike the construction of the south bound lanes, the works will need to take place during the operation of the junction. This has been a significant concern in the representations of how access to the school can be maintained particularly during key times when children arrive and depart. The applicants have noted this in their response to representations and their willingness to do this in a sensitive manner to the schools requirements. While this considerate approach is welcomed, it is however important that a safe access is secured and that given the high volumes of vehicle and pedestrian movements during school start and close period this will need to be considered in detail.

8.20 A Construction and Environmental Management Plan (CEMP) has been submitted alongside the application, however it is not sufficiently detailed in relation to its general approach, but also in relation to these specific matters. These concerns have been identified in detail by the consultation from the Public Protection Department and from the Highways Authority and as such will require further refinement. It is therefore considered that the CEMP should be further extended to ensure that access through the junction and its safe operation during construction can be embedded into the CEMP, whilst also ensuring access can be preserved during core times for the school in a safe manner. An additional condition requiring a Traffic Management Plan is also recommended by the Highways Authority to ensure the impacts on the school are appropriately managed (to be undertaken in consultation with the school). It is further considered that the detail of the works should be supported by a delivery programme to ensure that works are being undertaken in a considerate way and that the timing and duration of works are considered in relation to the school. Concern has also been expressed in relation to impact of the construction traffic and where vehicles are parked, this matter can be secured through an updated CEMP and Traffic Management Plan which will manage the construction process and are considered to present the best opportunity to ensure that the construction impact of the scheme on the school and residents is managed.

8.21 Turning now to the access issues by sustainable means, of the development as proposed, it is considered that once the development has taken place there will be significant improvements to the accessibility of the local area particularly in relation to access by suitable means. The proposal will provide a south bound separate pedestrian route and cycle way along the high street which will serve the future phases of development. It will also provide dedicated signalised pedestrian crossings connecting the east and west parts of the proposed housing and supporting facilities. Crossing facilities across the two new routes will

need to be provided and need to be along the desire lines for this route which runs along the high street. This matter is one of a number identified by the Highways Authority which need to be improved in the application. This detail has not been included in the application and as such will need to be a condition of the application.

8.22 The southern crossing on the High Street has had the location of the bus stop moved from that previously approved, to better relate to the crossing and encouraging use of the pedestrian crossing in a more formal manner. It also is in the area earmarked to connect into the Community Park and One Planet centre. However there is concern that this bus stop is in the highway and the Consultation from the Highways Authority requires that a Lay-by is provided in place of this. This is to be conditioned on the application. It has also been identified by the Natural Infrastructure team that a pedestrian route also needs to be provided in the North Eastern section of the Community park. The accessibility of the community park by residents is a key element of the role of the park and a component of the Environmental Statement which the application is considered in the context of. The route needs to be provided and to work alongside the connections routes in this application, this detail will need to be required by condition to ensure access is provided.

8.23 The northern crossing of the high street also links into the additional pedestrian crossings on William Prance Road and school access road. This provides a safer and more organised crossing arrangement for the growing community to access the school, reducing the potential for conflict with motor vehicles. It is also aligned with phases 6 and 8 which are mixed use phases which are likely to have the new Local Centre provided as part of the development. It is acknowledged that in the representations this element of the scheme has received significant objection particularly in relation to safety concerns. The safety of pedestrians and school users is of critical importance, particularly given the increase of movement which will be generated through the completion of the 14 phases covered by the outline consent. It is however the case that formal controlled crossings are considered a safer method of crossing the roads compared to the existing situation with dropped kerbs for informal crossing.

8.24 Significant concern has been set out in the letters of representation in relation to the accessibility of the school. As set out above, the proposals are considered to improve the provision of safe crossing of the junction and work alongside the existing and proposed pedestrian and cycle routes. Much of the concern relates to parents dropping off and collecting children safely, including the lack of available locations for this to take place and the conflict with increased traffic in the area. While the safe access to the school is an important issue, the provision of facilities for the school is not a matter for this application, which needs to be determined on its own merits. As set out above the provision of the crossing facilities improves the situation that is currently presented and provide a safe arrangement when the volumes of traffic increase once the FDLR is operational. The access to the school is altered from the existing situation but the new layout is considered an improvement on this. This is not dismissing the importance of the school and the situation created, but the consideration of this application focuses on the material considerations of the proposal not how matters associated with issues faced by the school can be rectified by this proposal.

8.25 The consideration of the application of the school was taken in the knowledge of the wider proposal of outline application 12/02027/OUT including the proposal for the Forder Valley Link Road as a main new route from the A38 into Derriford. In the granting of that application, the facilities for the school were considered adequate subject to the imposition of a number of conditions including the provision of a Park and Stride Facility (condition 5), a dedicated bus service (condition 6), car parking provision (condition 8). In relation to these conditions, the car parking provision has been provided, and at present the school has a temporary arrangement to the park and stride facility, however a permanent situation still needs to be provided in accordance with the planning permission. In relation to the bus provision, while a pre-commencement requirement, it has been agreed that the provision should be provided before the school reaches full occupation. As such, while not the subject matter of this application, for member's information there are measures in place to secure improvements to the operation of the school.

8.26 In relation to vehicle movement it is acknowledged that existing temporary arrangement will change and this will alter resident's routes. The information provided by the applicant does however provide a clear strategy for how it is envisaged the wider scheme will work providing numerous connections through the development both for vehicles and pedestrians. As such, in terms of how the proposals relate to the accessibility both strategically and on a more local community level, it is considered the proposal presents a positive addition to the area and, subject to conditions, complies with the requirements of CS01, CS02, CS28 and CS34 of the Core Strategy and SPT2, SPT8, PLY40, DEV1 of the Submission JLP.

Highways Implications

8.27 The key considerations in Highways terms are the impact of the scheme on the free-flow of the highway network and the proposals for the Forder Valley Link Road in this context. Consideration is also given to the delivery of the policy requirements of policy CS28 of the Core Strategy and Policy DEV31, PLY40 and PLY47 of the Submission Joint Local Plan. As previously set out above the proposal is an integral part of the wider growth strategy and improved highways network for Derriford, it provides part of the wider FDLR proposal and is in principal acceptable.

8.28 It is however the case that this application has made a number of changes to the previous proposals and provides further details of this section of the FDLR and one of its principle junctions. It is therefore important that these details are fully considered in the context of the wider scheme, the FDLR scheme and the impact on the operation of the highways network.

8.29 The scheme follows the same broad strategy previously approved with the roundabout junction of William Prance Road, Brest Road and the High Street being replaced with a new signalised junction. It does however alter the location of the access points from the High Street to the proposed properties to the East, provide a right turn facility into the existing southern access into properties to the West of the High Street and replace the previously

approved signal controlled junction on William Prance Road into Phase Six of the wider scheme. These changes and the details of the proposal have been considered by the Highways Authority and Highways England.

8.30 Highways England have offered no objection to the proposal and acknowledge in their response that the proposal forms part of the wider FDLR which will help redistribute the traffic in the City reducing pressure on the Manadon Junction. Colleagues in the Highways Authority have reviewed the information submitted including updated modelling informed by the latest modelling for the FDLR scheme. This includes the technical modelling which has been supplemented by sensitivity testing information from the Strategic Transport Team, who are delivering the remaining aspects of the FDLR. This provides comprehensive up to date information on the operation of this section in the context of the full FDLR. It is considered that the proposals are capable of forming a satisfactory arrangement. However there is concern from the Highways Authority regarding the specifics of the junction arm serving the school. In the future years (2030) this arm would be over capacity. The Highways Authority considers this can be addressed by the improvement of this arm through widening the exit lanes from this area. This would increase the capacity to reduce the queuing at this arm. In addition to this concern both the Strategic Transport Team and the Highways Authority have raised a number of specific issues with the details of the proposal. This includes detailed design of pedestrian crossings, junction designs and specification for traffic lights. This detail needs to be provided to ensure the scheme is technically satisfactory as part of the Highway network. Such information requires detailed design to be further refined as part of the Section 278 and/ or Section 38 approval process and to be undertaken in the context of the wider proposals for the FDLR. This technical detailed information is therefore required to be submitted as part of the full street details and other highway conditions once it has been worked up in detail. This will ensure that the scheme delivers a comprehensive addition to the Highway network as part of the FDLR.

8.31 There is however an additional matter which also needs to be amended this relates to how the bus network operates in the area. While this is yet to be evolved in detail and is separate to this application it is important to ensure it can operate safely in the context of the proposal to serve the new residential development and improve the connectivity of the North of the City down to the A38 and East of the City. As identified in the consultation responses from the Highways Authority and Strategic Transport the South bound bus stop on William Prance Road has been removed by the proposal and will need to be reinstated. It has also been identified that the proposal for a bus stop in the operational carriageway on the High Street south bound lane would disrupt the flow of traffic and a dedicated lay-by will need to be provided. These matters have been identified with the applicant and it is envisaged that updated plans will be provided prior to the Planning Committee. However it is the case that such matters can also be addressed in the Street Details condition already recommended.

8.32 Subject to the provision of this updated information through conditions it is considered that the scheme is acceptable in highways terms and meets the policy requirements of policy CS28 of the Core Strategy and Policy DEV31, PLY40 and PLY47 of the Submission Joint Local Plan.

Amenity

8.33 The implications of the scheme on the surrounding occupiers is a key consideration and their amenity needs to be adequately preserved both during construction and in the completed development. These matters were part of the consideration in the Environmental Statement which was submitted with the outline application and were secured through specific conditions for the reserved matter applications through partial discharge of the conditions for each phase. However, as this is a full application it is also important that the amenity issues are adequately covered in this regard.

8.34 As set out in the sections above, the construction impact of the scheme has the potential to impact on the amenity of surrounding occupiers, given the close relationship of the work to both the school and residential properties. This matter has been a feature of the letters of representation submitted. It is acknowledged that construction of large schemes always has a temporary impact on those surrounding occupiers but this does need to be carefully managed. This is set out in the consultation response from Public Protection who require further information to protect sensitive receptors during the construction process. The securing of an improved CEMP which adequately preserves the amenity is important, and this is particularly relevant to the residential properties which front on to the High Street. When the excavation takes place for the southern lane of the High Street it will be important that the noise and other construction matters are handled in a considerate way. A similarly considerate approach will need to take place during the works to Brest Road, William Prance Road and the alterations to the junction, given the close proximity to the school and also the impacts on its access. It is considered, as advised by Public Protection, that ensuring the CEMP provides suitable control measures in relation to these specific matters is important and will preserve a satisfactory relationship. It will also ensure that user of the school can reach the school safely as identified in the consultation from the Highways Authority.

8.35 The operation of the proposed material store area has the potential to create impacts on the school. While there is a degree of distance between the area and the school it will be important to ensure that it is managed and limited in its scale to make sure the school is not impacted by the construction activity, these measures will need to be included in an updated CEMP for the scheme, as advised by Public Protection.

8.36 Consideration also needs to be given to the implications of the completed scheme in relation to the existing and future occupiers. This matter as set out above was part of the consideration of the outline scheme informed by the Environmental Statement. Planning condition 60 of the outline consent required a range of acoustic attenuation measures to the properties which were considered to be affected by road noise. This was based upon the acoustic information submitted with the outline consent, and also the consideration set out in the Environmental Statement. The applicant for this scheme (Persimmon) who constructed the houses has advised that these mitigation measures have not yet been implemented. This is a matter which the Authority needs to resolve with the applicant to ensure that the measures are provided. In relation to this application, it is important that this requirement is brought to the attention of the applicant and as such an informative is to be included to

ensure the applicants are aware of the need to deliver these measures to ensure that the dwellings are adequately protected by noise.

8.37 In relation to the future phases of residential development, the issue of the impact on amenity will be dealt with in relation to the condition 60 of the outline and in considering the final layout of proposals as part of determining the reserved matters application. In relation to the wider amenity considerations of the residents, these matters were considered in the granting of the outline consent 12/02027/OUT and also in detail in the determination of the reserved matters 14/01665/REM. It is not considered that the granting of this application which completes the route will substantially alter the amenity impacts on the existing residents from that already considered. One of the letters of representation does however raise concern over the proposed location of the bus stop, on the existing approved north bound lane of the High Street, in relation to the impact on air quality. While these concerns are noted it is not considered that a bus stop in this location would result in such a significant impact on these properties to warrant the refusal of the application. It is also the case that the bus stop is well related to the crossing proposed ensuring that existing and future residents can access the bus stop and that it also relates well to the access to the community park. Locating the stop within the residential area is further more considered a positive addition for promoting and enabling sustainable travel.

8.38 The amenity of the school is also an important consideration and concerns have been expressed by both the school and the other letters of representations. While the proposals are going to alter the relationship to the school, given the distance of the façade of the school from the proposed altered junction and the location of the playground and sports provision, it is not considered that the impacts of the scheme will have a detrimental impact on the amenity of the school and its users. The application also includes the proposal for the area of land to the south of the school to be used as a construction compound and area for the storage of material, as set out above, this can be dealt with through enhancements to the CEMP for the scheme.

8.39 In conclusion, subject to the adequate control of the construction impact of the proposal and along side those measures set out in the Outline application and subsequent reserved matters applications, it is considered that the proposal will preserve the amenity of the surrounding residential occupiers and the other occupiers including the school and complies with the requirements of policy CS34 of the Core Strategy and DEV1 and DEV2 of the JLP and inline with the consideration of the environmental statement.

Design and Landscaping

8.40 In terms of the of design of the scheme, it largely seeks to emulate the existing provision, be this the completion of the High Street element of the Forder Valley Link Road, or the existing features of Brest Road and William Prance Road. In principle, the approach is considered acceptable, however the details of features such as the traffic lights and material finishes will need to be secured. This will be undertaken through the Section 278 and Section 38 application process which secure the details, construction and finish of the highway works. The area with the most fundamental change is the completion of the High Street. In relation to the road, the approach mirrors the existing approval with a pavement, the tree lined

verges, then a cycle and carriageway with a new central reservation. This is considered a logical approach to enable the development to read cohesively. The landscaping also helps reduce the perception of the road and will ultimately, once the landscaping matures, provide a tree lined avenue which connects the development on the east and west. The new graded slope to the east of the new part of the road, including areas cut in to provide the access road, will alter the view from the existing properties. This is not considered to be unduly negative and follows the approach which has had to be taken in the wider residential element to facilitate new residential areas. The detail of this will come in the form of the detailed proposal for phases 8 and 10 of the Outline Scheme.

8.41 In conclusion, the design and landscaping are considered a positive addition to the wider area and are in accordance with the aspirations of policies CS02, CS09, and CS34 of the adopted Core Strategy as well as policies SPT1 and, DEV1, DEV2 and DEV20 of the Submission Joint Local Plan. As such the design of the proposal is considered appropriate for planning approval.

Ecology

8.42 As set out in the sections above, the application as a subsequent application, is considered in the context of the Outline application and the environmental information submitted in the accompanying Environmental Statement. This secured the provision of a number of measures including the provision of a new Community Park, Phase 1 of the development. This provides mitigation for the wider scheme including the road works. This is considered in principle to adequately mitigate the impacts of the proposal. This is further supported by the Ecological Mitigation and Environmental Sub Plan for Phase 5 of the development which extends to include the relevant parts of application area. As set out in the consultation response from the Natural Infrastructure Team, securing the implementation of that strategy will deliver the ecological mitigation for this proposal. It is therefore for considered that the proposal accords with the requirements of policies CS19 and CS20 of the Core Strategy and Policy DEV20 of the Joint Local Plan from an ecological perspective.

Historic Environment

8.43 The consideration of the wider outline scheme and the Environmental Statement consider the impacts on the wider historic environment including Bowden Battery (a Scheduled Monument) and a number of Listed Buildings. This full application sits within the context of that outline and is considered in the context of the Environmental Statement. In relation to the potential impacts of this as a full application, it is not considered to present any new impacts to that previously considered, or to result in significant harm to these heritage assets beyond that considered in the outline. It is however the case, as identified in the response from the Historic Environment Team, that a scheme of archaeological investigation should be undertaken to ensure that the impact on archaeology can be established. This will be a condition on the granting of the scheme.

8.44 Subject to the imposition of the condition, the scheme is considered acceptable in relation to the historic environment and to accord with the requirements of policies DEV21 and DEV22 of the JLP and policy CS03 of the Core Strategy.

Flooding and Surface Water Drainage

8.45 The application site is located in flood risk zone 1 which is defined as being at very low risk of flooding. It is however located in a critical drainage area. The application identifies that the highways drainage discharges through a sewer in to an existing attenuation basin which serves the residential development and the existing high street north bound lanes. While the EA have raised no objections to the application the Lead Local Flood Authority have raised a number of queries in relation to the proposed drainage strategy this includes requirement for calculations and modelling data to ensure that the defences and drainage system are designed to the required standard. They also require confirmation that the existing drainage attenuation pond has been designed to accommodate the drainage discharge from the proposed highway and additional identified land area. Concern has also been raised that attenuation pond is currently not operating correctly and that this will need to be rectified before any additional discharges are connected. Finally they have advised that A Construction Environment Management Plan (CEMP) incorporating method statements will need to be provided to demonstrate how the new drainage system and water environment is protected during the demolition and construction phase. Details of the long term management and maintenance of the system should also be submitted.

8.46 The applicants are currently seeking to provide this information, which should be received prior to the Planning Committee and will be reported in an addendum report. Subject to this information being acceptable it is considered that the scheme is acceptable and in accordance with the requirements of policies CS21 and CS34 of the adopted Core Strategy and DEV37 of the Submission Joint Local Plan. However a Construction and Environmental Management Plan (CEMP) will need to be up dated to demonstrate how the new drainage system and water environment is protected during the demolition and construction phases and a long term management plan.

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 application is not liable for any payment under Community Infrastructure Levy, nor is it liable for any contribution through a Section 106 Contribution. This is in part due to the ecological mitigation in the form of the Community park already secured. It is also the case that the provision of the Forder Valley Link Road and in particular the High Street Element of the original scheme was considered part of the mitigation for that scheme.

For Members information, as set out in the consultation from Strategic Transport, the provision of the High Street section of the route by the developer is part of the private investment local match contribution, which is required for the Local Authority to secure £22.5

million of funding from the Department for Transport for the remainder of the Forder Valley Link Road route.

11. Planning Obligations

The proposal does not give rise to a requirement for a Planning obligation to be entered in to.

12. Equalities and Diversities

The proposal provides pedestrian and cycle routes to serve the surrounding proposed development which links into the surrounding network. This includes dedicated pedestrian crossing facilities which include drop curbs to ensure that the pedestrian accessibility is secured and is suitable for disabled access and for people with mobility issues, and the needs of parents with young children.

13. Conclusions

In considering the proposal, officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004. They have also in accordance with Part 3 Section 9. (2) of the Environmental Impact Assessment Regulations 2017 have taken in to account the information in the Environmental Statement submitted as part of 12/0207/OUT. It has been concluded that the proposal accords with policy and national guidance and specifically the requirements of paragraphs 24-27 of the NPPF, Policies AV09, CS01, CS02, CS03 CS09, CS19, CS20, CS21, CS28 and CS34 of the Core Strategy and Policies SPT1, SPT2, SPT8, S04, PLY40, DEV1, DEV2, DEV20, DEV21, DEV22, DEV28, DEV31, and DEV37, of the Submitted Joint Local Plan and the relevant paragraphs of the NPPF.

The proposal is considered to be in accordance with the wider strategy for the Derriford and Northern Corridor and the strategic infrastructure requirements set out in the Core Strategy and Joint Local Plan.

The proposal is considered to deliver a good quality of design which is appropriate in its surrounding context, the existing road network and wider growth planned in the area. It is considered to retain an appropriate relationship to the surrounding residential areas and proposed residential development. In relation to the school, the proposal is also considered acceptable subject to the control of the construction process.

The scheme will not have a negative impact on the local highway network (subject to specific details to be conditioned) as part of the wider proposals for the new neighbourhood. It is equally the case that the proposed approach to ecology is acceptable subject to conditions. It is therefore recommended that the application is suitable for conditional planning approval, subject to the conditions recommended and set out at the end of the report and further satisfactory information being provided in relation to the managing flood risk and surface water management. This will be provided to members as an addendum report in advance for the committee meeting.

14. Recommendation

In respect of the application dated **14.07.2017**
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**

Drainage C14537/C/105 Rev E received 29/06/17

Drainage C14537/C/107 Rev L received 29/06/17

Drainage C14537/C/108 Rev A received 29/06/17

Drainage C14537/C/109 Rev C received 29/06/17

Road Detail C14537/C/129 Rev A received 22/06/17

Tree Detail 312 Rev A received 22/06/17

Landscape Management Plan 316 Rev A received 22/06/17

Tree Detail D43 05 Rev P1 received 29/06/17

Road Detail C14537/C/012 Rev E received 07/09/17

Site Location Plan SK102 Rev P3 received 17/08/17

Sections SK106 Rev P1 received 04/09/17

Road Detail C14537/C/020 Rev A received 17/07/17

Road Detail C14537/C/127 Rev C received 17/07/17

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 **CONDITION: COMMENCE WITHIN 3 YEARS**

The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

3 **CONDITION: DETAILS OF NEW JUNCTIONS**

PRE-COMMENCEMENT

No works shall take place on the existing highway until details of the new junctions between the proposed service roads, William Prance Road and Brest Road and the Forder Valley Link Road have been submitted to and approved in writing by the Local Planning Authority; and the use of the South Bound lane of the High Street element of the final Forder Valley Link Road shall not commence until those junctions have been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies PLY40, PLY47 and DEV31 of the Submitted Joint Local Plan.

Justification: To ensure that an appropriate and safe accesses are provided in the interests of public safety, convenience and amenity, before work commence in the Highway.

4 **CONDITION: ARCHAEOLOGICAL WORKS**

PRE-COMMENCEMENT

No construction shall be commenced until the applicant (or their agent or successors in title) has secured and implemented a programme of Archaeological work to include archaeological trial trench evaluation, aimed at providing information of the location, nature and extent of any

surviving archaeological remains which may be present.

The development shall be carried out in strict accordance with the approved scheme, or such other details as may be agreed in writing by the Local Planning Authority.

All of the above to be agreed in accordance with a written scheme of investigation (which shall previously have been submitted to and approved in writing by the Local Planning Authority)

Reason:

The site may contain archaeological deposits and/or human burial remains which would warrant appropriate investigation and/or recording in accordance with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, emerging policies DEV21 and DEV 22 of the Submission Plymouth and South Hams Joint Local Plan and paragraph 128 of the National Planning Policy Framework 2012.

Justification: The site may contain archaeological deposits and/or human burial remains which would warrant appropriate investigation and/or recording before development takes place.

5 CONDITION: STREET DETAILS

PRE-COMMENCEMENT

No development shall take place until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the agreed specification for the highway works shall be the Design Manual for Streets and Bridges (DMRB).

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard (DMRB) in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and policy DEV31 of the Submission Joint Local Plan

Justification: To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard (DMRB) to deliver the scheme as part of the comprehensive delivery of the Seaton Neighbourhood and Forder Valley Link Road.

6 CONDITION: ACCESS (CONTRACTORS)

PRE-COMMENCEMENT

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

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

Justification: To ensure safe access can be provided for contractors, reducing conflict with other road users.

7 **CONDITION: CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN**

PRE-COMMENCEMENT

Part 1

Prior to the commencement of the development hereby approved, an updated detailed construction and environmental management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. This must include details which demonstrate how the new drainage system and water environment, is protected during the demolition and construction phase. The development shall be constructed in accordance with the management plan.

Part 2

Notwithstanding the requirements above prior to the commencement of work on the eastern section of the High street details of measures to protect the residential amenity of the existing properties shall be submitted to and approved in writing by the Local Planning Authority. The development of this section of the approved scheme shall be constructed in accordance with the updated management plan.

Part 3

Notwithstanding the requirements above prior to the commencement of work on William Prance Road, Brest Road and the Junction linking these roads to the High Street, details of measures to secure the safe operation and access to St. Matthews School shall be submitted to and approved in writing by the Local Planning Authority. The development of this section of the approved scheme shall be constructed in accordance with the updated management plan.

The detail require shall include:

- Ensuring access to the school during construction
- Operation hours of construction
- Measure to preserve the amenity of the school
- Safe pedestrian access routes
- Construction time table for the duration of the works

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 impacts of the scheme are appropriately managed in relation to the surrounding users amenity.

8 **CONDITION: TRAFFIC MANAGEMENT PLAN**

PRE-COMMENCEMENT

The highway works hereby proposed shall not commence until there has been submitted to and approved in writing by the Local Planning Authority a Construction Traffic Management Plan (CTMP). The said CTMP shall be submitted prior to the commencement of the highway works and shall include details relating to the detailed programme of works (which shall be agreed in consultation with the LPA in consultation with St Matthews School), details of construction vehicle movements including number, type and size of vehicles; construction operation hours; routes being used by construction vehicles and contractors parking arrangements. The highway works hereby proposed shall be carried out strictly in accordance with the approved CTMP.

Reason:

To ensure that the traffic impacts associated with the construction of the eastern side of the High Street and associated junctions does not lead to adverse impacts upon the operation of the Local Road Network in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) and Policy DEV31 of the Joint Local Plan.

Justification: To ensure the safe operation of the highway and the proposed works during the construction phase.

9 **CONDITION: ACCESS COMMUNITY PARK**

PRE-COMMENCEMENT

Prior to the commencement of the section of the high street south of the southern most access road, shown on plan 2017SEAT/FVLR SK102 Rev P3, details of an access path which connect the pavement on the eastern side of the High Street into the North-eastern section of the Community Park shall be submitted to and approved by the Local Planning Authority. Development shall be thereafter completed in accordance with these approved details.

Reason:

To ensure that comprehensive development of the wider approved scheme can be implemented, ensuring access for residents into the Community Park (secured in Outline Application 12/02027/OUT), is not compromised by the development hereby approved. In accordance with Policies CS02, CS28, CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, DEV1, PLY40 and PLY47 of the Submitted Joint Local Plan.

10 **CONDITION: PROVISION OF ACCESS DETAILS PHASE 4**

PRE-COMMENCEMENT

Prior to the commencement of the section of the high street south of the southern most access road, shown on plan 2017SEAT/FVLR SK102 Rev P3, details which demonstrate that future access to the One Planet Centre, Phase 4 of Outline Permission 12/02027/OUT will not be impeded by the works hereby approved shall be submitted to and approved by the Local Planning Authority. Development shall be thereafter completed in accordance with these approved details.

Reason:

To ensure that comprehensive development of the wider approved scheme can be implemented, specifically ensures access in to Phase 4 of Outline Application 12/02027/OUT, is not compromised by the development hereby approved. In accordance with Policies CS02, CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40 and PLY47 of the Submitted Joint Local Plan.

11 **CONDITION: TIE IN DETAIL FORDER VALLEY LINK ROAD**

PRE-CONSTRUCTION

Prior to the construction of the section of the high street road south of the southern most access road, shown on plan 2017SEAT/FVLR SK102 Rev P3, details which demonstrate that the proposed road will tie in with the wider Forder Valley Link Road of Outline Permission 12/02027/OUT (or subsequent approved scheme for the Forder Valley Link Road) shall be submitted to and approved by the Local Planning Authority. Development shall be thereafter completed in accordance with these approved details.

Reason:

To ensure that comprehensive development of the wider approved scheme can be implemented, specifically the Forder Valley Link Road of Outline Application 12/02027/OUT, is not compromised by the development hereby approved. In accordance with Policies CS02, CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40 and PLY47 of the Submitted Joint Local Plan.

12 **CONDITION: MAINTENANCE AND MANAGEMENT OF DRAINAGE SYSTEMS**

Prior to the operation of the drainage and surface water measures hereby approved or the completion of the road works hereby approved, which ever is the sooner. Details of the long term management and maintenance of the drainage and surface water management systems shall be submitted to and approved in writing by the Local Planning Authority. Development shall be permanently managed and maintained in accordance with the approved scheme thereafter.

Reason:

To ensure that satisfactory infrastructure works are maintained in accordance with Policy CS21 and 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 and Policy DEV37 of the Submitted Joint Local Plan.

13 **CONDITION: ATTENUATION POND DETAIL**

Prior to the operation of the drainage and surface water measures hereby approved or the completion of the road works hereby approved, whichever is the sooner. Details shall be submitted to and approved by the Local Planning Authority which demonstrated that the Attenuation Pond is operating correctly to deal with the volumes of water created by the scheme. The Attenuation pond shall thereafter be managed and maintained to fulfil its function as part of the surface water and drainage strategy for the site.

Reason:

To ensure that satisfactory infrastructure works are provided in accordance with Policy CS21 and 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 and Policy DEV37 of the Submitted Joint Local Plan.

14 **CONDITION: RETENSION OF ACCESS**

The North Bound lanes of the High Street shall remain open with a north and south bound route, providing access to the residential properties already constructed, until the full completion of the scheme hereby approved.

Reason:

To ensure that satisfactory access to the existing residential properties is maintained, until alternative access arrangements are provided. In accordance with Policies CS02, CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40, and SPT2 of the Submitted Joint Local Plan.

15 **CONDITION: USE OF SOIL STORAGE AREA**

The uses of the area shown in green and marked 'soil storage' on plan 2017/SEAT/FVLR sk02 Rev P3 shall only be used for the storage of soil during the construction of the development hereby approved and its use shall cease following the completion of the work. The land shall be returned to grass land following the end of its use.

Reason:

The use is temporary and not an acceptable permanent addition to the landscape or the proposed future development of the wider site under Outline application 12/02320/OUT and in accordance with policies CS34 of the Core Strategy and PLY40 of the Submitted Joint Local Plan.

16 CONDITION: BIODIVERSITY

Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Mitigation and Environmental Management EMMP Implementation Review Phase 5: Seaton Neighbourhood, Plymouth dated November 2016.

Reason:

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34, Joint Local Plan Policies SPT11 & DEV28 and Government advice contained in the NPPF paragraphs 109, 118.

17 CONDITION: HIGHWAY STANDARD

The new proposed highway extending from and including the junction of William Prance Road, Brest Road and the High Street and running southeast to connect to the new Forder Valley Link Road, shall be constructed with a 40 year design life in accordance with Design Manual for Roads and Bridges.

Reason:

In the interests of highway and pedestrian safety and to ensure the safe long term operation and function of the Forder Valley Link Road as a distributor road and to reduce the need for closure of the linge lane south bound for maintenance purposes and in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012 and Policies SO4, PLY40 and PLY47 of the Submitted Joint Local Plan.

18 CONDITION: TREE REPLACEMENT

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

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 and are subsequently properly maintained, if necessary by replacement.

19 **CONDITION: LANDSCAPE WORKS IMPLEMENTATION**

PRE-OCCUPATION

All soft landscaping and planting shall be carried out in accordance with the approved details and plans 312 Rev A, 316 A,. The works shall be carried out prior to the completion of the scheme and maintained thereafter.

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, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

Informatives

1 INFORMATIVE: (NOT CIL LIABLE) DEVELOPMENT IS NOT LIABLE FOR A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

The Local Planning Authority has assessed that this development, due to its size or nature, is exempt from any liability under the Community Infrastructure Levy Regulations 2010 (as amended).

2 INFORMATIVE: CONDITIONAL APPROVAL NEGO

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] [including a Planning Performance Agreement] and has negotiated amendments to the application to enable the grant of planning permission.

3 **INFORMATIVE: ROAD CONSTRUCTION**

The road should be constructed to have a 40 year design life as a Distributor Road in accordance with DMRB (Design Manual for Road and Bridges) which should be specified in the Section 278 Agreement for the Roads construction.

4 **INFORMATIVE: CONDITION 60 NOISE 12/02027/OUT COMPLIANCE**

The applicants attention is brought to the requirements of condition 60 of Outline Application 12/02027/OUT which needs to be complied with for the existing and newly constructed Dwellings. Action in this regard should take place within 3 months of the date of this planning permission.

5 **INFORMATIVE: PUBLIC HIGHWAY ENGINEERING DETAILS**

No work within the public highway should commence until engineering details of the improvements to the public highway have been approved by the Highway Authority and an agreement under Section 278 of the Highways Act 1980 entered into. The applicant should contact Plymouth Highways for the necessary approval.