Dear Sir/Madam,

Town and Country Planning Act 1990

APPLICATION NO: 08/01968/OUT

SITE: PLYMOUTH AIRPORT, PLYMBRIDGE LANE, PLYMOUTH, PL6 8BA

DEVELOPMENT: Hybrid application comprising of two parts:
(PART 1) Full application for the decommissioning of runway 06/24 and runway 6/24 approach, including the construction of new aircraft hangars, relocation of the fuel storage facility and engine testing bay, relocation of the rescue and fire fighting services, construction of access road, airport ramps, taxiway, aircraft stands, hard standing, a noise attenuation bund and landscaping.
(PART 2) Outline application for a mixed use development including residential comprising 375 dwellings, class B1 units, a care home, associated car parking, landscaping, public open space, highways access and a public transport facility.

Please find enclosed the Planning Decision Notice for the above site. This permission relates to the approved plans enclosed and the development should be carried out in accordance with the details shown unless prior consent has been obtained in writing from the Local Planning Authority. Failure to comply with the approved drawings could result in enforcement in action being taken.

It is important to note that applications for approval under the Building Regulations are dealt with separately from applications for Planning Permission. You should not commence works until all necessary consents have been obtained.

If you are aggrieved by the decision of the Local Planning Authority to grant permission subject to conditions you may appeal under Section 78 of the Town and Country Planning Act 1990 within six months of receipt of this notice, to:

Nigel Pitt - Director of Development
The Planning Inspectorate need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development without the conditions it imposed, having regard to the statutory requirements, to the provisions of the Development Order and to any directions given under that Order.

In practice, the Planning Inspectorate does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

**Purchase Notice**

If either the Local Planning Authority or the Planning Inspectorate grants permission to develop land subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor can they render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. If confirmed this notice will require the Council to purchase interest in the land in accordance with provisions of the Town and Country Planning Act 1990.

**Compensation**

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is granted subject to conditions by the Planning Inspectorate on appeal or on reference of the application to him.

These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.

If you have any enquiries please do not hesitate to contact Robert McMillan on 01752 304965.

Yours faithfully,

Paul Barnard
Assistant Director of Development
Planning Services
GRANT OF OUTLINE PLANNING PERMISSION
SUBJECT TO SECTION 106 AGREEMENT

Town and Country Planning Act 1990
The Town and Country Planning (General Development Procedure) Order 1995

In correspondence please quote application number: 08/01968/OUT

Applicant: Plymouth City Airport Limited

Site: PLYMOUTH AIRPORT, PLYMBRIDGE LANE, PLYMOUTH, PL6 8BA

Development: Hybrid application comprising of two parts:
(PART 1) Full application for the decommissioning of runway 06/24 and runway 6/24 approach, including the construction of new aircraft hangars, relocation of the fuel storage facility and engine testing bay, relocation of the rescue and fire fighting services, construction of access road, airport ramps, taxiway, aircraft stands, hard standing, a noise attenuation bund and landscaping.
(PART 2) Outline application for a mixed use development including residential comprising 375 dwellings, class B1 units, a care home, associated car parking, landscaping, public open space, highways access and a public transport facility.

Subject to the following conditions:

APPROVAL OF RESERVED MATTERS
(1) Approval of the details of access, appearance, landscaping, layout and scale (hereinafter called "the reserved matters") for each phase of the development requiring such approval shall be obtained from the Local Planning Authority in writing before any development is commenced on that phase.

Reason:
Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

SUBMISSION OF RESERVED MATTERS
(2) Plans and particulars of the reserved matters referred to in condition 1 above for each phase of development requiring such approval shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason:
Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

TIME LIMIT FOR SUBMISSION
(3) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
Reason:
To comply with Section 92 of the Town and Country Planning Act 1990. The period is extended to account for the phasing programme.

TIME LIMIT FOR COMMENCEMENT
(4) The development hereby permitted shall be begun either before the expiration of seven years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:
To comply with Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

DESIGN CODES
(5) The applicant/developer shall submit a detailed design code to be approved in writing by the Local Planning Authority for each phase of the B1 business units, residential development and care home development before work begins on that phase of development. The development shall be built in accordance with the principles of the approved design codes to be submitted.

Reason:
To ensure that a satisfactory standard of design is achieved to comply with policy CS02 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

CODE OF PRACTICE
(6) Prior to the commencement of work on any phase of Airside, B1 business units, residential or Care Home development hereby approved, a detailed management plan for the construction phase of that phase of development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:
In the interests of residential amenity to comply with policies 22 and 34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

SURFACE WATER DRAINAGE
(7) No development approved by this permission shall be commenced on any phase of Airside, B1 business units, residential or Care Home development until a detailed scheme for the provision of surface water drainage works for that phase of development including:- overland flow routes, construction quality control procedure, a timetable of construction, and details for the maintenance and management of the scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the drainage during the construction phase to prevent pollution from the site. Prior to occupation of any building in that phase of development it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details, quality control procedure and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Nigel Pitt - Director of Development
Reason:
To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal to comply with policy CS21 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

SITE WASTE MANAGEMENT PLAN
(8) Before the construction of each phase of Airside, B1 business units, residential or Care Home development hereby permitted commences, a Site Waste Management Plan (SWMP) for that phase, in accordance with the Site Waste Management Plan Regulations 2008, shall be submitted to and approved in writing by the Local Planning Authority. The development of that phase shall be carried out in accordance with the SWMP for that phase of development.

Reason:
To protect the amenity of surrounding residents and uses to comply with policies CS26 and CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

GROUND CONTAMINATION
(9) Prior to the commencement of development on any phase of Airside, B1 business units, residential or Care Home development, the following components of a scheme to deal with the risks associated with contamination of the land in that phase of development shall be submitted to and approved, in writing, by the Local Planning Authority for that phase of development. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

1. A preliminary risk assessment/desk study identifying:
   - All previous uses
   - Potential contaminants associated with those uses
   - A conceptual model of the site indicating sources, pathways and receptors
   - Potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.

3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these agreed elements require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason:
To protect people, the environment, water courses and water sources from contamination to comply with policy CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

Nigel Pitt - Director of Development
VERIFICATION OF GROUND CONTAMINATION WORKS
(10) Prior to occupation of any phase of Airside, B1 business units, residential or Care Home development hereby permitted, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority for that phase of development. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met. It shall also include, where relevant, a plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action and for the reporting of this to the local planning authority.

Reason:
To avoid the risk of pollution of the environment to comply with policy CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

DECOMMISSIONING OF FUEL TANKS
(11) All work on the decommissioning of the existing Airside fuel tanks must be in accordance with the Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations produced by the Association for Petroleum and Explosives Association. A Safe Method Statement must be supplied to, and approved in writing by the local planning authority officer before any work is undertaken to decommission the fuel tanks on site.

Reason:
To avoid the risk of danger and pollution to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

COMPLIANCE WITH EIA PROCESS
(12) The development of the site shall be carried out in accordance with the detailed drawings for the airside works and in substantial accordance with the position of the link road and its accesses with Tavistock Road and Plymbridge Lane. The residential development, Care Home and B1 business units shall be developed in compliance with the general disposition of land uses, numbers of dwellings, mix of houses and apartments, floorspace and access points on the runway land and runway approach land to be decommissioned as shown on the parameter plans in Volume 2 of the Environmental Statement and Design and Access Statement.

Reason:
The layout and mix of uses of the proposed development is the subject of an Environmental Impact Assessment and any material alteration to the layout and mix of uses may have an impact which has not been assessed by that process. This condition is to comply with policies CS22 and CS34 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

NEW FUEL FARM LOCATION FURTHER DETAILS
(13) Work shall not begin on the new Airside Fuel Farm at its new location, to be approved, until the following details have been submitted to and approved in writing by the local planning authority.

Nigel Pitt - Director of Development
1. A site layout plan at a location that complies with 4 and 5 below to include a tank storage plan with grades, capacity, tank type and tank numbers. An indication of the separation distances on site must be included;

2. A pipe work diagram which includes the type of pumping system;

3. A drainage plan showing surface and foul water drains and channels with the means of interceptor;

4. Risk Assessments under the Dangerous Substances Explosive Atmospheres Regulations 2002 - these should identify the likely hazards with the new location of the fuel farm and the proposed control measures; and

5. A safety method statement for the construction of the new fuel farm facility.

It shall be constructed in accordance with the approved details.

Reason:
To avoid the risk of danger to people to comply with policy CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SOUND INSULATION - B1 BUSINESS UNITS
(14) The B1 business unit building shall be constructed to ensure that it meets the occupational exposure, in terms of noise rating curves for the proposed occupation of the building for its permitted use. The appropriate standard for use shall be adopted from BS8233: 1999. The recommended noise rating of NR50 shall not be exceeded. Details of the methods of construction and attenuation to achieve this standard shall be submitted to and approved in writing by the local planning authority before work begins on the B1 business units.

Reason:
To ensure that the occupiers of the building have a satisfactory working environment to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SOUND INSULATION - DWELLINGS AND CARE HOME
(15) All dwellings and the Care Home shall be constructed in accordance with BS 8233:1999 so as to provide sound insulation against externally generated noise. The good room criteria shall be applied, meaning there must be no more than 30 dB L(eq) for living rooms (0700 to 2300 daytime) and 30 dB L(eq) for bedrooms (2300 to 0700 night-time), with windows shut and other means of ventilation provided. Levels of 45 dB L(A)max shall not be exceeded in bedrooms (2300 to 0700 night-time).

Reason:
To ensure that the proposed dwellings and Care Home hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

Nigel Pitt - Director of Development
LOCATION OF SENSITIVE ROOMS
(16) No sensitive rooms (bedrooms and living rooms) in the dwellings on the new link road and the care home, shall face the operational areas of the airport.

Reason:
To ensure that the proposed dwellings and Care Home hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

METHODS OF CONSTRUCTION
(17) Full details of glazing, ventilation, construction materials for building facades, roofs and roof spaces including methods of sound insulation and noise attenuation shall be submitted to and approved by the local planning authority and designed to meet the good room criteria as stated in condition 15.

Reason:
To ensure that the proposed dwellings and Care Home hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

OUTDOOR PRIVATE AMENITY AREAS
(18) The development shall be designed so that the noise exposure for outdoor private amenity areas for all dwellings and the Care Home shall not exceed a noise exposure of 55LAeq, dB (16 hour) or such other noise exposure standard which shall have been previously agreed in writing by the local planning authority.

Reason:
To ensure that the proposed dwellings and Care Home hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

NOISE ATTENUATION AND MITIGATION MEASURES
(19) The noise attenuation and mitigation measures necessary to achieve the noise attenuation standards set out in conditions 14, 15 and 18 and for any phase of residential, Care Home or B1 business units development shall be constructed prior to occupation of any of the dwellings or the care home or business units within that phase of development.

Reason:
To ensure that the proposed dwellings, Care Home and business units hereby permitted achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.
ENGINE TESTING BAY
(20) Full details of the Engine Testing Bay acoustic attenuation measures including the provision of an entrance gate shall be submitted to and approved in writing by the local planning authority before work begins on the Engine Testing Bay. Full test results to ensure that it complies with the predicted specification shall be submitted to and approved in writing by the local planning authority before the Engine Testing Bay hereby approved is used.

Reason:
To ensure that surrounding existing and proposed properties do not experience undue harm to amenity from noise nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

ENGINE TESTING
(21) When the Engine Testing Bay has been completed in compliance with condition 20 no engine testing shall be carried out on the Airport other than within Engine Testing Bay. No engine testing or other activities shall occur within the Engine Testing Bay without the entrance gate being fully closed.

Reason:
To ensure that surrounding existing and proposed properties do not experience undue harm to amenity from noise nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

EARLY MORNING TESTING
(22) No engine testing shall occur before 6.00am and after 10.30pm. Not more than 15 engine tests shall occur from 6.00am to 7.00am in any calendar month of which not more than three shall occur from 6.00am to 6.30am and then only in exceptional circumstances and not more than 120 in any calendar year. Exceptional circumstances shall be defined in writing to be submitted to and approved in writing by the local planning authority before the Engine Testing Bay hereby permitted is used.

Reason:
To ensure that surrounding existing and proposed properties do not experience undue harm to amenity from noise nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

NOISE BUND
(23) The Engine Testing Bay shall not be used for engine testing or any other activities until the noise bund has been fully constructed and completed in accordance with the approved plans.

Reason:
To ensure that surrounding existing and proposed properties do not experience undue harm to amenity from noise nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

Nigel Pitt - Director of Development
ACOUSTIC FENCING
(24) Full details of the acoustic screening as shown in part of Appendix E 7 of the Environmental Statement to protect against road noise from the link road hereby permitted including the method of construction and materials, its length and time scales for construction shall be submitted to and approved in writing by the local planning authority before work begins on the link road development hereby permitted. The complete acoustic fencing shall be erected before the link road is brought into use.

Reason:
To ensure that nearby surrounding existing and proposed properties affected by the link road do not experience undue harm to amenity from noise nuisance and disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

CAR PARKING PROVISION
(25) No building within a phase of Airside, B1 business units, residential or Care Home development shall be occupied until space has been laid out within that phase of development in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The standard for the residential development shall be for a maximum of 1.1 cars per dwelling. The standard for the Airside development, B1 business units and Care Home shall have been previously agreed in writing by the local planning authority. For the Airside, B1 business units and Care Home development the servicing arrangements shall be provided so that delivery and refuse vehicles are able to manoeuvre within the site and enter and leave the site in a forward gear.

Reason:
In the opinion of the Local Planning Authority, although some provision needs to be made, the level of car parking provision should be limited in order to assist the promotion of sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING PROVISION
(26) The buildings and dwellings shall not be occupied in any phase of Airside, residential or Care Home development until the car parking areas shown on the plans to be approved for that phase have been drained and surfaced and that the areas shall not thereafter be used for any purpose other than the parking of vehicles.

Reason:
To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION - APARTMENTS
(27) No apartment within a residential phase of development shall be occupied until space has been laid out within that phase of development in accordance with details previously submitted to and approved in writing by the Local Planning Authority for a number of bicycles to be agreed by the local planning authority to be parked.

Nigel Pitt - Director of Development
Reason:
In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION - AIRSIDE WORKS, B1 BUSINESS UNITS AND CARE HOME
(28) Neither the new Rescue & Fire Fighting Services building, nor any building within phase three of the Airside Works including the B1 business units nor the Care Home development shall be occupied until space has been laid out within that part or that phase of development, in accordance with details previously submitted to and approved in writing by the Local Planning Authority, for a number bicycles to be agreed by the local planning authority to be parked.

Reason:
In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE STORAGE
(29) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:
To ensure that there are secure storage facilities available for occupiers of or visitors to the building, in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LOADING AND UNLOADING PROVISION
(30) Before a phase of development including the Airside Works, B1 business units or Care Home development hereby permitted is first brought into use, adequate provision for that phase of development shall be made to enable goods vehicles to be loaded and unloaded within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:
To enable such vehicles to be loaded and unloaded off the public highway so as to avoid:- (i) damage to amenity; (ii) prejudice to public safety and convenience; and (iii) interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

USE OF LOADING AREAS
(31) The land indicated on the plans to be approved for the loading and unloading of vehicles for the Airside Works, B1 business units and Care Home shall not be used for any other purposes unless an alternative and equivalent area of land within the curtilage of the site is provided for loading and unloading with the prior consent in writing of the Local Planning Authority.

Nigel Pitt - Director of Development
Reason:
To ensure that space is available at all times to enable such vehicles to be loaded and unloaded off the public highway so as to avoid:- a. damage to amenity; b. prejudice to public safety and convenience, and c. interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ACCESS (CONTRACTORS)
(32)Before any other works are commenced on any phase of Airside works, residential or Care Home development an adequate road access for B1 business units, contractors with a proper standard of visibility shall be formed in accordance with details approved in writing by the Local Planning Authority and connected to the adjacent highway in a position and a manner to be agreed with the Local Planning Authority for that phase of development.

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.

DETAILS OF NEW JUNCTIONS
(33)Development shall not begin on a phase of Airside Works, B1 business units, residential or Care Home development until details of the junctions between the proposed service roads and the highways for that phase of development have been approved in writing by the Local Planning Authority; and the buildings shall not be occupied until the junctions for that phase of development 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.

PROVISION OF SIGHT LINES
(34)No work shall commence on a phase of Airside Works, B1 business units, residential or Care Home development until details of the sight lines to be provided at the junction between the means of access and the highway have been submitted to and approved in writing by the Local Planning Authority for that phase of development. The approved sight lines shall be provided before the development for that phase is first brought into use.

Reason:
To provide adequate visibility for drivers of vehicles at the road junction in the interests of public safety in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.
WAITING RESTRICTIONS
(35) No property shall be occupied on a phase of residential, Care Home or B1 business units development until waiting restrictions including controlled parking zones have been introduced on streets within that phase of development by or on behalf of the Local Highway Authority.

Reason:
Without such restrictions the proposed development would be likely to result in an unacceptable increase in parking on the highway and thereby harm the amenity of the area, prejudice public safety and convenience, and interfere with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING MANAGEMENT STRATEGY
(36) Neither the new Rescue & Fire Fighting Services building nor any building within phase three of the Airside Works including the B1 business units shall be occupied until details of the car parking management strategy for that part or phase of development have been submitted to and approved in writing by the local planning authority. The car parking management strategy shall include the existing airport car parking arrangements. The car parking arrangements for such development or phase of development shall comply with the car parking management strategy.

Reason:
To ensure that car parking is managed effectively to reduce congestion, ensure highway safety and protect residential amenity to comply with policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

CONSTRUCTION MANAGEMENT PLAN
(37) The construction of the development hereby permitted shall not commence on any phase of Airside Works, B1 business units, residential or Care Home development until there has been submitted to and approved in writing by the local planning authority (in consultation with the Secretary of State for Transport and Plymouth City Council) a construction management plan for that phase of development. The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice and a scheme to encourage the use of Public Transport amongst contractors. The development plan shall be carried out strictly in accordance with the approved construction management plan.

Reason:
In the interests of highway safety and the efficient operation of the trunk road network to comply with policies CS27 and CS28 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

Nigel Pitt - Director of Development
STREET DETAILS
(38) Development shall not begin on any phase of Airside Works, B1 business units, residential or Care Home development 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 for that phase of development have been submitted to and approved in writing by the Local Planning Authority. No building or dwelling shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:
To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

TEMPORARY PUBLIC TRANSPORT INTERCHANGE
(39) Prior to the commencement of work on the Link Road, details of the temporary high quality public transport interchange facility on Plymbridge Lane shall be submitted to and approved in writing by the Local Planning Authority. Public transport infrastructure to be provided at the interchange should include the provision of a bus boarder, shelter and real time passenger information (RTPI). The works shall be completed in compliance with the approved details before the link road is completed.

Reason
To ensure that the proposed temporary public transport interchange area meets with the requirements of both the LPA and Local Bus Operators and is in accordance with the content of the Surface Access Strategy and Transport Assessment Addendum Report (April 2009) in the interests of sustainability by encouraging the use of public transport as an alternative to the private car for journeys being made to and from the site to comply with Policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SAFEGUARDING OF THE TERMINAL EXPANSION AREA
(40) Notwithstanding the provisions of the amended Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development falling within Classes A-I of Part 18 of Schedule 2 to that Order shall be carried out on the area in orange cross hatching on drawing Phasing Plan 1 number 60045028_PH_01 Rev D without the prior written permission of the local planning authority and shall be safeguarded as the terminal expansion area.

Reason:
To ensure that the site is capable to accommodating an extension to the terminal to cater for the forecast growth in passenger numbers to comply with policy CS27 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

Nigel Pitt - Director of Development
CODE OF OPERATION FOR PART OF THE AIRSIDE WORKS

(41) Prior to the commencement of use of each of the buildings/facilities listed below, the applicant shall bring into operation an environmental protection scheme for that particular building/facility, which shall have previously been submitted to and approved in writing by the Local Planning Authority. The buildings/facilities covered by the said scheme shall be "the new fixed wing hangar, workshops, offices and stores", "the new general aviation hangar", "the relocated new fuel farm" and "the new fire station", as described on drawing no. 60045028-PH-01 rev D. The scheme shall deal with measures to prevent noise and odour pollution to neighbouring residential properties, and should include details of any proposed building sound proofing, the type, location and soundproofing of all extraction units and external plant and machinery, and the hours of operation and the location of all industrial processes and vehicle movements.

Reason
To protect the amenities of adjacent residential occupiers, in accordance with Local Development Framework Core Strategy Policy CS22 Pollution

LANDSCAPE DESIGN PROPOSALS

(42) No work shall begin on the link road, nor the noise bund, nor phase three of the Airside Works including the B1 business units, nor any phase of the residential or Care Home development until full details of both hard and soft landscape works and a programme for their implementation for that part or phase of development have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These shall include the interim landscaping arrangements for the area of land on which the B1 business units will be built for the period between the start of any work on the decommissioned runway land and the beginning of construction of the B1 business units. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc.).

SOFT LANDSCAPE WORKS

(43) Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; the implementation programme.

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.

Nigel Pitt - Director of Development
DETAILS OF EXTERNAL LIGHTING
(44) Before work begins on the link road, the B1 business units or any phase of residential or Care Home development and where external lighting is proposed a detailed lighting scheme must be submitted to and approved in writing by the local planning authority for that development or phase of development. The details shall provide further information on the principles proposed in the Biodiversity Mitigation and Enhancement Strategy.

Reason:
To ensure that the development does not have an impact on a European Protected species and in the interests of visual and residential amenity to comply with policies CS19, CS02 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

LANDSCAPE MANAGEMENT PLAN
(45) A landscape management plan for the link road, the noise bund, the B1 business units and any phase of the residential or Care Home development including long term objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of any building within that development or phase of development. The landscape management plan shall be carried out as approved.

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.

MAINTENANCE SCHEDULE
(46) No work shall begin on the link road, the noise bund or the superstructure of any phase of the residential and Care Home development until a schedule of landscape maintenance for a minimum of five years for that development or phase of development has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason:
To ensure that satisfactory landscaping works carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STOCKPILING/PROTECTION OF EXISTING TOPSOIL
(47) Existing topsoil stripped for re-use must be correctly store in stockpiles that do not exceed 2 metres in height and protected by chestnut palings at least 1.2 metres high to BS 1722 Part 4 securely mounted on 1.2 metre minimum height timber posts driven firmly into the ground.

Reason:
To ensure that the structure of the topsoil is not destroyed through compaction; that it does not become contaminated; and is therefore fit for re-use as a successful growing medium for plants in the interest of amenity in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.
EXISTING TREE/HEDGEROWS TO BE RETAINED

(48) In this condition "retained tree or hedgerow" means an existing tree or hedgerow which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of occupation of the last dwelling in the last phase of residential development:

(a) No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with BS 3998:1989 (Recommendations for Tree Work).

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

(c) The erection of fencing for the protection of any retained tree or hedgerow shall be undertaken in accordance with Section 9 of BS 5837:2005 (Guide for Trees in relation to construction) before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground areas within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:
To ensure that trees or hedgerows retained in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 are protected during construction work and thereafter are properly maintained, if necessary by replacement.

DETAILS OF BOUNDARY TREATMENT

(49) No development shall take place on the link road or on the land on which the B1 business units will be built or on any phase of the residential or Care Home development until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected for that development or phase of development. The boundary treatment for that development or phase of development shall be completed before any building is occupied on that development or phase of development. Development shall be carried out in accordance with the approved details.

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.
NOISE MONITORING

(50) To ensure that conditions 20 and 61 are being complied with, monitoring data shall be submitted on a quarterly basis to the local planning authority. These data shall provide details of:-

1. monthly engine test data split for the periods: 6.00am to 6.30am, 6.30 to 7.00am, and 7.30pm to 10.30pm; and total engine tests for each month. When incidences occur from 6.00am to 6.30am the exceptional circumstances shall be stated; and
2. monthly data showing 8 hour and 16 hour LAeq data representing day time and night time from the boundary of the airport, and LAeq t, where t represents an event, or a combination of events at location/s to be approved in writing by the local planning authority. LA90 data shall be supplied. The format of the data supplied shall have been previously agreed in writing by the local planning authority.

Reason:
To provide the local planning authority with empirical evidence that conditions 20 and 61 are being complied with to ensure that surrounding existing and proposed properties do not experience undue harm to amenity from noise nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SIGNING STRATEGY

(51) Prior to the commencement of the use of the new Link Road through the site details of the revised Signing Strategy for the Airport shall be submitted to and approved in writing by the local planning authority in consultation with the Secretary of State for Transport. The said strategy shall include details of direction signing to and from the Airport for all modes of transport and shall consider signing requirements on both the local and strategic road networks.

REASON:
In order to ensure that the development is adequately signed for all modes of transport in the interests of highway safety and convenience to comply with policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

ARCHAEOLOGY

(52) No work shall begin on any phase of Airside Works, B1 business units, residential or Care Home development until the applicant/developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority for that phase of development. The development shall be carried out at all times in strict accordance with the approved scheme or other such details as may subsequently be agreed in writing by the local planning authority.

Reason:
To ensure that any archaeological remains that may exist on the site are properly recorded and if possible retained in situ if practicable to comply with policy CS03 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.
NATURE CONSERVATION
(53) The development shall be carried out in strict accordance with the proposals, schedule of works and plan enclosed within the document Ref: 18225/210/R01 Biodiversity Mitigation and Enhancement Strategy.

Reason:
To ensure the development results in a net gain in biodiversity and does not have a negative impact on protected species to comply with policy CS19 of the adopted city of Plymouth core strategy development plan document 2007

PHASING OF NATURE CONSERVATION MITIGATION WORKS - EXCL RUNWAY APPROACH LAND
(54) Before work begins on any phase of the Airside Works, residential development on the decommissioned land of Runway 06/24 or Care Home development a phasing programme for the Biodiversity Mitigation and Enhancement works for such land shall be submitted to and approved in writing by the local planning authority. This shall be based on the schedule of works and plan enclosed within the document Ref: 18225/210/R01 Biodiversity Mitigation and Enhancement Strategy. The development shall be carried out in accordance with this approved phasing programme.

Reason:
To ensure that the mitigation and enhancement proposals are in place prior to development impacts occurring to comply with policy CS19 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

RENEWABLE ENERGY
(55) No work shall begin on phase three of the Airside Works including the B1 business units or any phase of residential or Care Home development until a report on site renewable production has been submitted to and been approved in writing by the local planning authority for that phase. The report shall identify how a minimum of 10% of the carbon emissions for which the development is responsible for the period up to 2010 and 15% for the period from 2010 to 2016 are off-set by on-site renewable energy production methods for that phase of development. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. If such requirements are to be provided by means of a biomass boiler in full or part, details shall also be provided to demonstrate that the boiler will be used, which shall include a commitment to maintain the boiler and details of how a long term fuel supply can be secured and delivered. The proposed solutions should be considered in the light of the Derriford Sustainable Energy Strategy. The approved scheme shall then be provided in accordance with these details prior to the occupation of any building within that phase of development and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:
To provide on site renewable energy production to off-set 10% to 15% of predicted carbon emissions comply with Policy CS20 of the adopted City of Plymouth Core Strategy Development Plan Document 2007

Nigel Pitt - Director of Development
EXTERNAL MATERIALS
(56) No development shall take place on the new Rescue Fire Fighting Services building nor any building within any phase three of the Airside Works, the B1 business units, residential or Care Home development until samples of the materials to be used in the construction of the external surfaces of that phase of development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:
To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SURFACING MATERIALS
(57) No development shall take place on the new Rescue Fire Fighting Services building nor any building within any phase three of the Airside Works, the B1 business units, residential or Care Home development until details and samples of all surfacing materials to be used in that phase of development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:
To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PHASING OF NATURE CONSERVATION MITIGATION WORKS - RUNWAY APPROACH LAND
(58) Before work begins on any development on the decommissioned land of the Approach Land to Runway 06/24 a phasing programme for the Biodiversity Mitigation and Enhancement works for this land shall be submitted to and approved in writing by the local planning authority. This shall be based on the schedule of works and plan enclosed within the document Ref: 18225/210/R01 Biodiversity Mitigation and Enhancement Strategy. The development shall be carried out in accordance with this approved phasing programme.

Reason:
To ensure that the mitigation and enhancement proposals are in place prior to development impacts occurring to comply with policy CS19 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

MARJONS BAT CORRIDOR
(59) No work shall begin on any phase of the Airside Works, B1 business units, residential development on the decommissioned runway land or Care Home development hereby permitted until that part of the bat mitigation corridor shown in the Biodiversity Mitigation and Enhancement Strategy, Document reference 18225/210/R01 and drawing number 07739-Bio-03 on land controlled by the University College of St Mark and St John has been completed and the works approved in writing by the local planning authority.

Nigel Pitt - Director of Development
Reason:
To ensure the development results in a net gain in biodiversity and does not have a negative impact on protected species to comply with policy CS19 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SOUND INSULATION VERIFICATION
(60) Details of the sound insulation verification methodology including the identification of the appropriate test properties and subsequent sound insulation verification results for each phase or part of a phase of residential, Care Home or B1 business units development shall be submitted to and approved in writing by the local planning authority before any dwelling or building is occupied in that phase or part of that phase of development.

Reason:
To ensure that the proposed dwellings and Care Home hereby permitted achieve the standards of noise attenuation set out in condition X so the properties achieve a satisfactory living standard and do not experience unacceptable levels of noise disturbance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

BOUNDARY NOISE LEVEL
(61) Daytime 07:00 to 23:00
The noise level on all boundaries of the operational airport land following the installation of the Engine Test Bay, Noise Bund and associated noise mitigation works shall not exceed:

(i) a level of 63dB LAeq 16 hour measured in a free-field position 1.2m above ground averaged logarithmically over a 12 month period, and

(ii) a level of 65dB LAeq 1 hour measured in a free-field position 1.2m above ground on any one day
including any event or combination of events which is considered to be ground running engine testing, taxiing, hover taxiing of helicopters and running aircraft on the apron.
Details of the monitoring station shall be submitted to and approved in writing by the local planning authority before work begins on any phase of the Airside works hereby permitted.

2. Night time 23:00 to 07:00
The noise level on all boundaries of the operational airport land following the installation of the Engine Test Bay, Noise Bund and associated noise mitigation works shall not exceed:

(i) a level of 57dB LAeq 8 hour measured in a free-field position 1.2m above ground averaged logarithmically over a 12 month period, and

(ii) a level of 60dB LAeq 1 hour measured in a free-field position 1.2m above ground on any one day
including any event or combination of events which is considered to be taxiing, hover taxiing of helicopters and running aircraft on the apron.
Details of the monitoring station shall be submitted to and approved in writing by the local planning authority before work begins on any phase of the Airside works hereby permitted.

Nigel Pitt - Director of Development
3. Night time 06:00 to 07:00
The noise level on all boundaries of the operational airport land following the installation of the Engine Test Bay, Noise Bund and associated noise mitigation works shall not exceed:

- a level of 70dB LAeq T, 15 minute measured in a free-field position 1.2m above ground on any one day including any event or combination of events which is considered to be ground running engine testing. The total duration of any ground running engine testing during these hours shall be the minimum required for operational and safety reasons, up to a maximum not exceeding 30 minutes. Details of the monitoring station shall be submitted to and approved in writing by the local planning authority before work begins on any phase of the Airside works hereby permitted.

The references to the times in this condition relate to local time.

Reason:
To ensure that surrounding existing and proposed properties do not experience undue harm to amenity from noise nuisance to comply with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

DENSITY
(62) The residential density of the development hereby permitted shall not exceed 45 dwellings per hectare unless previously agreed in writing by the local planning authority.

Reason:
To comply with paragraph 7.31 of the Design and Access Statement and to ensure that the development achieves an acceptable standard of visual and residential amenity to comply with policies CS02 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

MIX OF DWELLINGS
(63) Not fewer than 50 of the dwellings shall be apartments unless previously agreed in writing by the local planning authority.

Reason:
To ensure that there is a mix of dwelling types and sizes and to ensure that the density of 45 dwellings per hectare can be achieved to comply with policies CS02 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

CARE HOME
(64) The Care Home shall not exceed 60 bed spaces and 3,000 square metres, gross internal, unless previously agreed in writing by the local planning authority.

Reason:
To define the size of the care home comply with paragraphs 7.35 and 7.48 of the Design and Access Statement and to ensure that the development achieves an acceptable standard of visual and residential amenity to comply with policies CS02 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

B1 BUSINESS UNITS - FLOORSPACE
(65) The B1 Business Units floorspace shall comprise 3,000 square metres, gross internal, unless previously agreed in writing by the local planning authority.

Nigel Pitt - Director of Development
Reason:
To define the amount of floorspace to comply with paragraph 7.41 of the Design and Access Statement and to ensure the development consists of a mix of uses and provides an element of employment space to comply with policies CS01, CS04 and AV9 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

LINEAR PARK
(66) The provision and landscaping of the linear park on the runway land to be decommissioned shall be completed before the one hundred and first dwelling on the runway land to be decommissioned is occupied.

Reason:
To ensure that the main area of open space is provided within a reasonable period to provide an acceptable environment for the people who will occupy the new dwellings to comply with policies CS01, CS02, and CS18 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

SPECIFIED USE RESTRICTION
(67) The Care Home premises hereby permitted shall be used for a residential home or nursing home and for no other purposes including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason:
The Local Planning Authority considers that, in the particular circumstances of the case, the use of the premises for the purpose specified is appropriate but that a proposal to use the building for any other purposes would need to be made the subject of a separate application to be considered on its merits in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

INFORMATIVES

ENVIRONMENTAL

IMPACT ASSESSMENT
(1) The planning application was accompanied by an environmental statement under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The environmental statement and other environmental information was taken into account by the Local Planning Authority in reaching its decision to grant this permission. Appropriate conditions have been imposed in order to tie this permission to the development assessed in the environmental statement.

DESIGN CODES
(2) The applicant/developer shall prepare the detailed design codes in compliance with condition 5 in accordance with the principles of the Interim Design Code, February 2009.

Nigel Pitt - Director of Development
DESIGN
(3) The applicant/developer is advised that the facades of dwellings on the new link road and Care Home facing the airport must be designed with skill and imagination to achieve a satisfactory standard of design and appearance given that sensitive rooms will not be allowed to face in this direction. The applicant/developer is advised that the local planning authority welcome variations to the illustrative layout for the housing and care home development that provides a more imaginative layout with more landscaping within the main housing areas on the decommissioned runway land provided that it complies with the parameter plans in Volume 2 of the Environmental Statement.

CODE OF PRACTICE
(4) The management plan shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

1) Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.

2) Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, construction traffic parking.

3) Hours of site operation, dust suppression measures, noise limitation measures.

BOUNDARY TREATMENT
(5) The applicant/developer is strongly advised to discuss the boundary treatment at an early stage with each property owner that has a party boundary with the application site both on the runway land and runway approach land to be decommissioned to seek to obtain agreement with the affected adjoining property owners.

TIMING OF ENGINE TESTING
(6) The applicant/developer is advised that, wherever practicable without prejudicing the operation of the airport, engine testing should be carried out from 7.00am to 7.00pm.
Statement of Reasons for Approval and Relevant Policies

The main planning considerations, in this case are considered to be:
the strategic significance in retaining the airport to the economy of the city and sub-region;
the need to put the airport on a secure financial basis to enable it to develop in a phased
programme to move towards meeting the growth targets in the Core Strategy; policy
CS27 that allows for the release of surplus land to help fund improvements and expansion
in the short and medium term;
the extension to runway 13/31 and the terminal to be subject to applications in the longer
term once the stability and critical mass of the airport had been achieved;
the critical detailed matters that relate to:
airport operational and safety requirements being met;
noise and disturbance being controlled to acceptable levels and general protection of
residential amenity in the context of a regional airport environment;
transport policy and the need to mitigate traffic congestion in the Northern Corridor;
housing policy and design and layout issues; and
adequate nature conservation mitigation and biodiversity enhancement.

These matters have been carefully assessed and it is considered that on balance the
proposal is not considered to be demonstrably harmful. In the absence of any other
overriding considerations, and with the imposition of the specified conditions, the proposed
development is acceptable and complies with (a) policies of the Plymouth Local
Development Framework Core Strategy (2006-2021) 2007 and supporting Development
Plan Documents (the status of these documents is set out within the City of Plymouth
Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site
allocations, annex relating to definition of shopping centre boundaries and frontages and
annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit
(1995-2011) 2001, and (c) relevant Planning Guidance (SPG) Notes, Government Policy
Statements and Government Circulars, as follows:

SERVICING
ADDITIONAL INFORMATIVE

(7) The applicant/developer shall use best endeavours to ensure that all routine servicing
for the Airside, B1 business units and Care Home are managed so that development-
related Heavy Goods Vehicles (HGV’s) are not routed through the A38 Parkway and its
associated junctions during the weekday peak traffic periods, those being 07.30-09.30 and
16.00-18.00.

TIME LIMIT FOR COMMENCEMENT (LBC)

IPS16 - Plymouth Airport
PPG13 - Transport
PPG16 - Archaeology and Planning
PPG24 - Planning and Noise
PPS3 - Housing
PPG4 - Industrial and Commercial Development
PPS9 - Biodiversity and geological conservation
PRO75 - Plymouth City Airport
PRO76 - Plymrbidge Road / Glenfield Road

Nigel Pitt - Director of Development
Paul Barnard
Assistant Director of Development
Planning Services

Dated: 08 July 2009