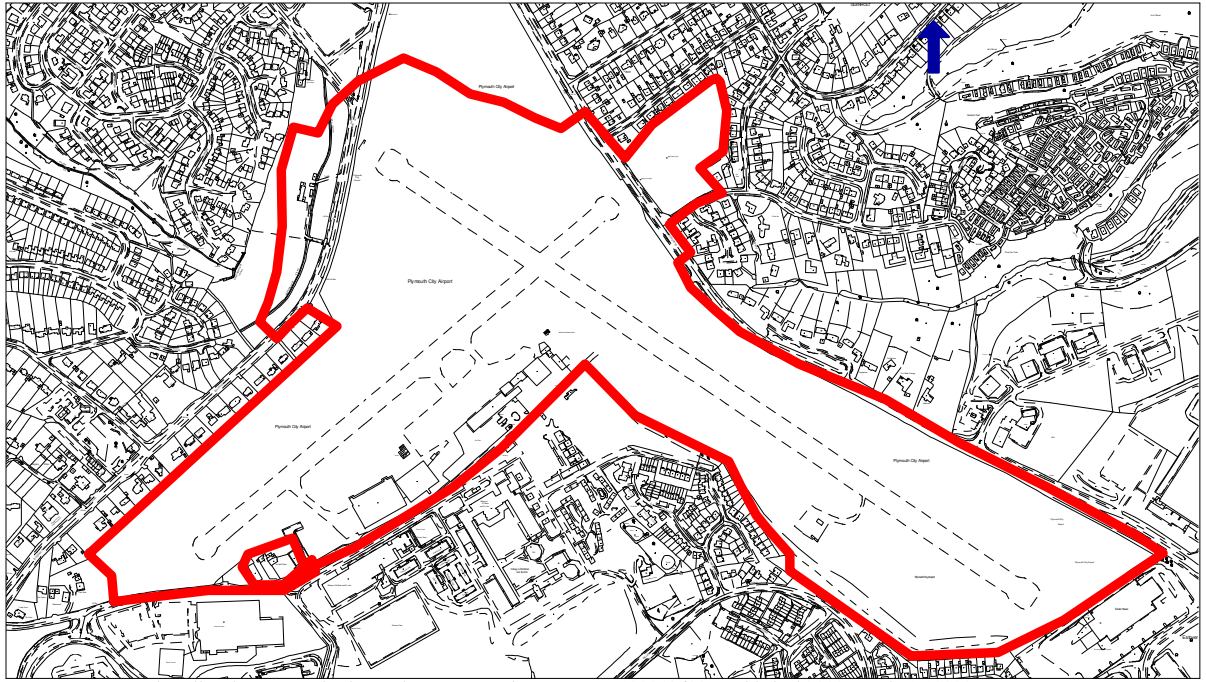


ITEM: 01

Application Number:	08/01968/OUT
Applicant:	Plymouth City Airport Limited
Description of Application:	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 hangers, 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.
Type of Application:	Outline Application
Site Address:	PLYMOUTH AIRPORT, PLYMBRIDGE LANE PLYMOUTH
Ward:	Moor View
Valid Date of Application:	23/10/2008
8/13 Week Date:	22/01/2009
Decision Category:	Major Application
Case Officer :	Robert McMillan
Recommendation:	Grant Conditionally Subject to a S106 Agreement, Delegated authority to refuse in event of S106 not signed
Click for Application Documents:	www.plymouth.gov.uk



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OFFICERS REPORT

Site Description

The application site is Plymouth City Airport in the north of the city. It is “L” shaped comprising 55.8 hectares. The main development will happen on 19 hectares on the western part of the airport and the runway approach land of 1.7 hectares. The operational land also includes the runway approach to runway 06/24 off Plymbridge Road known locally as the “pony paddock”. The development will be on the western part of the site and the pony paddock with the eastern part comprising runway 13/31 and its adjoining open land remaining unchanged.

The longer north eastern part of the site comprises the main runway 13/31 is bounded in the north by Plymbridge Road on its north eastern boundary, a footpath and employment land on the south eastern boundary and the rear gardens of dwellings on the south western boundary.

The shorter south western part consists of runway 06/24, the terminal, car park and hangars. The south eastern boundary is Plymbridge Lane facing the University College of St Mark and St John (Marjons) and the Devonshire Raquet Club. The parcel of land known as Island Farm is excluded from the site. The south western boundary adjoins the new key worker housing for Derriford Hospital staff. The north western boundary abuts the rear gardens of 296 - 334 Tavistock Road. The western boundary of both runways is with the re-aligned and dualled section of Tavistock Road.

The pony paddock fronts Plymbridge Road and Glenfield Road. It is surrounded by the rear gardens of properties in Westwood Road, St Annes Road and Glenfield Road. It is grassed with some trees on the north western boundary, landing lights and a loose box.

The main airport site is generally level with a slight fall from north west to south east. On the pony paddock the land slopes from south west to north east with a steeper fall in the north-eastern part.

It is in a mainly residential area with employment land to the south east, Marjons and a sports club to the south and the George park and ride to the north. The main buildings and facilities are in the south eastern part of runway 06/24. The remainder comprises the runways and open grassland.

Proposal Description

This is a hybrid application as the airport related development works with full details of reserved matters provided for the “Airsides works” and new link road

off Tavistock Road. The housing, linear park, business units and care home are in outline.

Full detailed development

Airside Works

The smaller runway 06/24 that has a south west - north east alignment and its approach - the pony paddock will be decommissioned to provide the land for the airside works, new road, housing, care home and business units.

The existing hangar buildings will be demolished and replaced with new hangars on the western part of the site behind the houses on Tavistock Road. A fixed wing servicing hangar with stores, offices and apron will be provided. The net internal floorspace is 2,850 sq m and the apron is 2,450 sq m. The hangar will be 81 metres wide by 43 metres deep by 15.5 metres high. It could house together a fixed wing aircraft and a Sikorsky Sea King helicopter. It is shown as 01 and 02 on the drawings.

When access to the existing maintenance hangar and Engine Testing Bay (ETB) is not required a second smaller fixed wing hangar could be provided of 1,548 sq m. It would be 36m wide by 43m deep by 15.5m high.

A general aviation hangar would be provided at right angles to the first servicing hangar of 2,250 sq m. It will be 75m wide by 30m deep by 10m high. It can also house privately owned aircraft. Upon completion the existing general aviation hangar would be demolished. It is shown as 03 and 04 on the drawings.

A two stage programme is planned for the fuel farm. First a replacement fuel farm matching the existing format would be installed in the current location and supplied to the aircraft by tankers rather than hydrant. This space will be required for car parking in the future so it would be relocated north east of the proposed general aviation hangar with an access of the new link road.

The Rescue and Fire Fighting Facility (RFFF) would be sited north east of the general aviation hangar and new site for the fuel farm. It would be "L" shaped 32 metres wide by 26 metres deep by 6 metres high and be 635 sq m with a hard standing of 1,950 sq m. It would house the fire engines, welfare facilities, offices and stores.

The Engine Testing Bay (ETB) is proposed next to the second fixed wing hangar. It would be a variation on a "U" shape enclosure with one wall curving around the entrance to provide greater noise attenuation to the surrounding properties. The walls would be 10 metres high and its area combined with its apron is 3,400 sq m.

To provide further noise attenuation to properties in the Plymbridge Road area a noise bund would be provided in the northern part of the site within the airport running to the north west and south east of the roundabout junction of

Plymbridge Road and Morgan Road. It would be 355 metres long by 14 metres wide by 3 metres high.

In the large area contained by the terminal and proposed airside works would be a hard surfaced area of 15,310 sq m to provide six fixed wing aircraft stands. There would be a new by pass taxiway linking the new development with runway13/31 to ease the operation when flights are arriving and leaving during the morning and evening peaks. It has an area of 2,700 sq m.

Following Civil Aviation Authority security operational requirements relating to vehicular access to airports a temporary bus drop off and turning facility would be provided in front of the terminal with the intention to provide a permanent facility that also served Marjons at a later date. The taxi drop-off and pick up point and new car park would be located to the south west of the terminal.

New link road

A new link road will be provided from Tavistock Road to Plymbridge Lane. This will provide additional access to the airport, business units and housing. It also provides the benefit of an alternative bus route to avoid the congestion and delays on Tavistock Road. The junction with Tavistock Road will only allow for left in and left out turns for vehicles apart from buses that will be permitted to turn right. The length is about 540 metres. It has to be considered in the wider transport objectives for Derriford.

A new public transport interchange will be provided at Derriford Hospital and the emerging Derriford and Seaton Action Area Plan (DSAAP) proposes to upgrade the Marjons link road between Plymbridge Lane and Derriford Road. When these are both provided and combine with this link road it will greatly improve bus services in the northern corridor in serving the Airport, Marjons, Derriford Hospital, Tamar Science Park, the George Park and Ride and the existing and proposed housing areas.

Outline development

The illustrative master plan for the outline development is for 375 dwellings, a care home and 3,000 sq m of B1 employment space. On the decommissioned runway there would be 312 dwellings comprising 260 houses and 52 flats. On pony paddock there would be 63 dwellings comprising 56 houses and seven flats.

The business units are on the north east side of the proposed link road next to the airside works. The care home is in the north east part of the site to the rear of 320 - 322 Tavistock Road. The illustrative drawings show a conventional layout. There is a linear park to the rear of the houses on Tavistock Road owing to service constraints restricting development here. Access is from the new link road and three new roads from Plymbridge Lane.

The pony paddock will be accessed from Glenfield Road with a cul-de-sac arrangement and a row of dwellings fronting Plymbridge Road.

Relevant Planning History

65/00268/FULL - Erection of telecommunication hut at Roborough Airport
APPROVAL 03/1965

65/01360/FULL - Extension to workshops and provision of toilets at site of
existing Hangar - APPROVED 14/10/1965

66/00835/FULL - Erection of building for provision of ancillary services -
APPROVED 27/06/1966

66/00965/FULL - Erection of radio equipment building & ancillary equipment
at Tavistock Road, Plymbridge Lane for a limited period of three years -
APPROVAL 19/07/1966

67/02346/FULL - Alteration of blast pen to form storage hangar - APPROVED
30/01/1968

68/00075/FULL - Construction of temporary office accommodation -
APPROVED 13/02/1968

68/00244/FULL - Erection of hangar - APPROVED 06/02/1968

68/02504/FULL - Erection of office - APPROVED 16/01/1969

73/02827/FULL - Erection of store - APPROVED 11/10/1973

73/02827/FULL - Erection of garage for fire tender - APPROVED 11/10/1973

74/00367/FULL - Siting of portacabin for further office provision - APPROVED
12/03/1974

75/02287/FULL - Construction of air traffic control tower - APPROVED
01/10/1975

75/02316/FULL - Construction of air traffic control tower - APPROVED
09/02/1975

75/03112/OUT - Outline Application to erect a hangar. - APPROVAL
20/01/1976

76/01422/FULL - Construction of hangar and extension of approach. -
APPROVAL 29/06/1976

76/02456/FULL - Construction of runway - APPROVAL 27/10/1976

77/01266/FULL Construction of aircraft fuelling installation - APPROVAL
26/07/1977

78/00531/FULL - Land opp. Plymouth Airport (Tavistock Road). - Construction of sports and social club. - REFUSED 19/05/1978

78/03308/FULL - Erection of Security fencing - APPROVAL 19/02/1979

78/03242/FULL - Use of land (off Miller Way) for allotments and leisure gardens - APPROVAL 10/05/1979

80/01754/FULL - Construction of all-weather surface to runway 14-32 - WITHDRAWN 31/07/1980

80/01823/FULL - Erection of Aircraft Hangar - APPROVAL 07/10/1980

80/02135/FULL - Erection of Terminal Building - APPROVAL 07/10/1980

80/02215/FULL - Widen runway 06/24 and construct surfaced taxi highways and apron areas. - APPROVAL 07/10/1980

80/02216/FULL - Construction of car parking area - APPROVAL 07/10/1980

80/02217/FULL Change of use of land at Island Farm to use for airport purposes - APPROVAL 07/10/1980

80/02218/OUT - Erection of aircraft hangar at Island Farm - APPROVAL 07/10/1980

80/02219/FULL Change of use of part of Plymbridge Lane to use for airport purposes. - APPROVAL 07/10/1980

80/02220/FULL - Change of use of land from agricultural purposes and a footpath to use for airport purposes including the diversion of the footpath. - REFUSED 07/10/1980

80/02228/FULL - Construction of phases 1 & 2 of all weather surface to runway 14-32 - WITHDRAWN 31/07/1980

80/02555/FULL - Extension to runway 14/32 and construction of all-weather surface. WITHDRAWN 31/07/1980

80/02797/FULL - Construction of all weather surface to runway 14-32. - APPROVAL 07/10/1980

80/04030/FULL - Retention of temporary office accommodation - APPROVAL 21/01/1981

81/01146/FULL - Erection of prefabricated building to house offices and lecture for students and staff - APPROVAL 07/07/1981

82/00420/FULL - Redevelopment of Terminal building - APPROVAL 30/03/1982

84/02036/FULL - Construction of vehicular access - APPROVAL 27/06/1984

84/03782/FULL - Installation of runway approach lighting - APPROVAL 31/10/1984

84/04150/FULL - Erection of two storey building for use as offices - APPROVAL 18/12/1984

84/04230/FULL - Laying of arrester beds at runway ends - APPROVAL 21/01/1985

86/01308/FULL - Retention of prefabricated building for use as offices and lecture rooms - APPROVAL 11/06/1986

86/01856/FULL - Extension, widening and realignment of runway 14/32 including the change of use of allotments and agricultural land to airport use, rerouting of footpath, provision of emergency access roads & storage areas for surplus material.- APPROVAL (*subject to conditions*) 01/07/1986

86/02118/FULL - Installation of simple approach lighting system to runway 24 on land east of Plymbridge Road - APPROVAL 05/11/1986

86/02232/FULL - Installation of lighting and instrument landing system, P.A.P.I; Installation of enlarged apron and taxi-way and hydrant refuelling system - WITHDRAWN 25/12/1986

86/02432/FULL Installation of approach lights to runways 06 & 31 - APPROVAL 05/11/1986

86/02482/FULL Construction of new air-traffic control building and fire station - APPROVAL 17/03/1987

87/00487/FULL Erection of prefabricated office building - APPROVAL 19/03/1987

87/00513/FULL - Erection of pre-fabricated two storey office building - WITHDRAWN 22/06/1989

87/01252/FULL Erection of security fencing - APPROVAL 12/11/1987

87/01450/FULL - Erection of hangar to replace existing hangar - APPROVAL 25/06/1987

87/02258/FULL - Installation of aviation fuel storage facilities - WITHDRAWN 26/01/1988

87/02716/FULL - To waive Condition 5 of Notice No. 1856/86 relating to permitted aircraft types for the period from 26.10.1987 to 31.01.1988 inclusive - APPROVAL 22/10/1987

87/02845/FULL - Erection of single storey office building. - WITHDRAWN
22/06/1989

87/03064/FULL - Siting of office accommodation - REFUSED 10/03/1988

88/00164/FULL - Installation of aviation fuel storage facilities - APPROVAL
06/05/1988

88/00967/FULL - Erection of office accommodation - APPROVAL 16/05/1988

88/01603/OUT - Outline application to develop land by...; the erection of a
new hangar. - REFUSED 16/11/1988

89/00223/FULL - Erection of security fencing - APPROVAL 13/03/1989

89/01650/FULL - Installation of aviation gasoline facility including 54000 litre
storage Tank - APPROVAL 27/06/1989

89/01944/FULL - Erection of offices and workshop - APPROVAL 01/08/1989

89/03391/FULL - Installation of aviation fuel storage tank -APPROVAL
28/11/1989

90/00572/FULL - Extension to Terminal building - APPROVAL 09/04/1990

90/02084/FULL - Extension to offices - APPROVAL 01/10/1990

90/02139/FULL - Two storey link extension to offices to provide reception and
conference rooms - APPROVAL 01/10/1990

90/02941/FULL - Erection of maintenance hangar - APPROVAL 07/03/1991

90/03728/FULL - Surfacing of existing aircraft parking area - WITHDRAWN
39/11/1990

90/03729/FULL - Construction of bonded store and provision of new access
road - APPROVAL 10/01/1991

91/00490/FULL - Extension & improvements to car park & relocation of
standby generator house, gas governor house & electricity substation -
APPROVAL 09/05/1991

91/01707/FULL Construction of flammable liquids store - APPROVAL
05/12/1991

91/01096/FULL Retention of prefabricated building for use as offices and
lecture rooms - APPROVAL 06/09/1991

92/01011/FULL - Variation of Condition 9 attached to planning permission No. 1856/86 to permit weekend training by aircraft operated by Brymon Airways only - APPROVAL 13/01/1993

95/01180/C188 - Formation of helicopters parking area and provision of three portable accommodation units for use in connection with naval sea training - WITHDRAWN 31/10/2007

95/01336/FULL - Extension to single storey offices - APPROVAL 19/01/1996

96/00014/FULL - Erection of building to house a private vintage aircraft - APPROVAL 05/01/1996

96/00091/FULL - Provision of portable cabins for use as temporary stores/offices alongside main hangar - APPROVAL 14/06/1996

96/00139/FULL - Erection of aircraft maintenance hangar (renewal of previous permission) - WITHDRAWN 17/10/2003

96/00429/FULL - Siting of portable building for purposes of food preparation - APPROVAL 11/07/1996

96/00430/FULL - Formation of additional car parking area - WITHDRAWN 18/04/2005

96/00683/FULL - Single storey extension to offices - APPROVAL 11/07/1996

96/00872/FULL - Formation of additional car parking area - WITHDRAWN 18/04/2005

96/01243/FULL - Erection of servicing hangar - REFUSED 07/02/1997

99/00245/FULL - Siting of two portacabins for use as office and briefing room - APPROVAL 18/05/1999

00/01007/ADV - Internally illuminated fascia sign - APPROVAL 27/10/2000

00/01181/FULL - Construction of temporary noise barriers utilising sea containers, incorporating moveable barrier to engine run up pen - WITHDRAWN 07/10/2003

00/01182/FULL - Construction of temporary noise barriers utilising sea containers - REFUSED 08/01/2001

02/00139/FULL - Layout & construction of extension to existing grass runway and safety area (RESA) at western end of main runway 13/31 and ancillary works including retaining structure - APPROVED 25/09/2002

02/00140/FULL - Change of Use and development of land to provide a park and ride facility including a building providing passenger waiting and ancillary

facilities. - APPROVAL 29/01/2002

02/00140/FULL - Realignment / dualing of A386 (500m south of junction with Plymbridge Road), new junction of A386 / Southway Drive /Plymbridge Road, change of use of part of former highway and agricultural land to airport operational land - APPROVAL 29/01/2002

04/01758/FULL - Change of use and development of land to provide a park and ride facility including a building providing passenger waiting and ancillary facilities (Revised Scheme) - APPROVAL 24/09/2004

05/01012/FULL - Provision of car park (South of new Park and Ride car park) for use by Derriford Hospital Staff with new vehicular access onto Plymbridge Road.- APPROVAL 17/08/2005

08/00927/ESR10 Scoping opinion request for redevelopment of Plymouth City Airport redundant part of runway 06/00024 and open land bounded by Plymbridge Road, St. Andrew's Road - GIVEN 02/07/08

Consultation Responses

Civil Aviation Authority

It has no comment on the application because under licence conditions the changes shall not be made without the prior approval of the CAA under a separate process.

Environment Agency

No objections subject to conditions relating to: surface water drainage; and contaminated land. Advise that the applicant should enter into a Code of Construction Practice.

Highways Agency

As with other consultees the Highways Agency's (HA) advice has changed during the consideration of this application. Most recently it wrote to officers stating that it will send its formal letter removing the holding direction of 19 March and raising no objections subject to conditions and relevant terms in the section 106 agreement. This is because the applicant has provided the HA with the necessary information to enable it to fully assess the impact of the development on the Strategic Road Network, in particular the A38 Trunk Road and Manadon Junction.

In earlier correspondence the HA provide the Council with technical advice on the state of the application.

The Agency had previously commented on technical points at the pre-application stage and had concerns on parts of the methodology.

If adequate traffic mitigation measures can be achieved, particularly on the A38 trunk road, the proposals appear to accord with planning policy.

It supports the proposals to divert bus services to the site.

Recommended that the traffic generation scenarios should extend to 2021 in line with the DSAAP time frame.

The residential trip rates and estimated reduction on trip rate generation in the peaks is minimal and broadly accepted by the Agency. The proposed reduction in the employment generated trips by modal shift seems reasonable.

It required clarification on the 30% modal shift for airport staff trip generation.

The air passenger trip forecasting appears to be reasonable. But there could be car parking capacity issues in the future.

Subject to points of clarification the Agency considers the estimated total traffic generation to be acceptable for assessing the traffic impact.

It believes that the trip distribution and routing analysis is sound and notes that about 50% of the traffic from the development will pass through or impact on the Manadon junction. This is congested and the modelling indicates that there will be a substantial increase in queuing on the A38(T) westbound and eastbound off slip roads in the morning peaks which has major implications for road safety. It doesn't think that a 5% increase in degree of saturation is a negligible impact in this congested area. The Agency requires evidence on how this impact can be mitigated.

Before works starts the Agency requires a construction management plan and construction workers travel plan.

Natural England

The second Biodiversity and Mitigation Enhancement Strategy provides more details. The proposals include a new bat corridor through Marjons, reinforcement of existing hedgerows, tree planting and grassland enhancement. There should be no negative impact on the bat species. These measures will mitigate the loss of part of the hedgerow.

There is a net loss of grassland. It advises that the applicant should make a section 106 contribution of £24,820 towards enhancing the grassland quality at the proposed North Plymouth Community Park.

If the applicant is unwilling to provide this the application should be refused as it would result in a net loss of biodiversity contrary to PPS9 and policy CS19.

South West Regional Development Agency

The SWRDA supports the proposals subject to:- phasing conditions/section 106 agreement to ensure that the aviation works are done to support the continued operation of the airport; section 106 agreement/conditions to ensure delivery of public transport facilities to ease congestion; an appropriate

level of affordable housing; the achievement of high quality design and sustainable construction.

It assesses the development against the Regional Economic Strategy (RES). The mixed use development of housing, employment, care home and a public transport facility will help Plymouth achieve its economic potential provided adequate affordable housing is secured to comply with Strategic Objective (SO) 2 – Strong and Inclusive Communities.

The airport improvements should help to secure the continued growth of the airport and services to maintain and develop links to domestic and possibly international business destinations. If the public transport facilities are secured they will ease congestion in the city. SWRDA would also like to see commitment given to sustainable construction, waste and energy. If these are achieved it will support SO3 – An Effective and Confident Region.

The inclusion of employment land will comply with SO1 – Successful and Competitive Businesses.

South West Water

No objection subject to the means of surface water disposal, if not by Sustainable Urban Drainage System (SUDS), being agreed with SWW.

Highway Authority

No objection subject to conditions and a section 106 contribution.

Trip generation

The traffic modelling reveals that the development would lead to a harmful impact on several key junctions including Manadon, Derriford roundabout, and Plymbridge Lane/Derriford Road. For the Plymbridge Lane/Derriford Road junction the modelling indicates a 221% saturation level in 2018. The impacts on Manadon and Derriford Roundabout are also severe with the largest increase of saturation in 2018 at the roundabout on the northbound link of 24% in the afternoon peak.

The applicant has agreed to contribute to the provision of Microprocessor Optimised Vehicle Actuation (MOVA) at Manadon (This is a system to increase capacity and reduce delays at junctions with traffic signals.)

It is not feasible to undertake major works at the Plymbridge Lane/Derriford junction or the roundabout given that they will be subject to major changes as part of the growth proposed in the Core Strategy and emerging Area Action Plan. But to ease the congestion problems the applicant agrees to a contribution towards infrastructure improvements and to reduce reliance on the car and encouraging the use of sustainable travel modes especially buses and reducing bus journey times.

Parking

A parking standard of 1.1 spaces is proposed to serve the residential areas and would lead to 413 spaces. This accords with the Council's parking

strategy. Much of the parking for the Airside Works will be provided as on-street parking on the link road with 39 spaces which is sufficient. It is intended to increase the airport visitor and staff parking to 240 spaces from 145 to cater for the predicted increase in passenger numbers. To prevent over-provision this should be provided in a phased programme through the Travel Plan and Car Parking Management Strategy. The applicants predict a large increase in staff to 582 by 2018. If this happened there would be need for more staff parking which would be subject to a new planning application.

The suggestion to use the George Park and Ride is not supported as this is provided to serve the city centre and sites at Derriford that have insufficient parking. The new streets in the housing areas would be subject to a Controlled Parking Zone to prevent local staff parking on these streets.

Secure and covered parking will be required for the Airside Works, B1 business units and Care Home.

Layout

The new link road is an important piece of infrastructure that serves the site but also provides a benefit for the wider area particularly as an alternative route for buses. The junction with Tavistock Road will only be left in, left out apart from buses that will be allowed to turn right. This is necessary to prevent delays and queuing on Tavistock Road. The existing access serving 326-334 Tavistock Road will be closed for highway safety reasons. But a new access for these properties will be provided to the new link road.

A combined 3m wide footway/cycle way will be provided on the new link road and a similar facility will be provided along the length of Plymbridge Lane. Also a footway/cycle way link will be provided from the pony paddock to Plymbridge Road at its western end. These will greatly improve the safety and convenience of travel for walkers and cyclists.

The streets within the decommissioned runway land will have to be carefully designed at the reserved matters stages to prevent "rat-running". The Home Zone approach shall apply to this land and the pony paddock.

The new drop-off area for taxis will need to be carefully designed to avoid conflict with users of the new cycle/footway on Plymbridge Lane where the two facilities meet.

Public transport

The alternative route provided by the link road will be effective when the link road on the west side of Marjons is upgraded by solving the "grounding out" problem where it joins Derriford Road and widening it so buses could travel north as well as south. This will provide an alternative route from The George to the proposed public transport interchange at Derriford Hospital. Discussions are taking place with the bus operators that support these improvements in principle and should lead to increased bus routes serving the airport, Marjons and the existing and proposed housing areas.

To complement the bus services a temporary turning facility will be provided outside the terminal. This will be replaced eventually with a small public transport interchange that will serve the airport and Marjons and will be subject to a further application in the future.

Bus boarders, shelters and Real Time Passenger Information should be provided as part of the section 106 agreement.

Surface Access Strategy/Travel Plans

The airport is poorly served by sustainable travel modes. The applicant has submitted a Surface Access Strategy (SAS). A key part of it is the Travel Plan (TP) for the airport which will help address staff and visitor movements. The LHA is generally satisfied with the contents of the SAS and TPs, but there are issues to be resolved such as the staff mini-bus service at anti-social hours. As there are details still to be agreed these should be included in the section 106 Agreement. This also applies to the Residential Travel Plan.

Mitigation/Section 106 Contribution

The impacts the development will have on the surrounding highway network requires mitigation in addition to the proposed link road which also provides wider benefits. It is important that bus journey times are reduced in the Northern Corridor which supports Corporate Improvement Priority 11. The LHA believes that the applicant should contribute £453,000 to deliver necessary infrastructure improvements. This is based on the level of contributions received for other developments in the area, (such as at Southway reference 05/01085) and discounting the costs of the new link road and the public transport facilities at the new bus interchange to a maximum of £50,000.

The cost of upgrading the Marjons link is crucial in reducing bus journey times and is recognised in the emerging DSAAP. It is likely that most of the contribution will be used to help fund these works.

There will need to be a contribution of £50,000 towards infrastructure improvements at Manadon Junction.

The agreement should also include the schedule of highway works to be included in the Highways Act Section 278/38 Agreement.

Conclusion

The development will increase traffic levels in a congested area. The suggested improvements required to comply with the Planning Section 106 Agreement and Highways Section 278/38 Agreement and transport conditions would provide sufficient mitigation. Consequently the LHA would not wish to raise objections.

Public Protection Service

Noise

There has been much discussion and re-submission of revised noise reports and information from the applicant's specialist consultants during the consideration of this application that has made it a complicated case on which to comment.

Initially the Public Protection Service (PPS) required the B1 business units to be built before dwellings were occupied on the decommissioned runway land to provide additional attenuation. But following additional discussions and the imposition of controlling conditions this is not required. The applicant's consultants agree that it will provide additional attenuation and officers believe when the units are built they will provide an important noise and visual barrier that psychologically will reduce the residents' perception of the airport noise.

This building adjoins the airport and Engine Testing Bay (ETB) and will be affected. It will have to be designed with sufficient mitigation measures to ensure that the occupiers have a reasonable standard of working environment. A safeguarding condition is provided to ensure that this happens.

After much debate it is agreed that part of the application site will fall within Noise Exposure Category (NEC) C. These categories are found in PPG24 Planning and Noise, Annex 1. There are four categories ranging from NEC A to NEC D with the latter being the noisiest. They are used for assessing the impact of industrial noise on proposed residential areas. The definition of NEC C is:

"Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise."

As such, should the application be granted, the development of all residential properties and the care home should be built in accordance BS8233 1999, and properties conditioned to meet the good room criteria for bedrooms and living areas and also to meet the specified criteria for outdoor amenity space. It has been agreed with the applicant that the conditions suggested shall apply to the whole site.

If there were a feasible option to relocate the engine testing away from Plymouth, PPS would support it as it is a considerable source of noise within night time hours (11.00pm – 7.00am. It is being moved closer to properties that may have a negative effect on these occupiers' perception of noise. But empirically there is predicted to be a significant reduction in noise levels when it is moved as the existing location has no noise mitigation.

There has been much debate on what is the correct methodology to assess the impact of the engine testing. PPS believe that there are numerous methods including the use of BS 4142 – “Method for Rating Industrial Noise affecting mixed residential and industrial areas”. This method considers the normal background noise levels and noise levels experienced during a noisy event, and classifies the likelihood of complaints being received. The applicant agrees that this calculation would confirm that complaints would be likely to be made. A formal calculation has not been completed, but an outcome was agreed by both parties. When this is compared to the existing situation it would indicate that whilst complaints are still likely, the existing residents most affected by noise from the current operations would still see a significant improvement in noise levels affecting their premises.

Important mitigation measures are essential. The entrance gate at the ETB must be provided and the noise bund must be completed before the ETB is moved.

The engine testing is very noisy and can give readings in the ETB of 107dB. The tests can last for 20 minutes and are not instantaneous events. The Council has received numerous complaints associated with the activity especially with the early morning testing. PPS would prefer to see no testing in the night time hours. But if it must occur for operational reasons the timing and numbers need to be restricted. The new dwellings will be built to meet British Standards which adopt the World Health Organisation limits to protect them against external noise. However, the existing residents cannot be protected in this way, but will still see an improvement on the current situation.

Proper and sensitive management of the noisy activities by Airport staff will help to minimise the impacts on the surroundings and PPS expects the Airport to introduce such measures.

Air quality

The Environmental Statement (ES) states that PM10 will be the only pollutant to have significant negative effects. Elevated oxides of Nitrogen must also be considered. All emissions from plant and dust during construction can have a significant impact on local air quality. PM10 has an impact on health and has no safe threshold.

The ES notes that some properties will experience short term dust nuisance. But mitigation measures can be provided to control this impact. The proposed and other mitigation measures must be included in a detailed code of construction practice.

The ES concludes there will be small increases in NO₂ concentrations at all receptors and there is no need for mitigation during the operational phase. But increased traffic flows from the development and future airport expansion on nearby ‘hotspots’ must be considered. To mitigate against any potential

negative effect the applicant should contribute to the City's wider air quality monitoring programme.

Ground contamination

No objection subject to conditions.

Fuel farm

The existing fuel tanks must be decommissioned safely and a Safe Method Statement must be provided and approved by the local planning authority LPA. Work shall not start on the new facility until further details have been provided. A risk assessment must be carried out under the dangerous Substances Explosive Atmospheres Regulations 2002 a further safe method statement prepared: both shall be submitted to and approved by the LPA.

Other matters

Adequate provision must be made for refuse storage. Details of extract systems, air conditioning and other plant must be provided and approved by the LPA. The applicant should be informed of the public protection regulations relating to food deliveries, preparation and waste storage.

Property and Economic Development

From an Estate Management Perspective supports the application in complying with the objective of delivering a business plan for the airport.

Housing Services

Objects strongly as no affordable housing (AH) is proposed. Evidence of non-viability does not mean that the Council has to accept a lesser standard or depart from normal policy. There is a particular need for AH in this area to help create balanced, mixed and sustainable communities as there is so little AH at Derriford. It would set an adverse precedent for other strategic sites at Derriford *including the North West Quadrant, Hawkins Trust land and land on the west side of Tavistock Road*. Housing Services are prepared to negotiate with the developer a smaller proportion of AH than 30%.

Children's Service

Object as the applicant is not prepared to provide section 106 contributions for education. The Service would not be able to accommodate the additional pupils resulting from the new development of 375 dwellings.

Parks Services

It calculated the section 106 contributions based on the Planning Obligations and Affordable Housing SPD and draft Green Space Strategy and adopted Playing Pitch Strategy. It requires contributions for: children's play space,

formal and informal green space, local nature reserve, allotments, grass playing pitches, hockey synthetic pitches and indoor facilities. It calculates a figure of £3,374,062.

Plymouth Design Panel

This is a large and complex project and the panel were disappointed that the detailed proposals for the airport terminal and its forecourt were not part of the presentation.

Masterplan

A number of issues were identified in relation to the masterplan.

The panel was not convinced that the HQPT and wider transport issues had been sufficiently explained or resolved in the masterplan. Since they are integral to the scheme and the future of the airport this needs to be addressed. A diagram illustrating the movement on the site would have helped the understanding of the scheme and the ambition for the HQPT route and the servicing of the site including the B1 units.

The panel would have hoped to have seen some degree of resolution/integration in relation to the adjacent development at Marjons.

Public Realm

Clearly the constraint of the services easement along the western boundary presents a number of problems. The notion of a green cycle route and pedestrian connection is desirable but the panel thought perhaps that there was a danger of the linear park becoming over designed and that greater investment in creating a high quality public realm 'buffer' to the airport may be more appropriate. There is a possibility that the linear park by its peripheral nature will not be perceived as being within the ownership of this neighbourhood even if it is very 'designed.'

It was also suggested that there might be an opportunity to allow the linear park to be drawn into the street layout offering a connection to the link road or interface, for instance, with the care home amenity or other community green space. The panel suggested that a SUDS scheme and or allotments might add value to this space.

The character and quality of the link road is vital to the success of the scheme; the panel welcomes the use of codes to describe this more fully. The link road will, clearly, form an important part of the wider highway network in northern Plymouth and we would urge that careful modelling of anticipated flows is taken into account in developing this further detail. The panel supports the principle, evident in the masterplan, of creating 'good streets' but these need to be sufficiently robust to deal with all users and modes of transport at the outset.

Northern gateway to the site

The corner at the point of entry from the north to the residential development was the focus of a number of questions and suggestions.

The double re-entrant corner of the airport buildings was thought to be rather weak where it needed to be a strong and positive statement at the entrance of the site. The location of the care home in this part of the site was questioned, besides offering mass (an anchor for the corner) and proximity to the HQPT route, it overlooks the hangars and is potentially in the noisiest part of the development.

The panel offered the suggestion that the strip of B1 provision along the airport entry road be extended north west in order that at least there is consistent screening of the hangars and thus extending the street frontage at a more appropriate and polite scale.

The panel was enthusiastic about the idea of green walls and innovative screening methods for the elevational treatment of the hangars.

Representations

First notification

There were 18 letters of representation objecting for the following reasons:

1. Additional noise and disturbance from traffic for surrounding residential properties, in particular, to the rear of properties on Tavistock Road;
2. Noise pollution and pollution from traffic fumes;
3. Increase level of traffic on Tavistock Road and Derriford Roundabout as a result of development;
4. Additional traffic light junction on Tavistock Road to add to existing traffic pressures;
5. Overdevelopment of site and density of housing too high. Properties should be detached to match the character of the area;
6. Lack of security fencing to the rear of Tavistock Road properties;
7. Loss of privacy for properties on Tavistock Road;
8. Reduced enjoyment of amenity space of Tavistock Road due to overlooking that development will cause;
9. Extremely concerned by the proximity of the new road and increased noise and disturbance;
10. Object to the loss of their access road to Tavistock Road;
11. Loss of outlook;
12. Loss of daylight;
13. Possible 'rat running' along the new link road;
14. Re-routed bus routes will cause disruption on residents that use current services;
15. Additional noise and disturbance from Engine Testing facility which has been moved closer to properties on Plymbridge Road;
16. Lack of noise level restrictions on Engine Testing Bay;
17. Noise bund not sufficient in size of length and should be extended eastwards;
18. Noise bund is large in size and length, and possible deflection of noise into other residential properties;
19. The noise attenuation should be provided immediately around the ETB and hangars;

20. The open side of the ETB should be enclosed to provide greater mitigation;
21. The ETB and other airside works should be relocated to the south eastern end of the airport;
22. The noise bund will be an eyesore;
23. The ETB may trap exhaust fumes that currently dissipate;
24. The ETB could cause increased wind turbulence;
25. Sound insulation of existing properties is below standard;
26. Additional construction noise and disturbance to add to other noise issues;
27. New houses would suffer from too much noise;
28. Access to St Anne's Road being used as a short cut by pedestrians from the pony paddock should be prevented;
29. Bat and wildlife disturbance;
30. Mixed use development unsuitable for area, care home inappropriate considering position next to airport;
31. Lack of landscaping such as trees which will help to eliminate noise issues; a coppice of indigenous deciduous species should be planted to filter noise and wind;
32. Lack of adequate cycle route provision;
33. Development will hinder the growth of possible expansion of airport in future;
34. The application is not a strategic plan for growth or even retention of the airport: if approved uncertainty over its future will continue; refusal would indicate an intention to retain the airport in the long run; and
35. Concerned that the funds will not be used to extend the runway; suggests that the applicant may have no concern for the growth of the airport; if it is allowed to do this it will in time close the airport and build on the entire site; suspects this is its intention.

The Glenholt Residents Association object mainly on grounds of harm to residential amenity particularly related to noise issues. It would only remove its objection if the airport agreed to five conditions. These are:

1. No night time engine testing in the period 22.30 to 06.30;
2. No more than 50 late arrivals between 22.30 to 23.30 in any one year period;
3. Engine testing and aircraft taxi trials to be restricted to a maximum of 30 minutes a day;
4. The airport agree to fund a noise insulation scheme for existing properties lying within the 57dB_{L_{Aeq}} 16 hour contour. This is based on the London City Airport scheme. Currently the acoustic reports do not predict this happening but it might in the future if the airport's activities expanded;
5. The right hand turn from the new link road into Tavistock Road should be restricted to buses only to prevent queuing on Tavistock Road for safety reasons as part of the road falls within the airport's Public Safety Zone; and
6. No comments on development of the 'horses' field' other than the committee consider carefully residents' comments.

Plymouth Chamber of Commerce and Industry supports the application as its success is a necessary condition for the delivery of Plymouth's economic growth. It quotes from the policy documents that support regional airports and Plymouth in particular and maintaining its links to other cities especially London Gatwick. Retention of the airport is crucial in maintaining and creating new links with other cities in the UK and Europe given the unlikelihood of major investment in road and rail links. It recognises the reasoning for the phased development but wish to see the longest runway extension that is reasonably practical to allow future growth and possibly to attract additional airline operators. It wishes to see new routes to Europe but it would be inappropriate to conflict with Exeter Airport's routes. It makes no comment on the noise and environmental aspects but is pleased to see the application including improvements to reduce noise nuisance from engine testing and the like.

Second notification

There are two letters of representation and one email raising the following points:

The noise bund should be extended further south eastwards to protect properties in Elmwood Close and Blue Haze Close;

The care home should only be two storeys;

The care home should be moved further away from her boundary;

Loss of privacy;

Loss of outlook and view; and

Previous observations still stand.

Glenholt Residents Association raise the following points:

1. It reiterates its concerns with the ETB;
2. Properties in Frensham Avenue will suffer from a 5dB increase in noise;
3. The developable land off Tavistock Road opposite the park and ride site will experience a large increase in noise level;
4. The dormer bungalows in Frensham Avenue are built with a poor standard of sound insulation;
5. The early morning testing is not a safety issue but provides financial savings;
6. Other airports remain silent during night time hours and it is not aware of any other small or medium airports able to do night time engine testing;
7. The early morning testing is wholly unreasonable and not justifiable; and
8. The airport should stop night time engine testing.

Analysis

This planning application has required careful analysis under several topic headings. Part 1 – the “Policy Context” – below – examines the wider strategic implications of the scheme, along with city wide policies and the area

vision. The “Design and Layout” paragraphs relate primarily to matters addressed by Local Development Framework Core Strategy Policies CS02 Design, and CS34 Planning Applications. “Transport” examines issues raised by Transport officers, acting for the Council, as Local Highway Authority, and by the Highways Agency; these comments primarily relate to matters addressed in Core Strategy Policy CS28. “Nature Conservation” – relates to Core Strategy Policy CS19, and “Noise and Pollution”, primarily to Core Strategy CS22. The “Phasing” and “Viability” paragraphs, below, balance the considerations of all of the key issues with the community benefits of the scheme, and Policy CS33 is the policy reference point for this part of the report.

1. Policy Context

Airport white paper

The White Paper: The Future of Air Transport 2003 sets out a strategic framework for the development of airport capacity for the next 30 years. It sets a policy framework for airport development and “will guide decisions on future planning applications” (p 9). The Government wish to adopt a sustainable and balanced approach that will achieve 7 aims. Those particularly relevant to this application are:

- Minimize the need for airport development in new locations by making best use of existing capacity where possible;
- Provide greater certainty for all concerned in the planning of future airport capacity, but at the same time is sufficiently flexible to recognize and adapt to the uncertainties inherent in long term planning;
- Respects the rights and interests of those affected by airport development.

It wishes to encourage the growth of regional airports in order to support regional and local economic development. Proposals for their development need to be incorporated within the spatial and economic development strategies.

In the South West the main potential for growth is at Bristol Airport. With Plymouth the Government was content for the option of building a new airport at Sherford to be considered by regional and local authorities. But they would have to pay careful regard to the alternatives of extending the runway or to take advantage of services at other airports in the region. The possible relocation was overtaken by events with the land now allocated for a new settlement. The long term solutions for Plymouth Airport including the possible extension of the runway will be taken at regional level.

The final chapter looks to the immediate future. It recognises that land outside airports that is needed for future expansion will need to be protected against incompatible development in the period before the new planning system of Regional Spatial Strategies, Local Development Frameworks and Major Infrastructure Project procedures are in place.

Air Transport White Paper Progress Report 2006

The Government produced a progress report in 2006 that was influenced by the Stern Review on the Economics of Climate Change 2006 and the urgent need for a global response to climate change including carbon emissions from air travel. The Civil Aviation Act introduces measures to strengthen airports' powers to control noise and air quality. There is a focus on developing public transport links to airports and promoting effective travel planning to reduce reliance on the private motor car. The economic benefits of air travel are recognised and the need to compete with European major airports that are expanding.

At the local level the first priority is to make the most of existing airports by improvement and modernisation and achieving growth and developments at regional airports through a process of improvement.

There is a strong demand for air travel which must be delivered while balancing aviation's environmental obligations.

Airport master plan

Airport operators were expected to produce master plans setting out proposals for development of the airport until 2015 by December 2004. The Government recently produced Guidance on the Preparation of Airport Master Plans. Paragraph 35 states that one of the most important issues is what the long term land requirements are for future development and if this requires changes to the boundaries. If it does:

“...the additional land and property involved, including those associated with PSZs and safety surfaces should be clearly identified to minimise long term uncertainty and non-statutory blight.”

The applicant produced a master plan with this application.

The Regional Spatial Strategy

The Regional Spatial Strategy for the South West is nearing adoption stage as it is at the Secretary of State's proposed changes stage. Development Policy A states that the primary focus for development will be at the Strategically Significant Cities and Town including Plymouth. Provision will be made to maintain and enhance their regional and sub-regional roles for all development including housing and employment and to act as strategic hubs for public transport. Policy HMA8 sets out the housing and employment targets for Plymouth for 2006-2026. Plymouth should provide 33,000 homes and the Housing Market Area should provide about 42,000 jobs and 150 hectares of employment land. The City should be transformed and revitalised to realise its potential as the economic hub for the far South West. Action should be taken to improve movement and accessibility in the northern corridor from the airport to the city centre.

Policy RTS6 supports Plymouth City Airport and Newquay to sustain and enhance their roles in serving local catchment areas. Paragraph 5.1.36 states that developments should minimise their adverse environmental impacts, and

at Plymouth development shall not harm the Tamar Estuaries Complex Special Protection Area.

Local Development Framework Core Strategy, and associated York Report

Strategic Objective 14 of the Local Development Framework Core Strategy “Delivering Sustainable Transport” is “To reduce the need to travel, and deliver a sustainable transport network that supports Plymouth’s long term growth, improves its connectivity with the rest of UK, Europe and beyond, and provides an improved environment and a high quality of life for the city’s communities”. It states that this will be achieved through nine measures. The first is “Supporting new investment in strategic public infrastructure, including bus, coach, rail, sea and air transport”. Its target in this respect is “Increasing the passenger numbers using Plymouth Airport to 580,000 per annum by 2021”.

To help achieve this, Policy CS27, of the Core Strategy, “Supporting Strategic Infrastructure Proposals” states that:-

“The Council will support strategic infrastructure proposals to enhance Plymouth’s connectivity with other parts of the region, the country and Europe by air, water rail, road, and information technology”. The policy goes on to say that in particular it will support, subject to environmental impact assessment where appropriate six measures. Number two is:-

” Infrastructure improvements to at Plymouth City Airport, enabling it to meet a fuller range of business and leisure needs, including:

- Extending the main runway by 48 metres to enable the next generation of turbo prop aircraft to use the airport.
- Decommissioning of the shorter runway.
- Increasing the size of the airport’s apron to allow more aircraft to park.
- Extending the passenger terminal buildings
- Relocating the maintenance hangar and engine testing area (which should be built to a high standard for noise attenuation)
- Releasing surplus land to help finance infrastructure improvements”

The development proposed by this planning application conforms to Strategic Objective 14, and programmes for implementation some of the above listed infrastructure proposals. The issues of what can and can not be brought forward with this planning application, and the phasing of these airport improvements against the development of surplus land, are examined later in this report.

An environmental impact assessment has been submitted with this application. It examines all necessary aspects of the proposals in considerable depth, as required by the regulations, and generally concludes that the development can be executed without significant impact on material interests. Issues of pollution (noise and other types), nature conservation, and residential amenity are examined in the appropriate parts of this report (below).

A key aspect of this application is the fragile economic standing of the airport. The whole purpose of the application is to put the airport on a firmer financial footing with improved facilities to enable it to grow incrementally. The Core Strategy policy CS27 was based on the York Plymouth City Airport Report which envisaged an increase in passengers from the current 84,000 p.a. to 580,000 p.a. by 2021. The applicant is proposing a more modest growth to 190,000 passengers by 2013. The airside works would cater for up to about 300,000. For further growth there would need to be an extension to the runway.

The applicant states that it does not wish to apply for the extension at this stage for financial and operational reasons, but it is its aspiration to provide it if and when the airport is in a sounder economic position. It has always been acknowledged by the Council and other statutory agencies, that public sector finance would be required to bring forward this particular major airport improvement.

Since the runway extension and terminal extension part of CS27.2 were not included in the application, the Council's specialist consultants were asked to consider the issue in depth. They examined the matter of runway length in great technical detail. They concluded that:

- The decommissioning of runway 06/24 would only lead to modest operational disadvantages;
- The airside works will result in improved arrangements operationally and environmentally;
- There are concerns with the safety aspects of the new location for the fuel farm and its closeness to the Rescue and Fire Fighting Station (RFFS) and that it should not be approved until the applicant has carried out a thorough risk assessment to be submitted to and approved by the LPA
- There is a need for a runway extension for future growth potential but they understand the financial costs and constraints;
- The airport is potentially viable without the runway extension but would be more secure with it;
- The airside works should improve the financial position of the airport, they do not conflict with the aim of extending the runway and should enhance the ability to fund such works later;
- The Runway End Safety Areas (RESAs) should be a minimum of 90m and preferably 120m; it is 90m at the northwest end but only 30m at the south east end;
- They believe that the 48m runway extension quoted in the policy is a misnomer, as to comply with technical requirements the extension could be up to 216m;
- Plymouth City Airport Limited (PCAL) would have to obtain the agreement of the Civil Aviation Authority (CAA) that it would agree to the dimensions of a Take Off Distance of at least 1,319m, Landing Distance of at least 1,199m and RESA lengths of at least 90m within the runway strip (the space either side of the runway) of 150m. This is

necessary before a subsequent application is made for the runway extension; and

- They have estimated the costs of the runway extension and depending on the size these range from £7.7m to £19.5m.

The Derriford and Seaton Area Action Plan: Issues and preferred Options Consultation draft is at the consultation stage. Paragraphs 4.27 – 4.31 outline the main issues to be tackled in supporting the improvement of the airport. It recognises the need to safeguard the land east of the airport for future expansion confirming the policy in the Interim Planning Statement 16 “Plymouth Airport” 2004 and is shown on the “Development Concepts” map. The Action Plan recommends the construction of a link road from Tavistock Road into the northern part of the airport land, to Plymbridge Road. This planning application brings forward this facility, and must be credited for this infrastructure contribution.

Interim Planning Statement 16: Plymouth Airport 2004 is still a material consideration until superseded by the adopted DSAAP. A key objective is to ensure that development proposals on land to the east of the Airport do not prejudice the current or future operation of the Airport including its possible future extension.

Proposals 75 and 76 of the Draft Deposit Version of the Local Plan 2001 (LPG) are still material but of limited weight until superseded by the adopted DSAAP. Proposal 75 allocates the airport for airport-related uses subject to environmental, transport, and design criteria. Proposal 76 allocates the pony paddock as an airport safety area.

2. Design and Layout

Outline planning permission is sought for the residential development, with all being matters reserved for later consideration. Changes brought about by Circular 01/2006, never the less require an indicative layout to be provided, which should include information on the approximate location of buildings, routes and spaces. Also required are the minimum/maximum dimensions for each building, and the areas where the access points will be located.

A draft set of Design Codes has been submitted with this application to demonstrate how the principles of design codes might be used with this development, and to set an overall design framework. From this it is recommended that planning conditions should be imposed requiring the submission and approval of Residential and Non Residential Design Codes before any of the reserved matters detailed drawings are submitted. These approved codes will then guide architects and designers in their preparation of the detailed schemes.

In general terms the proposals for the development of the 63 dwellings on the “pony paddock” land are satisfactory. The principle of developing this land for residential purposes is satisfactory. The illustrative layout demonstrates that the site is capable of accommodating the proposed number of dwellings satisfactorily – utilising conventional layout principles. Negotiations with the

final developers would seek to secure higher quality, however, at the “approval of reserved matters” stage.

The illustrative layout of the major housing area in the south western part of the site (312 dwellings) is again very conventional. It has attracted some criticism from the Plymouth Design Panel (see Consultation Responses, above – in particular Public Realm). The Panel’s layout comments generally, and especially about the service easement corridor on the west boundary and the creation of a public buffer space adjacent to the airport, will need to be taken up at the approval of reserved matters stage(s).

There is a new road proposed to provide access to the airport and the main housing area from the north. It would be flanked on its eastern side by employment (Use class B1) units and aircraft hangars, and on the west flank by the back gardens of existing houses, new houses and the proposed care home. The suggestion, by the Design Panel, to extend the employment units northwards, to present an improved street scene, has been agreed by the developer, and revised drawings submitted. The applicant prefers to retain the care home in the submitted position, however. In principle, there can be no objections to it being where it is proposed, but the design will need to be carefully addressed at the detailed planning stage, and it will need to be properly noise insulated (see below). The treatment of the road, in design and landscaping terms, will need to be addressed in the required design codes and in the planning permission’s planning conditions; these documents will have to set down the quality thresholds for this part of the development – and will help to cover many of the issues raised by the Panel.

The treatment of the back garden boundaries of the existing residential properties in Tavistock Road require further consideration in terms of the appearance of the new street, and to ensure that the amenities of the occupiers are appropriately dealt with. Privacy will need to be respected, and they will need to be protected from excessive noise. Planning conditions will need to be used for this. Some of the proposed employment units and hangars will stand close to the proposed new link road, and will be opposite the back gardens of some of the existing properties in Tavistock Road. Officers have examined this part of the layout carefully. Its dimensions are such that in principle it is considered satisfactory, but the final elevational treatment (including materials) of these buildings will need to be carefully examined, to have regard to the visual impact on the neighbouring properties, and to seek quality in the link road’s street scene. The office and hangar buildings will not be erected until later in the development (the implications of this in terms of noise and general phasing are examined later in this report). In terms of design and layout, however, it will be important to ensure that the sites of these buildings are appropriately treated (landscaped and/or enclosed) in the meantime to provide a reasonable visual environment for this part of the planning application area.

3. Transport

The Local Highway Authority (LHA) had strong concerns that the application will add congestion and delays to the highway network and junctions that are over, at or reaching capacity levels, most notably at Manadon, Derriford roundabout and Plymbridge Lane/Derriford Road. It accepts that the highway network will change in the Derriford area to cater for the growth proposed in the core strategy and emerging AAP. It is also had concerns that improvements must be made for public transport to ensure that there is increased accessibility for the sustainable travel modes. The applicant has engaged and communicated with the bus operators to ensure this can happen, although rather late in the process.

The LHA calculated that the minimum contribution it could accept to mitigate the adverse impacts of the development is £453,000. This is based on the highways contributions received at the recent Southway development for 490 dwellings which was granted planning permission in 2007 (reference 05/01085) and discounting the cost of the new link road and public transport infrastructure. Without an agreement with the applicant that the contribution will be made, the LHA recommended strongly that the application should be refused. The applicant has now agreed to provide the contribution.

The Highways Agency's (HA) advice has changed during the consideration of this application. It has now written to officers stating that it will send its formal letter removing the holding direction of 19 March and raising no objections subject to conditions and relevant terms in the section 106 agreement. This is because the applicant has provided the HA with the necessary information to enable it to fully access the impact of the development on the Strategic Road Network, in particular the A38 Trunk Road and Manadon Junction. The Agency requires a S106 contribution of £50,000, to help mitigate the impact of the development on the heavily congested Manadon roundabout.

4. Nature Conservation

Following negotiation, a second Biodiversity and Mitigation Enhancement Strategy has provided satisfactory information. The proposals include a new bat corridor through Marjons, reinforcement of existing hedgerows, tree planting and grassland enhancement. There should be no negative impact on the bat species. These measures will mitigate the loss of part of the hedgerow.

There is a net loss of grassland. The applicant has agreed to make a section 106 contribution of £24,820 towards enhancing the grassland quality at the proposed North Plymouth Community Park.

The proposal is therefore considered satisfactory from a nature conservation perspective.

5. Noise and Pollution

An examination of the comments made by existing residents in the "Representations" part of this report shows that there are several concerns.

Noise and the general impact of the new link road is identified as a problem. There are also several comments about the impacts of the engine test facility, and general airport noise.

The Public Protection Service (PPS) has been involved in detailed analysis and discussions with the applicants' acoustic consultants, and with consultants appointed to assist the Council, to examine the noise impact of the development.

PPS had expected that the B1 business building and the hangars would provide added attenuation to the proposed dwellings on the runway land (to the west) and to existing dwellings – particularly to the west in Tavistock Road. PPS had therefore advised that the business and hangar buildings should be built early in the development, and before any of the new dwellings were built. (The B1 building itself will be affected by noise and vibration. It will have to be designed to meet occupational exposure; a planning condition is recommended to address this). The applicants have advised that it is not possible, because of financial constraints, to build the hangars and business units first. On the basis of the rationale described below, PPS do not now insist on the B1 units being built first.

PPS note that some of the new properties on the runway land will fall within Noise Exposure Category C, as defined by PPG24 Planning and Noise. The PPG states that planning permission should not normally be granted in such categorised areas. It is for the Council to consider, as Local Planning Authority, if there are other reasons which outweigh the presumption against residential development on this land. If the Committee decide in favour of the scheme, PPS have recommended (and the applicant has agreed) that the following key issues should be dealt with by planning conditions. (A full list of recommended conditions is set out at the end of this report. Members will note that there are, in total, fifteen conditions addressing the issue of noise). :-

- adequate sound insulation of buildings to achieve the good room criteria; (It has been agreed that all new buildings will have acoustic measures designed to BS 8233 1999 “good” standard)
- no sensitive rooms facing the airport;
- approval of details of glazing, ventilation and materials;
- adequate noise insulation of the roof spaces;
- acceptable noise standard for gardens;
- earth bund to be constructed before the ETB is built and used;
- approval of details of the ETB acoustic insulation;
- no engine testing outside specified hours
- approval of the acoustic screening protection against noise from the new road.

In negotiations, the applicants have agreed that before any new dwellings are occupied within each phase, pre-determined residential units will have to be tested to ensure that the noise protection measures installed to provide the required noise environment internally and externally meet the required standards.

There is concern with the care home because of its proximity to the airport. It is at three storeys with the north eastern elevation directing facing the airport. The method of construction would need to achieve adequate attenuation and living rooms and bedrooms should not overlook the airport. Planning conditions are again recommended to address this aspect.

Your officers have some concerns about the need to design the care home and the new houses with no noise sensitive rooms facing the airport. This requirement may have an impact on the elevational treatment of these buildings. Developers will need to be warned that the Council will expect this problem to be carefully addressed – by informative.

The engine test bay (ETB) and its location has been the subject of much analysis. PPS officers have commented that it would be preferable for the ETB not to be provided at all at the airport. Your planning officers are convinced, however, that it is a facility which has to be incorporated in the airport to help ensure its future operational success.

PPS officers note that the moving of the ETB closer to some residents in Tavistock Road may have a negative affect on how they perceive noise. However, they point out that that the new ETB facility will be noise insulated, and therefore there will be an overall significant decrease in noise levels. An important comment in the PPS's observations – noted above is:-

“However, when this is compared to the existing situation, it would indicate that whilst complaints are still likely, the existing residents most affected by noise from the current operations would still see a significant improvement in noise levels affecting their premises”

PPS officers recommend that noisy ETB events in the night time hours should be limited both in number and timing of the events, as agreed with the applicant, to those shown in the conditions below, requiring a later start time of engine testing with a restriction in numbers of tests per calendar month. The new residential properties will be designed and built to meet British Standards which adopt the World Health Organisation limits to protect them against external noise. However, the existing residents cannot be protected in this way, but will still see an improvement on the current situation.

Also, in negotiation, it was mentioned that these events could be further controlled by staff at the airport minimising the impact on the residents, through the good management of the engine test events. PPS expect that all practical measures will continue to be employed at all times to ensure that the impact of these events is minimised.

Planning and Public Protection Officers consider that, on balance, the proposed developments will bring forward environmental improvements to those existing residents living around the airport. The relocation of the Engine Testing Bay (ETB), with its new insulated walls, will benefit existing properties in particular, and the recommended hours of operation restrictions for the ETB

is a big improvement on the existing planning regime – since there is not a current planning time restriction on the operation of the ETB.

Other PPS comments regarding other forms of pollution are addressed in the recommended planning conditions

6. Viability

The applicant’s “Planning Report”, in support of this application, argues that the scheme brings forward a key element (an air related ‘strategic infrastructure proposal’) of the City’s sustainable transport strategy, and that this is of significant material weight as a major community benefit in its own right. It states that the scheme will bring the City wide (and beyond) economic and regeneration benefits.

The Report states that the need for the proposed development is clear, in that if actions are not taken to address the fact that the current level of operation at the Airport does not cover its fixed costs, the airport will have to close with the immediate loss of several hundred jobs, in addition to the detrimental impact on other industries in the Region. The improvements can only be undertaken if financed by the associated mixed use development.

It goes on to point out that an added benefit is that the enhancement works, which will be implemented as part of the development package, will make a significant contribution to resolving the longstanding noise and environmental issues at the airport.

It is worth examining the proposed developments associated with this planning application which are actually guaranteed to be brought forward in this planning application’s development package. The table below has been assembled in liaison with the applicant; the Company are prepared to enter a S106 Agreement to commit to the improvements listed in Phases 1 and 2 and the timetable, taken from the date of the date of the planning permission notice :-

Phasing of Works	dates
PHASE 1: Year 1	
Decommissioning of Runway 06/24	3 months
Manadon MOVA	6 months
Engine Test Bay with gate, works, apron, earth bund and retaining wall	18 months
Noise Bund	18 months
New Fuel Farm (Position 1)	12 months
Mobilisation/enabling cost for airside works	18 months
Business & viability review	Quarterly

PHASE 2: Year 2- 3	
Rescue & Fire Fighting Services (RFFS) Facility & Hard Standing	24 months
Public Transport measures	24 months
Temporary Bus Stop & Footway to Terminal	24 months
Interim Public Transport Interchange	24 months
Submission of viability review	24 months
Link Road including all junction works	36 months
Implementation of Biodiversity Plan	36 months
Multi-Use Pedestrian Link & Cycle Way	36 months
Other highway measures	36 months
Submission of viability review	36 months
Relocate and Enhance Fuel Farm – Position 2	48 months
New RFFS - Offices and Hard Standing	48 months
Navigation Aids Removal/Renewal	18 months
Mobilisation/enabling cost for above works	36 months
North Side Apron & Surface Water Attenuation	36 months
Business & viability review	Quarterly

Phase 3 :Year 4	
Commercial B1 Units	48 months
New South Side Apron Areas	48 months
New North Side Apron Areas	48 months
Bypass Taxiway	48 months
Terminal Forecourt Modelling	48 months
Car Parking & Public Transport Hub	48 months
Demolition of Existing GA Hangar	48 months
General Aviation Hangar	48 months
New Fixed Wing Hangar	48 months
Demolition of Existing Maintenance Hangar	48 months
New Maintenance Hangar/Workshop etc	48 months
Business & viability review	Quarterly
PHASE 4: Year 5	
Submission of costed plan to CAA for runway extension and new terminal building	

This planning application, if granted, would deliver Phases 1 and 2 of the above listed airport improvements. This amounts to a multi million pound package of airside works.

It should be noted, however, that not all of the airport improvements identified in the LDF Core Strategy Policy CS27 are guaranteed, and programmed. In relation to “Phases 3 and 4” works – these are dependent on an uplift in the value of the land. It has been agreed with the applicants that the investment outlined in these phases may be brought forward if there is sufficient “overage” arising from the sale of land; it is to be determined according to the operational requirements for the investment, the extent the airport is achieving its business and financial targets, the terms of the commercial development agreement between PCA and PCC, and the requirements of the Core Strategy. This wording is recommended to be incorporated into the S106, and is referred to as the “clawback” provision.

The Report also states that the accompanying confidential Viability Assessment demonstrates that the financial viability of the proposals is marginal, and that it shows that a reasonable profit on the development can only be achieved without being obligated to the provision of any contributions to affordable housing, education and community infrastructure.

It has to be acknowledged, also, that the proposed development will deliver approx. 375 dwellings and a mixture of other new land uses - a major contribution to the City’s growth agenda. It would also be a significant development in the Derriford/ Seaton area. The Area Vision 9 of the Local Development Framework Core Strategy seeks to develop a diverse mix of commercial and community uses supported by a strong vibrant new residential community; this proposal will help implement this.

Your officers’ and consultants’ assessment of the viability appraisal shows some worrying findings. In the current economic climate, with very low land values, it appears that the development would produce a low residual land value that would be a negative value if the costs of the airside works (improvements to the airport infrastructure and associated developments) are included. The scheme might not be able to produce a sufficient land value/profit for it to be financially viable to a developer other than the Airport. This begs the obvious question, which your officers raised at the outset, as to why the application has to go ahead at these extremely challenging times when land values have fallen so dramatically and are forecast to continue to decline?

The observations of ‘Consultees’, above, indicate that there is much consternation about the inability of the development to bring forward the community benefits would normally have been expected for a scheme of this scale. Although your officers acknowledge that the airport improvements are indeed a major community benefit, they have tried to negotiate the requested contributions – in particular affordable housing, and financial contributions for education and recreation. The applicant has indicated that these benefits are simply not available. It has to be acknowledged that late in these negotiations, however, officers have secured £453,000 for highway impact mitigation, and proposals generally, £50,000 towards mitigation works at Manadon Junction, and various public transport works – detailed in the “works schedule”, above.

It must also be held in the balance that the proposed link road, although being an integral part of the road system for the new developments, will also provide wider transport benefits – being available to reduce general traffic at Derriford roundabout and for a more efficient public transport routing system.

On balance, your officers recommend that Members should accept that the scheme is unable to bring forward the full range of community benefits which would normally apply. Given the unique strategic contributions and environmental benefits which the package of developments will bring to the City, it is concluded that the benefits outweigh the disbenefits.

If this proposal is given planning permission, it must also be made clear to other major developers in the Derriford area and beyond that this Council has allowed this scheme, with its low community contributions, only because of its wide strategic transport benefits; this is not to be taken as a precedent for future similar decisions.

7. Phasing

The outline planning application here under consideration is a “hybrid “ application with full details of reserved matters for the Airside works (airport improvements and associated employment developments) to be determined at this outline stage. The B1 business units, housing and care home are in outline only, with none of the reserved matters submitted for approval other than points of access.

The Planning Report accompanying the application set out the basis of the application. It states that:- “4.6... The core elements of the proposal are those concerning the Airport infrastructure, which are likely to proceed in advance of the rest of the development...”

And in para. 4.17, the Report states that ...” It is essential that the airport infrastructure works are permitted in full, in order that an early start can be made on the works, given the Business Case rationale for enhancement of the Airport...”

This type of statement appears in various places in the planning application documentation. Although a phasing pattern and programme similar to the one set out in part 6 “Viability” of this report (above) was described in a confidential business assessment submitted with this planning application, the general public (and perhaps some consultees originally) have not seen this and probably assume that most of the airport infrastructure works will come forward at an early stage in the development process. Your officers have some concerns about this contradictory information. On balance, though, it is held that adequate account has been taken of the intended programming in officers’ assessments of the impacts of the scheme.

It may be argued, on the other hand, that this goes to the whole rationale of the development, as particularly explored in Part 6 Viability (above), i.e. the residential aspect of the development was assumed to be a necessary

mechanism to finance and bring forward the airport improvements .It might therefore be assumed that these improvements should be carried out if not right away, certainly in the early phases of the overall scheme. It is clear from discussions with the applicant, and as now represented in the table in Part 6 of this report, that only some of these improvements will definitely be brought forward, and even those not right away. Others may be implemented at a later date, depending on the fortunes of the airport and the general economic conditions prevailing at the time – but there are no guarantees. Your officers have drafted a claw back provision in the recommended S106 Agreement, which is referred to in part 6 of this report.

This appears to be the reality of the situation, and Members must carefully consider whether or not this programme (with the claw back provision) brings forward an appropriate set of benefits, given the impact the overall scheme will have on public infrastructure. (On the other hand, the applicants point out that failure to take action now, to help the airport to cover its costs, will lead to the airport closing, in any event).

Phasing has also been an important consideration in the processing of this planning application, to seek to ensure that the various (primarily noise related) mitigation works are brought forward at appropriate times. The planning conditions and S106 must ensure that the amenities of new and existing residents are protected from the potentially harmful effects of the development by requiring features like bunds and other necessary noise protecting structures at the right time. This is evaluated in Part 5 of this report (above) “Noise and Pollution”

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.

Section 106 Obligations

The following elements will be incorporated in to the recommended S106 Agreement:-

- £24,820 towards enhancing the grassland quality at the proposed North Plymouth Community Park.
- £453,000 transport mitigation measures.
- £50,000 towards the mitigation of the impact of increased traffic at Manadon Roundabout
- Phasing plan – (Phases 1 and 2) of airport improvements
- Clawback provision, and the implementation of Phases 3, 4 and 5 works
- Runway extension: The applicant shall:

- Provide evidence that the applicant will discuss the feasibility, technical and licensing details of extending the main runway 13/31 and RESA at the south east end with the Civil Aviation Authority (CAA) and/or the European Aviation Safety Agency (EASA);
 - Prepare detailed costed plans for the extension of Runway 13/31 by May 2014; and
 - Provide the LPA on an annual basis a financial overview which would include a synopsis of the market conditions and a viability assessment.
- Implementation of Surface Access Strategy (sustainable transport links)
 - Provision of staff and residential travel plans
 - Construction of link road
 - Payment of S106 administration fee
 - S.278 contributions

Conclusions

This planning application has been a very difficult one to process and evaluate. A key aspect is the fragile economic standing of the airport. The applicant's "Planning Report" states that the need for the proposed development is clear, in that if actions are not taken to address the fact that the current level of operation at the Airport does not cover its fixed costs, the airport will have to close with the immediate loss of several hundred jobs, in addition to the detrimental impact on other industries in the Region. The improvements can only be undertaken if financed by the associated mixed use development. Thus the prime purpose of the application is to put the airport on a firmer financial footing with improved facilities to enable it to grow incrementally. Importantly, it has to be noted that the development proposed by this planning application conforms to the Core Strategy Strategic Objective 14, and it programmes for implementation some of the listed infrastructure proposals from Core Strategy policy CS27. The Derriford Action Plan recommends the construction of a link road from Tavistock Road into the northern part of the airport land, to Plymbridge Road, and this planning application brings forward this facility. It must also be credited for this infrastructure contribution.

However, it has some serious inadequacies, including a complete lack of affordable housing, and no contributions towards education provision and recreation, and this must be held in the balance. The applicant states that the confidential Viability Assessment demonstrates that the financial viability of the proposals is marginal, and that it shows that a reasonable profit on the development can only be achieved without being obligated to the provision of any contributions to affordable housing, education and community infrastructure. It has to be acknowledged that the proposed development will deliver approx. 375 dwellings and a mixture of other new land uses - a major contribution to the City's growth agenda. It would also be a significant development in the Derriford/ Seaton area, helping to develop a diverse mix of

commercial and community uses, supported by a strong vibrant new residential community.

Both Planning and Public Protection Officers consider that, on balance, the proposed developments will bring forward environmental improvements to those existing residents living around the airport, although there is still some concern about the impact of the engine test bay noise on existing properties. Planning officers conclude, though, that the recommended planning conditions should help bring about a much improved planning regime and noise climate for the site.

Public Protection Officers concerns about the impact of noise on the new properties on the runway land have been addressed in part by the agreed planning conditions. Some of these properties will, never the less, fall within Noise Exposure Category C. It is for the Council to consider, as Local Planning Authority, if there are other reasons which outweigh the presumption against residential development on this land, because of this noise climate. We would recommend that the securing the future of the airport provides that justification.

The general public may (as did some consultees originally) assume that most of the airport infrastructure works will come forward at an early stage in the development process. Your officers still have some concerns about what could be construed as contradictory information. Although, on balance, your officers consider that this situation should not stand in the way of a decision to grant planning permission for the phasing of the works as now intended.

In terms of the strategic benefits that the scheme was expected to bring forward, however, it may be argued that the residential aspect of the development was assumed to be a necessary mechanism to finance and bring forward the airport improvements. It might therefore be assumed that these airport improvements should be carried out if not right away, certainly in the early phases of the overall scheme. It has become clear that only a few of these improvements will definitely be brought forward, and even those not right away. Others may be implemented at a later date, depending on the fortunes of the airport – but there are no guarantees. Members must carefully consider whether or not this programme brings forward an appropriate set of benefits, given the impact the overall scheme will have on public infrastructure. (On the other hand, the applicants point out that failure to take action now, to help the airport to cover its costs, will lead to the airport closing, in any event).

On balance, it is considered appropriate that this overall set of proposals be given this Committee's support, and it is recommended that planning permission be granted conditionally subject to a S106 Agreement.

Recommendation

In respect of the application dated **23/10/2008** and the submitted drawings, **07739/090225/01 Rev 090225, 60045028_PH_01D, 60045028_PH_02A, PD-FM-OO-L(SV)000101A, PD-FM-00-L(90)000103E, PD-FM-02-L(11)000101C, PD-FM-03-L(94)000501C, PD-FM-03-L(94)000502D, PD-FM-00-L(60)000101A, PDD-FM-00-L(63)000101E, PD-FM-NS-L(92)000101C, PD-FM-NS-L(92)000102A, PD-FM-NS-L(92)E00102C, PD-FM-02-L(20)E00102B, PD-FM-02-L(20)000101C, PD-FM-00-L(96)000101E, PD-FM-00-L(96)00102E, PD-FM-00-L(96)000103E, PD-FM-NS-L(70)00101E, PD-FM-00L(90)000104E, PD-FM-00-L(90)000101E, PD-FM-00L(90)000102E, PA-FGP-002A, PA-FGP-003A, PA-FGP-004, PA-FGP-005, PA-FGP-006, PA-FGP-007, PA-FGP-102, PA-FGP-103, PA-FGP-105, 60045028/WEXB/E/910P, 18825/001/023A, 18225/001/024A, 18225/001/025B, 07739/090415/AB4/S106, 07739/090415/B2/S106, 07739/090415/A1/S106, 07739/090319/C3/S106, Tree Survey and Tree Constraints Plan, Drainage Assessment, Ground Condition Assessment, Socio-Economic Impacts Report, Health Impact assessment, Sustainability Statement, Statement of Community Involvement, Environmental Statement including Flood Risk Assessment and Transport Assessment, Noise and Vibration Report, Environmental Statement Supplement on Noise, Doc Ref: R01/rev01, Biodiversity Mitigation and Enhancement Strategy Ref: 18225/210/R01.**

It is recommended to: **Grant Conditionally Subject to a S106 Agreement, Delegated authority to refuse in event of S106 not signed**

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.

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.

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.

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 LAeq for living rooms (0700 to 2300 daytime) and 30 dB LAeq for bedrooms (2300 to 0700 night-time), with windows shut and other means of ventilation provided. Levels of 45 dB LAf.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.

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 or other activities shall be carried out on the Airport other than within Engine Testing Bay. No engine testing or other activities shall occur 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 be 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.

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) for a maximum of 1.1 cars per dwelling and a standard to be agreed in writing by the local planning authority for the Airside development, B1 business units and Care Home to be parked and for the Airside, B1 business units and Care Home development for the loading and unloading of delivery and refuse vehicles and for vehicles to turn so that they may enter and leave the site in 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.

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.

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 or 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.

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 public transport interchange areas to be provided on Plymbridge Lane shall be submitted to and approved in writing by the local planning authority. The works shall be completed in compliance with the approved details before the link road is completed.

Reason:

To ensure that the proposed public transport interchange areas meet with the requirements of both the LPA and Local Bus Operators in the interest 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.

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.

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 e 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 X and X 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 runway land 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

EXTERNAL MATERIALS

(56) No development shall take place on any phase of Airside Works, 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 any phase of Airside Works, 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 runway approach land 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.

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) The noise level on all boundaries of the operational land, following the installation of the engine test bay, noise bund and associated noise mitigation works, shall not exceed a level which shall have been previously submitted to and approved by the Local Planning Authority in writing. This shall include any event or combination of events which is considered to be ground running tests, taxiing, hover taxiing of helicopters and running aircraft on the apron. Details of the location of any monitoring station/s shall be submitted to and approved in writing by the Local Planning Authority before works commence on any of the airside works hereby permitted.

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.

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 (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.

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 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:

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
PPS1 - Delivering Sustainable Development
CS28 - Local Transport Consideration
CS32 - Designing out Crime
CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS22 - Pollution
CS18 - Plymouth's Green Space
CS19 - Wildlife
CS20 - Resource Use
CS21 - Flood Risk
CS03 - Historic Environment
CS01 - Sustainable Linked Communities
CS02 - Design
CS04 - Future Employment Provision
CS15 - Housing Provision
CS16 - Housing Sites
SO11 - Delivering a sustainable environment
CS30 - Sport, Recreation and Children's Play Facilities
PPS25 - Development and Flood Risk
SO1 - Delivering Plymouth's Strategic Role
SO2 - Delivering the City Vision
SO3 - Delivering Sustainable Linked Communities
SO4 - Delivering the Quality City Targets
AV9 - Derriford/Seaton
SO6 - Delivering the Economic Strategy Targets
SO10 - Delivering Adequate Housing Supply Targets
SO13 - Delivering Sustainable Waste Management Targets
SO14 - Delivering Sustainable Transport Targets
SO15 - Delivering Community Well-being Targets
CS26 - Sustainable Waste Management
CS31
CS27 - Supporting Strategic Infrastructure Proposals

ADDENDUM REPORT PLANNING COMMITTEE 30th APRIL 2009

Item 6.1
Site: Plymouth City Airport, Plymbridge Lane Plymouth
Ref: 08/01968
Applicant: Plymouth City Airport Limited
Page: 1 (of the "To Follow" Report)

Consultees

Highways Agency

The Highways Agency (HA) has issued a revised TR110 withdrawing its Article 14 holding direction and directing the conditions to be attached to any planning permission which may be granted. It also has written stating the terms it wishes to see included in the Section 106 agreement.

It directs six conditions that are the same as or similar to conditions 25, 27, 28, 36, 37 and 39 in the committee report. These relate to car parking, cycle provision, car parking management strategy, construction management plan and the temporary public transport interchange. These are at pages 46-51 in the report. The wording in condition 25 has changed to be clearer and 39 includes reference to the provision of a bus boarder, shelter and Real Time Passenger Information (RTPI). It also directs an informative relating to heavy goods vehicles avoiding use of the A38(T) Parkway during the morning and afternoon peak periods.

The terms it wishes to see included in the Section 106 agreement relate to:

1. a contribution of £50,000 to the MOVA at Manadon Junction;
2. £453,000 for transport mitigation measures in a phased manner;
3. If the improvements to Manadon Junction can not be achieved before any part of the residential development, Care Home or B1 business units is occupied, the applicant would arrange for the works to be done, by deducting the cost from the £453,000 in 2;
4. the development to be carried out in accordance with Staff and Residential Travel Plans to be agreed by the Local Planning Authority and Highways Agency.

The points the Section 106 agreement will cover are dealt with briefly at pages 36-37 of the report and include the above terms.

Public Protection Services

Since the report was prepared there has continued to be lengthy and detailed discussions between the applicant and its specialist consultants and your officers and their airport acoustics consultants. These have involved highly technical matters as the parties sought to achieve a boundary condition that can accommodate the operational requirements of the airport without causing undue harm to the residential amenities of the adjoining existing properties. The condition below entitled "Boundary Noise Level" replaces no. 61 on page 58 of the report.

Recommendation

The recommendation is the same as the report with the following amended conditions and informative:

Conditions

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.

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.

BOUNDARY NOISE LEVEL

(61) "1. 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.

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.

Informative

SERVICING

(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.