

ITEM: 06

Application Number: 09/01379/REM

Applicant: Resound Health Ltd.

Description of Application: Submission of reserved matters details (appearance, landscaping, and layout) for development of land by erection of dental school with associated access and carparking (outline planning consent 09/00206/OUT)

Type of Application: Reserved Matters

Site Address: PHASE 6 SITE, TAMAR SCIENCE PARK SOUTH OF RESEARCH WAY PLYMOUTH

Ward: Moor View

Valid Date of Application: 28/09/2009

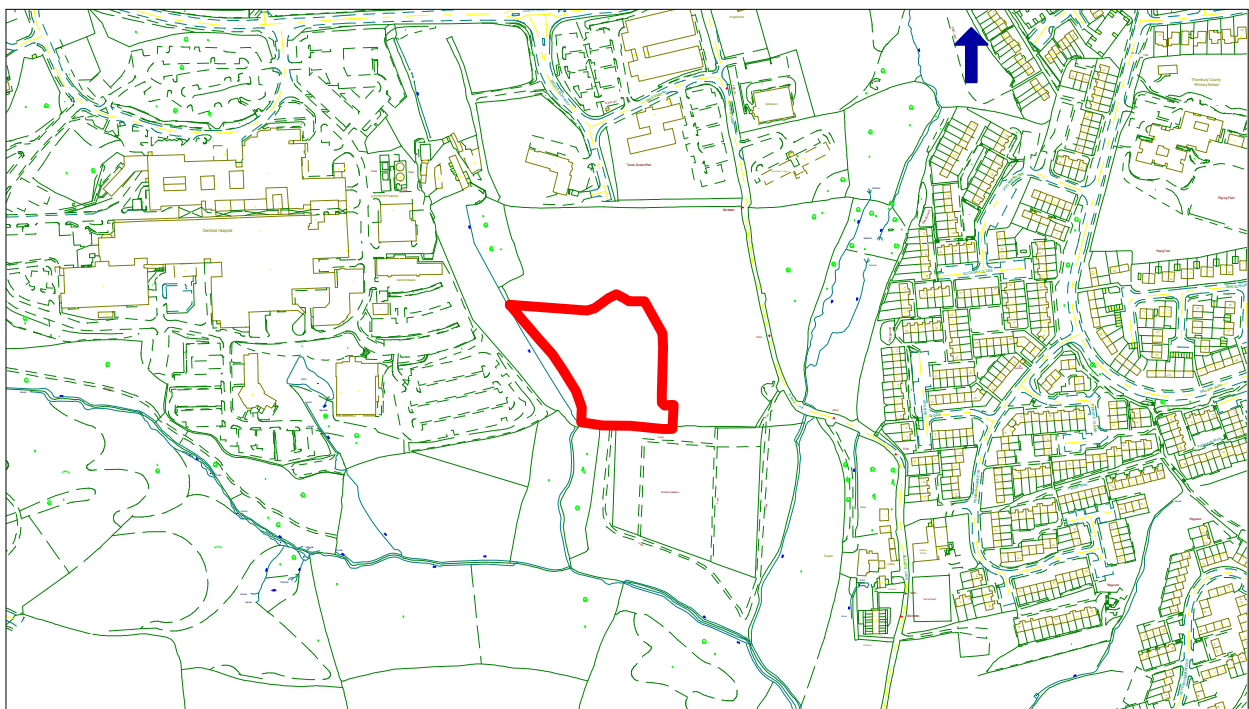
8/13 Week Date: 28/12/2009

Decision Category: Major Application

Case Officer : Mark Evans

Recommendation: Grant Conditionally

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OFFICERS REPORT

Site Description

The site comprises a greenfield site approximately 1 Hectare in area. The John Bull Peninsula Medical School lies immediately to the west/north west of the site, Derriford Community Park and allotments lie to the south of the site and a number of Science Park business units lie to the north east. An additional future development site lies on open land to the south east of the site.

The site is bounded on two sides (south and west) by well established, mature trees and hedgerow. The land is currently accessed from the existing Research Way roundabout.

Proposal Description

The principle of the development, access and massing have already agreed at Outline stage. This application seeks approval for the remaining Reserved Matters details of Appearance, Landscaping and Layout of a development of a new dental school for the Peninsula College of Medicine and Dentistry.

The approved new vehicular access will be off the existing roundabout at the end of Research Way.

The approved massing of the proposed development will comprise a three storey building. It is proposed that this will have a gross internal floor area of 2293m². Due to the steeply sloping site topography when viewed from the Research Way approach road it is proposed that the building will appear to be two storeys high (approximately 10.5m high), with a lower ground level visible from the rear being proposed (three storeys in total, approximately 21m high).

The proposed building accommodation is divided across three storeys, with public entrances on the ground and lower ground storeys. Staff and student access is via the lower ground floor, with one specific student entrance opposite the John Bull building main 'valley level' entrance. The circulation around the outside of the building allows less able users to enter either on the ground or lower ground levels as level threshold doors and passenger lifts are included.

An extensive green roof is proposed on the main Dental School building, to be planted with a species rich native planting mix, and this will be visible from the Research Way approach road. Native species specimen trees are proposed to the access road embankments to create a tree line to the drop off area and the access road. To help reinforce the site boundary line at the top of the roadway embankment further shrub planting is proposed.

The lower ground floor elevations and plinth to the building are clad in natural stone that will complement the earth and stone Devon Banks and this stone is

also used within the external landscape groyne walls and retaining structures to help integrate the building within its landscape and the wider context of the park.

The design has been informed by the recently completed Tamar Science Park Phase 4 buildings in the North East corner of the park, which combines landscaping, shared surfaces and a limited palette of materials to produce crisply detailed contemporary buildings.

The building design proposes a mainly white rendered building above ground sat on a stone plinth at lower ground floor level. The rendered facades are punctuated by larch cladding to returns and intersections between rendered wall planes. Large expanses of curtain wall glazing punch the façade and demark the public areas and main internal spaces. The glazing is protected by external vertical brise soleil formed by timber blade shaped louvres.

To the west, the covered plant area and service access utilise a mixture of stone plinth and timber-clad walls to enclose the refuse and medical gas bottle store. The elevations to the plant area contain large areas of horizontal louvres within the stone plinth to provide free airflow to the mechanical and electrical plant contained internally.

The building is being designed to meet BREEAM "Excellent". The development also includes on-site renewable energy equipment in the form of solar thermal hot water collectors located on the first floor rooflights and a ground source heat pump. The Design and Access Statement submitted with the application indicates that this will enable at least 10% of the building's predicted carbon emissions to be off-set in line with Core Strategy policy CS20.

The Design and Access Statement states that approximately forty-nine standard and four disabled car parking spaces adjacent to the main entrance will be proposed. A high level of secure cycle storage will also be proposed for staff, students and patients. It is University policy to discourage students from using private car transport. To help facilitate this, the University provides a scheduled student bus service from the main campus to the Science Park daily.

Relevant Planning History

09/00206/OUT - Outline application for the development of land by the erection of a dental school with associated access arrangements and car parking facilities (seeking approval for access and scale reserved matters) - APPROVED

01/01424/FUL -Infrastructure works including new roads, parking areas, landscaping and footpaths - APPROVED

Consultation Responses

Environment Agency

No objection subject to conditions.

Highway Authority
No objections subject to conditions.

South West Water
No objections subject to conditions.

Public Protection Service
No objections subject to conditions.

Representations

At the time of writing the officer report, no representations received.

Analysis

The key issues are:

1. The impact of the development upon the appearance and character of the area (Policies CS01, CS02, CS14, CS18, CS19, CS20; CS22, CS32 and CS34 of the Core Strategy apply);
2. The impact of the development upon the highway network (Policies CS01, CS28 and CS34 apply);
3. Impact upon the amenities of adjoining buildings (Policies CS01, CS02, CS31 and CS34 of the Core Strategy apply);
4. Impact on ecology and trees (Policies CS01, CS18, CS19 and CS34 of the Core Strategy apply);
5. Sustainable resource use (Policies CS01 and CS20 of the Core Strategy apply);

The application should be assessed primarily against adopted Local Development Framework Core Strategy. This report therefore has due regard to the following policies: CS01 (Sustainable Linked Communities); CS02 (Design); CS14 (New Education Facilities); CS18 (Plymouth's Green Space); CS19 (Wildlife); CS20 (Sustainable Resource Use); CS21 (Flood Risk); CS22 (Pollution); CS28 (Local Transport Considerations); CS31 (Health Care Provision); CS32 (Designing Out Crime); CS33 (Community Benefits/Planning Obligations) and CS34 (Planning Application Considerations), in addition to Central Government advice contained in PPS1, PPS9, PPG13, PPS22 and PPS25. The draft Derriford and Seaton Area Action Plan and draft Development Guidelines Supplementary Planning Document are also material planning considerations.

The principle of the development, access and massing have already agreed at Outline stage.

The site is allocated for employment led mixed use within the Derriford and Seaton Draft Area Action Plan, and is situated next to existing medical facilities and medical related employment contained within the University Medical School. The development is supported by adopted Core Strategy

policy CS31 which supports the development of new and enhanced health care facilities in Derriford in locations well related to public transport infrastructure and where they provide high standards of accessibility to all sectors of the community.

The proposals are also specifically mentioned in Strategic Objective 15 (Delivering Community Well-being) of the Core Strategy. This advises that:

“To set a spatial planning framework for the improvement of the city's community health, safety and well being for everyone. This will be achieved through...

5. Improving the city's healthcare facilities by supporting the implementation of the Vanguard Health Project, the LIFT initiative, other GP-led initiatives and the Peninsula Dental School ...”

The Core Strategy also advises that “The economic role for Derriford is to promote growth that is complementary to the City Centre, as well as reinforce the existing and new business clusters, particularly the medical sector. This supports the bi-nodal) economy concept identified in Plymouth's Local Economic Strategy 2006-2021, and reflected in Sections 6 and 7 of the Core Strategy. A key part of this will include provision of appropriate facilities and infrastructure to attract and support new investment, including the regionally significant health and medical facilities such as the Vanguard Health Project and the Peninsula Dental Health School...”

The scheme is also considered to contribute to Core Strategy Area Vision 9 by playing a supporting role in the sub-region's long term economic and social well being through the provision of strategically important health and further education infrastructure within an accessible building for all users, supported through its promotion of sustainable transportation options like cycling and the public transport network.

The impact of the development upon the appearance and character of the area and Impact upon the amenities of adjoining buildings:

Appearance:

The scale of the development approved at Outline stage is for a three storey development.

The proposed contemporary design of the building incorporating a mix of white render, timber cladding, glazed curtain walling and timber brise soleil set on a stone plinth is in keeping with that of development in the locality and is considered to have a positive impact on the appearance and character of the locality. The impact of the development upon neighbouring buildings is acceptable. The development accords with the provisions of Core Strategy policies CS01, CS02 and CS34.

Landscaping:

The proposed landscaping which includes the provision of a green, sedum roof, is considered to be acceptable and compliments that of the surrounding development and particularly that developed on the recent Phase 4 Tamar Science Park. The development therefore accords with the provisions of Core Strategy policies CS01, CS02, CS18, CS19, CS34 and guidance contained in PPS1 and PPS9.

Layout:

The proposed layout will also help to reinforce the connections between the new Dental School building, the existing John Bull Medical School building, the Bircham Valley Nature Reserve and Derriford Hospital with a series of interconnecting external uncovered pathways within the landscape. A new pedestrian footpath forming a private link between the Dental School and existing Medical School is also proposed which will take advantage of the existing landscaped area between the two buildings.

The proposed building accommodation is divided across three storeys, with public entrances on the ground and lower ground storeys. Staff and student access is via the lower ground floor, with one specific student entrance opposite the John Bull Building main 'valley level' entrance. The circulation around the outside of the building allows less able users to enter either on the ground or lower ground levels which incorporate level threshold doors and passenger lifts.

The proposed internal and external development layout is considered to be satisfactory and the development accords with the provisions of Core Strategy policies CS01, CS02, CS28, CS32 and CS34.

The Impact of the Development upon the Highway Network:

The previously approved access fully accords with Core Strategy Policies CS31, CS34 and Government advice contained in PPG13.

It is proposed that forty-nine standard and four disabled car parking spaces adjacent to the main entrance will be proposed. A high level of secure cycle storage will also be proposed for staff, students and patients. It is encouraging that the University's policy is to discourage students from using private car transport. The scheduled student bus service provided by the University from the main campus to the Science Park daily will help facilitate this.

The Highway Authority, whilst raising no objections to the application, has advised that taking into account the high accessibility of the site and the difficulties that exist on the local highway network in terms of capacity (or lack of it) in the am and pm peak traffic hours, the level of proposed car parking provision should be limited in order to assist the promotion of sustainable travel choices in accordance with Policy CS28 of the adopted Core Strategy. The Highway Authority therefore recommends that the amount of car parking spaces be reduced from that currently proposed (53 spaces) to 46 spaces.

In response the applicant has provided a robust response within the Design and Access Statement, setting out the necessity for the number of proposed spaces to be maintained at no less than 53 spaces to meet the operational demands of the facility (for staff and patients). It is also noted that no car parking spaces are provided for students.

The applicant's, albeit modest, increased parking requirement does not fully support the promotion of sustainable travel choices in accordance with Policy CS28 of the adopted Core Strategy, nor does it fully accord with the principle of reducing the amount of car parking based on accessibility as outlined within the draft Development Guidelines Supplementary Planning Document which advises that a 70% reduction in car parking based on accessibility should be applied.

However, the draft Development Guidelines Supplementary Planning Document does advise that a higher level of parking than that determined by the assessment could be acceptable but only if supported by strong evidence on grounds of economic viability. It goes on to advise that "In exceptional circumstances, a higher level of parking provision may be acceptable to facilitate and help kick-start a regeneration program". However, it should be made clear that this level of flexibility does not necessarily apply to all subsequent developments. Increased economic activity in an area should be linked with increased public transport accessibility.

Taking into account the supporting information provided within the application submission including the development of a Parking Management Strategy to introduce initiatives to reduce the operational impact of the proposed car parking on the highway network, together with the context of the wider regeneration benefits of the development playing a supporting role in the sub-region's long term economic and social well being through the provision of strategically important health and further education infrastructure, on balance, the number of car parking spaces proposed by the applicant is considered to be acceptable, although is considered the maximum that should be supported by this Authority.

The Impact of the Development on Ecology and Trees

The impact of the development on ecology and trees is considered to be acceptable and in accordance with Core Strategy Policies CS01, CS18, CS19 and CS34, in addition to Government advice contained in PPS1 and PPS 9.

Sustainable resource use

The applicant has confirmed that the development will be constructed to BREEAM "Excellent" standard and proposes the use of a Ground Source Heat Pump and Solar Thermal Hot Water Heating System to off-set 10% of the carbon emissions for which the development is responsible. On this basis, the development will be fully in accordance with Core Strategy policies CS01 and CS20, and Government advice contained in PPS22.

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.

Equalities and diversities issues

The development provides further educational facilities predominantly to young people (students) and health facilities to all equality groups.

The key equality groups affected are young people (students), the elderly and disabled persons.

The benefit to all groups will be positive as it will provide fully accessible specialist educational facilities for students together with fully accessible health facilities to the public.

No negative impact on any of the equality groups is anticipated.

Pedestrian access through the site and to the adjoining nature reserve will be improved through the creation of new and enhanced linkages through the development. Secure cycle storage is provided to support active travel. These measures should benefit young and older people by improving accessibility.

Section 106 Obligations

A Section 106 Obligation has been agreed as part of the original Outline Planning Consent in line with adopted Core Strategy policy. For information this requires a financial contribution of £25,830 towards strategic transportation improvements in the city, payable upon commencement of development together with an administrative fee of £1292.

Conclusions

The principle of the development with access and massing have already been agreed at Outline planning stage. The Reserved Matters details of Appearance, Landscaping and Layout are considered to be acceptable, and accord with adopted Core Strategy policies and relevant Government advice contained within Planning Policy Statements and Guidance.

The proposed development is specifically considered to contribute to Core Strategy Area Vision 9 by playing a supporting role in the sub-region's long term economic and social well being through the provision of strategically

important health and further education infrastructure. Conditional approval of the application is therefore recommended.

Recommendation

In respect of the application dated **28/09/2009** and the submitted drawings, **Design and Access Statement, 08667 SD 01I, 08667 SD 02L, 08667 SD 03L, 08667 SD 04L, 08667 SD 05I, 08667 SD 06D, 08667 SD 07D, 08667 SD 08D, 08667 SD 09B, 08667 AP 15C, Illustrative CGI's (08667 SD 100, 08667 SD 101, 08667 SD 102, 08667 SD 103, 08667 SD 104, 08667 SD 105, 08667 SD 106, 08667 SD 107, 08667 SD 108)** , it is recommended to: **Grant Conditionally**

Conditions

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: The impact of the development upon the appearance and character of the area; The impact of the development upon the highway network; Impact upon the amenities of adjoining buildings; Impact on ecology and trees and the impact on sustainable resource use, 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 (1) 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:

CODE OF PRACTICE DURING CONSTRUCTION

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

Reason:

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

LANDSCAPE DESIGN PROPOSALS

(2)No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and

these works shall be carried out as approved. 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.); retained historic landscape features and proposals for restoration, where relevant].

Unless otherwise agreed previously in writing with the Local Planning Authority, all proposed areas of scrub and hedgerow creation/enhancement shall be installed prior to commencement of construction works on site.

Reason:

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

SOFT LANDSCAPE WORKS

(3) 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.

LANDSCAPE WORKS IMPLEMENTATION

(4) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

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.

LANDSCAPE MANAGEMENT PLAN

(5) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. 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.

TREE SURVEY

(6)The plans and particulars of the landscaping works submitted in accordance with condition 3 above shall include:

(a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;

(b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;

(c) details of any proposed topping, lopping of any retained tree, or of any tree on land adjacent to the site;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, [within the crown spread of any retained tree of any tree on land adjacent to the site] [within a distance of any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree];

(e) details of the specification and position of fencing [and any other measures to be taken] for the protection of any retained tree from damage before or during the course of development.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

Reason:

In accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF TREE PLANTING

(7)The plans and particulars of the landscaping works submitted in accordance with condition 3 above shall include details of the size, species and positions or density of all trees to be planted, and the proposed time of planting.

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.

TREE REPLACEMENT

(8)If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size

shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 are subsequently properly maintained, if necessary by replacement.

EXISTING TREE/HEDGEROWS TO BE RETAINED

(9) 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

(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 the approved plans and particulars (or 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.

PROVISION OF PUBLIC FOOTPATH TO DERRIFORD COMMUNITY PARK

(10) Prior to occupation of the development, a new public footpath link to Derriford Community Park shall be provided within the site in accordance with details which shall have been previously submitted to and agreed in writing with the Local Planning Authority. The agreed details shall be strictly adhered to during the course of development and thereafter so maintained and retained as a public footpath link.

Reason

In the interests of maximising public links to the Community Park in accordance with adopted Core Strategy policy and relevant Central Government advice.

SURFACE WATER DRAINAGE

(11) No development approved by this permission shall be commenced until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

1. Details of the drainage during the construction phase
2. A timetable of construction
3. A construction quality control procedure
4. Details of the final drainage scheme
5. Provision for overland flow routes
6. A plan for the future maintenance and management of the system.

Prior to operation of the site 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 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 and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal in accordance with Core Strategy policies CS01, CS21, CS22, CS34 and relevant Government advice in PPS1 and PPS25.

SUSTAINABLE URBAN DRAINAGE SYSTEM

(12) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall not be occupied until a Sustainable Urban Drainage System, that avoids any disturbance to the adjacent Local Nature Reserve, has been constructed in accordance with details which shall have been previously submitted to and agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and thereafter so maintained.

Reason

In the interests of the promotion of the use of Sustainable Urban Drainage Systems in accordance with Core Strategy policies CS01, CS20, CS34 and Government advice contained in PPS9 and PPS22.

SUSTAINABILITY

(13) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall not be occupied until the on-site renewable energy equipment (Ground Source Heat Pump and Solar Thermal Heating System) has been installed on site. The development shall thereafter incorporate this or replacement on-site renewable energy production equipment to off-set at least 10% of the development's carbon emissions.

Reason: To comply with Core Strategy Policies CS01, CS20, CS34 and Government advice contained in PPS22.

CONTAMINATED LAND

(14) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with adopted Core Strategy policies CS01, CS21, CS22 and Government advice contained in PPS1 and PPS25.

DETAILED LEVELS

(15) No work shall commence until details of existing and proposed levels, including cross sections at various points across the site (E/W and N/S) with particular reference to existing and proposed ground levels in relation to the canopy spreads of the trees on the western and southern boundary of the site. For the avoidance of doubt, unless otherwise agreed previously in writing with the Local Planning Authority, there shall be no change in existing ground levels (either up or down) within at least 6m from the base of the bank on which the trees on the western and southern boundaries stand.

Reason

To enable the Local Planning Authority to consider the details of the proposed ground levels, and to enable an assessment of any proposed ground level changes to be made with regards the potential impact on the trees on the western and southern boundary of the site, in accordance with Core Strategy policies CS01, CS02, CS18, CS19, CS34 and relevant Government advice contained in PPS1.

STREET DETAILS

(16) Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. The building shall not 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.

ACCESS

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

Reason:

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

CONSTRUCTION OF ACCESS BEFORE OCCUPATION

(18) The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

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.

PEDESTRIAN/CYCLE ACCESS

(19) The building shall not be occupied until a means of access for pedestrians and cyclists has been constructed in accordance with the approved plans.

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

CAR PARKING PROVISION

(20) Unless otherwise agreed previously in writing with the Local Planning Authority the development shall not be occupied until space has been laid out

within the site in accordance with the approved plans for a maximum of 53 cars (13 for staff and 40 for patients) to be parked and for vehicles to turn so that they may 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, and relevant Government advice.

CYCLE PROVISION

(21)The development shall not be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority) for a minimum of 10 bicycles to be parked within a covered and secure area.

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.

LOADING AND UNLOADING PROVISION

(22)Before the development hereby permitted is first brought into use, adequate provision 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

(23)The land indicated on the approved plans for the loading and unloading of vehicles 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.

STAFF TRAVEL PLAN

(24) The development hereby permitted shall not be occupied until a Staff Travel Plan (STP) has been submitted to and approved in writing by the Local Planning Authority. The said STP shall seek to encourage staff to use modes of transport other than the private car to get to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the STP; and the name, position and contact telephone number of the person responsible for its implementation. From the date of (the commencement of the use)(occupation) the occupier shall operate the approved STP.

Reason:

In the opinion of the Local Planning Authority, such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(25) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted 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

(26) No development shall take place until details/samples of all surfacing materials to be used 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.

EXTERNAL LIGHTING

(27) Details of any proposed external lighting/floodlighting shall be previously submitted to and agreed in writing with the Local Planning Authority prior to its use on site. The agreed details shall be strictly adhered to during the course of development and thereafter so retained unless the written agreement of the LPA is provided to any alternative external lighting/floodlighting.

For the avoidance of doubt, any external lighting shall not exceed a lighting level of more than 1 lux within the adjacent Local Nature Reserve.

Reason:

To minimise the impact of light pollution on foraging bats in the locality in accordance with the provisions of Core Strategy policies CS01, CS02, CS19, CS22, CS34 and relevant Government advice in PPS9.

BIODIVERSITY

(28) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Assessment and the Preliminary Reptile Mitigation Strategy (both dated May 2009) for the site.

Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in PPS9.

INFORMATIVE - POLLUTION PREVENTION

(1) The applicant is advised that all foul drainage should be connected to the public foul sewer with the agreement of South West Water.

Any facilities for the storage of fuels or chemicals shall have adequate containment

to prevent the discharge of leaks or spillages. The applicant is referred to the Environment Agency's Pollution Prevention Guidance Notes available on the Environment Agency website.

All wastes arising from the development must be re-used, re-cycled or otherwise

disposed of in accordance with waste management legislation and in particular the

Duty of Care. Further information can be obtained from the Environment Agency website.

INFORMATIVE - SECURED BY DESIGN

(2) The applicant is recommended to consider building this development in accordance with the principles of 'Secured by Design'.

PPG13 - Transport

PPS9 - Biodiversity and geological conservation

PPS1 - Delivering Sustainable Development

PPS22 - Renewable Energy

PPS23 - Planning & Pollution Control

CS28 - Local Transport Consideration

CS32 - Designing out Crime

CS33 - Community Benefits/Planning Obligation

CS34 - Planning Application Consideration
CS22 - Pollution
CS14 - New Education Facilities
CS18 - Plymouth's Green Space
CS19 - Wildlife
CS20 - Resource Use
CS21 - Flood Risk
CS01 - Sustainable Linked Communities
CS02 - Design
PPS25 - Development and Flood Risk
CS31 - Healthcare Provision