

ITEM: 12

Application Number: 10/00366/FUL

Applicant: University Of Plymouth

Description of Application: Marine engineering research and teaching facility building (6 Storeys) with associated hard and soft landscaping areas, bicycle parking areas etc

Type of Application: Full Application

Site Address: UNIVERSITY OF PLYMOUTH DRAKE CIRCUS
PLYMOUTH

Ward: Drake

Valid Date of Application: 15/03/2010

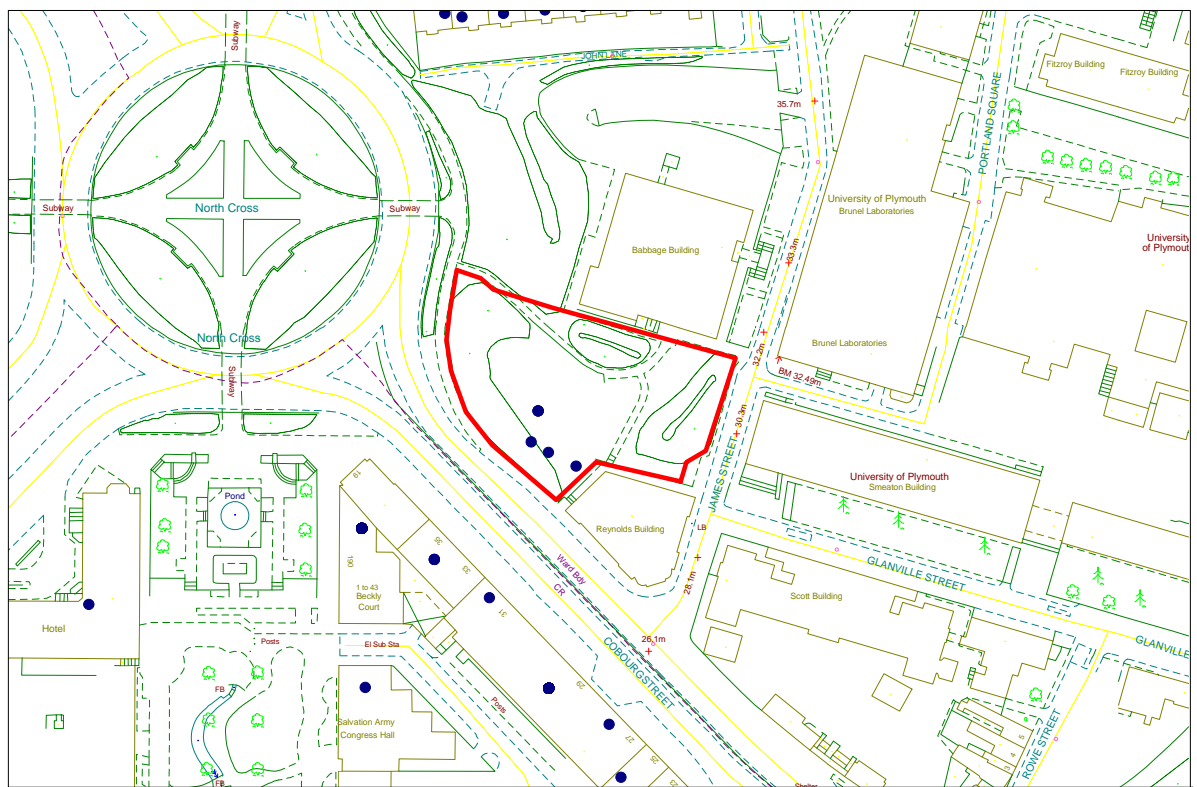
8/13 Week Date: 14/06/2010

Decision Category: Major Application

Case Officer : Robert McMillan

Recommendation: Grant Conditionally

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OFFICERS REPORT

Site Description

The site is on the west side of the University campus on the east side of the North Cross roundabout, north of Cobourg Street and west of James Street. The site area is 0.353 hectares. The site lies between the five storey Babbage Building and the older Reynolds Building opposite the Smeaton Building. It lies to the west of the recently improved and landscaped Glanville Street that is the main east – west pedestrian route in the southern part of the campus.

It is a mounded landscaped area with trees fronting James Street and sited north of the Reynolds Building and on the site.

Proposal Description

The application is for the new marine building for the Marine Engineering Faculty and their partners. It is five storeys together with a basement. The maximum dimensions are 56m long by 25m wide by 19 – 21m tall with roof lights above. It contains two large water tanks and smaller tanks for renewable marine energy and marine engineering research and testing purposes. These are on the basement, ground and mezzanine floors. The main tank is 35m by 15.5m by 3m deep and the smaller coastal basin tank is 10m by 15.5m by 0.5m. Above these are three floors of teaching, office space and meeting space. The total floorspace is 4,495 sq m with 865 sq m of tanks/sump, 705 sq m laboratory/teaching space and 1,830 sq m of office/meeting space.

Servicing is via James Street and a new access way between the new building and the Babbage building with pedestrian links from the east, south west and west.

The materials comprise natural random ashlar Plymouth Limestone, fair faced concrete, anthracite zinc metal cladding, brown facing bricks, colour glass panels and metal frame glazing and doors.

The Design and Access Statement describes the purpose and functions of the proposal in detail as set out in extracts below:

School of Marine Science

“The Marine Building is to house and identify the School of Marine Science and Engineering in a central location within the University's main campus. The proposals are to form a link between the campus and the city, and are to integrate with the City and the University master plans.

The School is currently spread across the overall campus and it is the University's intention to bring the various departments together within one hub, thereby stimulating cross fertilisation between the various

subject communities and nurturing the success of the merger that recently formed the School.

The School is multifaceted and the largest of its kind in Europe, formed of four subject communities:

1. Civil & Coastal Engineering,
2. Marine Biology,
3. Marine Sciences, and
4. Mechanical & Marine Engineering.

The School currently has approximately 80 academic staff, 90 MPhil/PhD research students, as well as almost 1400 postgraduate and undergraduate taught students.

The School works in partnership with number of commercial ventures across the South West of England including: Peninsula Research Institute in Marine Renewable Energy (PRIMaRE) and the Plymouth Marine Sciences Partnership (PMSP).”

Hydrodynamics facility

“At its heart the building will house a unique 'world class' hydrodynamics facility that supports both the research and educational activities of the School. The facility will also reach out to the local commercial sector by providing a home for the School's partners and knowledge transfer partnerships.

The new facilities are to provide a unique capability and will target a niche market for marine renewable energy wave tank testing. The facilities will be unique as they will provide two large water tanks and associated equipment that will allow model testing under combined wave, current and wind loading with sediment dynamics and tidal effects, including short crested waves at all orientations to the current.

They will provide support to the four device developers currently working at the Wave Hub as well as other local developers and supply chain businesses growing through regional development in marine renewable energy.

The proposed principal facilities are two main water tanks, and wave making devices.”

Relevant Planning History

There is no recent planning history on the application site. But there has been considerable development activity on the campus since 2006/07. This comprises the completion of the Roland Levinsky Building (05/00371); the Scott Building extension (06/00657); extension to the Link building and Link Bridge to the Smeaton Building (08/0408); and landscape improvements to Glanville Street (07/00592), these are all in the southern part of the campus; the Rolle Building and Francis Drake Hall of Residence (05/02029) at the north of campus; and the Nancy Astor Building (06/01139) on Endsleigh Place.

Consultation Responses

Environment Agency

The Agency's Standing advice applies.

Highway Authority

No objections subject to conditions. It is a sustainable location with all major amenities in easy walking distance and close to the bus routes and stops on North Hill and Mayflower Street. Footway links will be provided to Cobourg Street and the North Cross junction. No new vehicular access or car parking is proposed.

Public Protection Services

No objection subject to conditions relating to actions should unexpected contamination be found and code of practice.

Representations

The Council received one letter of representation raising the following points:

1. Supports the educational role of the development;
2. It should be built elsewhere on a "brownfield part" of the campus, for instance on the car park north of the Babbage building;
3. It will reduce the amount of green space in the city centre which is limited; and
4. Inadequate public consultation.

Maritime Plymouth strongly support the application. This will re-inforce the University's maritime research standing nationally and internationally. The availability of the facility for local business interests is most welcome.

Analysis

The main issues with this application are: how the development relates to the campus, city centre and possible future proposals for North Cross; low carbon development and trees and landscaping. The key Core Strategy policies are CS01 Development of Sustainable Linked Communities, CS14 New Education Facilities, CS02 Design, CS34 Planning Application Considerations, CS18 Plymouth's Green Space, CS20 Sustainable Resource Use, CS28 Local Transport Considerations, City Centre and University Area Action Plan (AAP) policies CC5 Combined Heat and Power, District Heating and Cooling, CC16 University of Plymouth Campus and CC14 North Cross and Railway Station.

Principle

The principle of the development is acceptable as it is an academic and research facility on the campus in accordance with Strategic Objectives 1 and 2 by enhancing Plymouth's strategic role in the South West, providing exceptional education facilities and supporting regeneration and diversification and adding to the city's role as the engine room for the far south west and spreading the benefits of investment to the wider area. It complies with Area Vision 3 of the Core Strategy by reinforcing the role of the University as a

strong part of the City Centre. It fully supports Strategic Objective 9 as it will enhance the city's higher education teaching, learning and research.

Site planning

The principle of the proposal is welcomed as it is consistent with aspirations in the University of Plymouth Strategic Development Framework, the adopted Interim Planning Statement 10 and the adopted City Centre and University Area Action Plan.

The applicant and its architects have acted collaboratively with officers to achieve a quality development. They have considered the site in its context particularly with the proposals of how North Cross and the railway station could be redeveloped in the future by changing the road layout.

The site layout integrates positively with the UoP street pattern and safeguards future linkages to the indicative masterplan explored in the North Cross Urban Framework. The public realm proposed will extend and enhance the east/west "cultural" route linking along Glanville Street to the Roland Levinsky arts faculty and the City Museum and Library beyond.

Design and appearance

The building height and massing are considered acceptable given the scale of adjacent buildings and the wide aspiration to maximise development density on City Centre sites.

It would have been preferable for the building's plan to have been mirrored east/west with the primary entrance addressing a new gateway public realm space next to North Cross, to improve the legibility and sense of arrival to the campus from the west. However, the addition of wrap-around glazing at the building's southwest corner is accepted as a reasonable compromise solution in this respect. The fair-faced concrete parapet/upstand at the west end of the building has been replaced with a lighter, visually permeable railing structure, to improve natural surveillance of the space from street level.

The architectural expression builds upon the elegant language successfully established for the acclaimed Scott Building and the Davy link building. As with those buildings, the material palette commendably incorporates Plymouth limestone and a wider colour palette that references it. Officers have an issue with the proposed use of brown brick on the northern elevation and are exploring alternatives with the applicant and will report any changes at the meeting.

The development complies with the criteria of proposal CC16 of the AAP. It will contribute to the evolution of a high quality mixed use campus. In relation to the eight criteria it will: 1) enhance the University as a distinctive area of the city centre; 2) improve the quality of the environment and provide pedestrian and cyclist links to the city centre and North Stonehouse particularly if North Cross is redeveloped; 3) and 5) create high quality footways where pedestrians have priority and green spaces to the west; 4) the applicant has been unable to provide a fully active ground floor frontage given the function

of this part of the building for large tanks but has provided as much glazing as possible with the entrance on the southern elevation and wrap round glazing on the two end facades; 7) introduce high quality architecture: and 8) create a positive gateway between the University and North Cross and entrance to the south western part of the campus. For the above reasons it also complies with Core Strategy policies CS01, CS02 and CS34.

Low carbon development

Policy CC05 of the AAP deals with combined heat and power (CHP) and district heating and cooling (DH) to achieve carbon savings. The policy has been informed by the Plymouth City Centre and Derriford Sustainable Energy Study 2009. There is overlap with Core Strategy policy CS20 that seeks to reduce carbon emissions by micro on-site renewable energy production on a site by site basis. The energy study and paragraph 5.24 of the AAP states that the more effective and realistic way of reducing the carbon output is to use the macro-scale options of combined heat and power (CHP) and district heating /cooling solutions (DH). This is clearly stated in policy CC05 where the policy requirement in CS20 is relaxed for such city centre developments.

This would be carried out by an Energy Service Company (ESCo). The Council is still working on the viability and feasibility of an ESCo for the city centre but at this initial stage there is considerable interest from stakeholders. The University fully supports this approach both for the city and its campus.

The University of Plymouth Campus Energy Strategy is to develop existing main boiler plant rooms into energy centres with the installation of Cogeneration CHP plant generating heat and electrical energy. The system will serve the campus but will incorporate the facilities and connections to enable heat energy to be exported to and imported from the city centre. The new Marine building will not have heating plant within the building and be supplied with heat from the Davy Building Energy Centre.

Policy CC05 states that proposals such as this will be encouraged to make an off-site contribution to establish the city centre network and include systems that allow future connection to the city centre CHP and DN system.

Officers encouraged the applicant to make a contribution but it declined for funding reasons but agrees to allow future connection to the local CHP and DH network. The drawings show the links for import in the Marine Building and import/export in the Davy Building. If the city centre network is provided the University should provide the infrastructure the edge of the campus to join with that of local network.

In addition the architects have designed a sustainable building that should achieve a BREEAM 'Excellent' rating to reduce its carbon use by 44% from the 2002 notional model defined by the Building Regulations. For these reasons the proposal complies the Government's and Council's broad sustainable aims and specifically with SO3, policy CS20 and policy CC05.

Trees and landscaping

The site is a landscaped mounded area with trees of varying size and maturity. There will be loss of this green area and some of the trees which is inevitable to make way for the new development. The applicant has amended the design by moving the building to the west to retain four of the six trees fronting James Street. The mature trees north of the Reynolds Building will be retained. The majority of the trees to be relocated have been re-planted to the west of the Reynolds building. There will also be new trees planted in mitigation. The hard surfacing will integrate with the University's Strategic Development Plan and North Cross Masterplan by using the same palette of materials in particular those used along Glanville Street as part of the "Cultural Axis". These works will enhance the setting of the building and comply with Core Strategy policies CS01, CS02, CS18.4 CS34 and City Centre and University Area Action Plan policy CC16.

Other issues

The transport issues are satisfactory as it is a sustainable location for pedestrians, cyclists and people using public transport. No additional parking is proposed and the servicing facilities are adequate. It complies with Core Strategy policy CS28.

There is an objection to the loss of the greenspace. The University Strategic Development Plan shows the the site to be developed and, if North Cross is developed, more formal open space will be retained west of this site and the Babbage Building. Also several trees have been retained or replanted with new trees proposed. The advantages of the development both in educational and research terms and the creation of a good quality development outweigh the loss of the small area of open space.

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 & Diversities issues

The likely users are academics, students, researchers and external enterprises and people from organisations using the facility. It will be open to people of all ages and equality groups and will be fully accessible. It does not have a negative impact on any group.

Section 106 Obligations

None required.

Conclusions

This is an exciting project providing the University with a world class research and teaching facility that will put it in the forefront of marine science, marine engineering and marine renewable energy research. This will add to the University's academic standing on an international level that will also benefit the city's regeneration. The facility will be available to other research organisations and enterprises that will assist the city and region's economy in particular as marine industries are one of the six key growth sectors in the city's local economic strategy. The architects have designed an elegant building of high quality appropriate to this key gateway location next to the North Cross redevelopment site that will enhance the appearance of the campus and city centre. For these reasons officers support the application and recommend that conditional permission be granted.

Recommendation

In respect of the application dated **15/03/2010** and the submitted drawings, **353/PL/000, 353/PL/001, 353/PL002, 353/PL/003, 353/PL/004, 353/PL/005, 353/PL/008, 353/PL353/PL/009, 353/PL353/PL/010, 353/PL353/PL/011, 353/PL353/PL/012, 353/PL353/PL/013, 353/PL353/PL/014, 353/PL353/PL/016, 353/PL353/PL/020, 353/PL353/PL/021, 353/PL353/PL/022, 353/PL353/PL/023, 353/PL353/PL/024, 353/PL353/PL/030, 353/PL353/PL/031, 60143577/M/100P, and Design and Access Statement**, it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

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

Reason:

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

LAND QUALITY

(2) 1. Reporting of Unexpected Contamination

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. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
? adjoining land.
- groundwaters and surface waters,
- ecological systems,

- archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and 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 to comply with policy CS22 of the City of Plymouth adopted Core Strategy Development Plan Document, 2007.

CODE OF PRACTICE

(3) Prior to the commencement of the development hereby approved, a detailed management plan for the demolition/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.

TRAVEL PLAN

(4) The University Campus Travel Plan Strategy shall be amended to account for the development hereby permitted and agreed with the Local Planning Authority prior to the commencement of development. It shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- i. The identification of targets for trip reduction and modal shift;
- ii. Innovative and practical methods to encourage modes of transport other than the private car such as car clubs, travel forums and web based travel information, householder welcome packs, travel passes;
- iii. The mechanisms for monitor and review;
- iv. The mechanisms for reporting;
- v. The mechanisms for mitigation;.
- vi. The mechanisms for marketing the travel plan;
- vii. The appointment of a Travel Plan Coordinator;
- viii. Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter; and
- ix. Mechanisms to secure variations to the Travel Plan following monitoring and reviews.

All the recommendations and proposed actions contained within the Approved Amended Travel Plan shall be implemented in accordance with the timetable contained therein and the Approved Amended Travel Plan (or any variation of the Travel Plan agreed in writing with the Local Authority) shall be operated thereafter in accordance with the details approved.

Reason;

To promote the amenity of the area and encourage greater use of public transport for journeys being made to and from the development as an alternative to the private car in the interests of sustainability. in accordance with Policy CS28 and CS34 of the adopted City of Plymouth Local Development Framework Core Strategy adopted April 2007.

CYCLE PROVISION

(5) The development shall not be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority) for 44 bicycles 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.

SUSTAINABLE ENERGY - ON SITE

Details of the energy supply (heat and electricity) to the development hereby permitted from the University of Plymouth Campus Energy network shall be submitted to and approved by the local planning authority before the building is occupied.

Reason:

To ensure that the development has a sustainable energy source to comply with policy CS01 of the City of Plymouth adopted Core Strategy Development Plan Document, 2007 and policy CC5 of the adopted City Centre and University Area Action Plan 2006 – 2021, 2010.

SUSTAINABLE ENERGY - FUTURE LINKS TO CITY CENTRE 1

The valved branches for connection to a future City Centre Combined Heat and Power and District Heating and Cooling network for the development hereby permitted and the Davy building as shown on drawing 60143577/M/100P shall be installed and ready for use prior to the first operation of the City Centre Combined Heat and Power and District Heating and Cooling network.

Reason:

To ensure that the development and land controlled by the applicant is capable of connecting to a future City Centre Combined Heat and Power and District Heating and Cooling network to support a sustainable energy supply for the city centre and University campus to comply with policy CS01 of the City of Plymouth adopted Core Strategy Development Plan Document, 2007 and policy CC5 of the adopted City Centre and University Area Action Plan 2006 – 2021, 2010.

SUSTAINABLE ENERGY - FUTURE LINKS TO CITY CENTRE 2

Details of the pipe-work and infrastructure from the valved branches in development hereby permitted and the Davy Building to the University's boundary with the public highway shall be submitted to, approved by the local planning authority and installed and ready for connection prior to the first operation of the City Centre Combined Heat and Power and District Heating and Cooling network.

Reason:

To ensure that the development and land controlled by the applicant is capable of connecting to a future City Centre Combined Heat and Power and District Heating and Cooling network to support a sustainable energy supply for the city centre and University campus to comply with policy CS01 of the City of Plymouth adopted Core Strategy Development Plan Document, 2007 and policy CC5 of the adopted City Centre and University Area Action Plan 2006 – 2021, 2010.

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 the date of occupation of the building.

(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.

EXTERNAL MATERIALS

(10) 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.

NONE USE OF BRICKWORK

(11) The use of brown brickwork on the north elevation as stated on the application form and as shown on the elevation drawings is not approved.

Reason:

For the avoidance of doubt and to ensure that appropriate materials are used in keeping with the site's context in the interests of visual amenity to comply with policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SURFACING MATERIALS

(12) No development shall take place until details and 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.

LANDSCAPE DESIGN PROPOSALS

(13)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; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, 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.).

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

(14)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

(15) 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

(16)A landscape management plan, 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 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.

MAINTENANCE SCHEDULE

(17) No development shall take place until a schedule of landscape maintenance for a minimum of five years 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/PROT. OF EXISTING TOPSOIL

(18) 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.

TREE REPLACEMENT

(19) If within a period of five years from the date of the re-planting and 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.

BREEAM STANDARD

(20) No work shall start on the development hereby permitted until a BREEAM Design Stage Report has been submitted to and approved in writing by the local planning authority demonstrating how the development will achieve the BREEAM Very Good rating. Before the building is occupied a BREEAM Completion report shall be submitted to and approved in writing by the local planning authority demonstrating that the development has achieved the BREEAM Very Good rating.

Reason:

To ensure that the design of the development includes features that: reduce energy consumption; ensure that water resources are conserved; waste is minimized; and recycling is facilitated to comply with policy CS20 of the Adopted Plymouth Core Strategy Development Plan Document 2007.

CODE OF PRACTICE

INFORMATIVE 1 The management plan required by condition 3 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.

BREEAM RATING

INFORMATIVE 2 The applicant/developer is advised to make best endeavours to achieve the BREEAM Excellent rating.

SURFACE WATER DRAINAGE

INFORMATIVE 3 The applicant is advised to design the surface water drainage system to comply with the Environment Agency's standing advice which states: For the range of annual flow rate probabilities up to and including the one per cent annual exceedence probability (1 in 100 years) event, including an appropriate allowance for climate change, the developed rate of run-off into a watercourse, or other receiving water body, should be no greater than the existing rate of run-off for the same event. Run-off from previously-developed sites should be compared with existing rates, not greenfield rates for the site before it was developed. Developers are, however, strongly encouraged to reduce runoff rates from previously-developed sites as much as is reasonably practicable. Volumes of run-off should also be reduced wherever possible using infiltration and attenuation techniques. Interim guidance on calculation of site run-off rates can be found at:

http://www.ciria.org/suds/pdf/preliminary_rainfall_runoff_mgt_for_development.pdf

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: how the development relates to the campus, city centre and possible future proposals for North Cross' low carbon development and trees and landscaping; 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 and Supplementary Planning 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 Government Policy Statements and Government Circulars, as follows:

- PPG13 - Transport
- PPS1 - Delivering Sustainable Development
- CS32 - Designing out Crime
- CS34 - Planning Application Consideration
- CS22 - Pollution
- CS14 - New Education Facilities
- CS18 - Plymouth's Green Space
- CS20 - Resource Use
- CS01 - Sustainable Linked Communities
- CS02 - Design
- SPD2 - Planning Obligations and Affordable Housing
- SPD1 - Development Guidelines