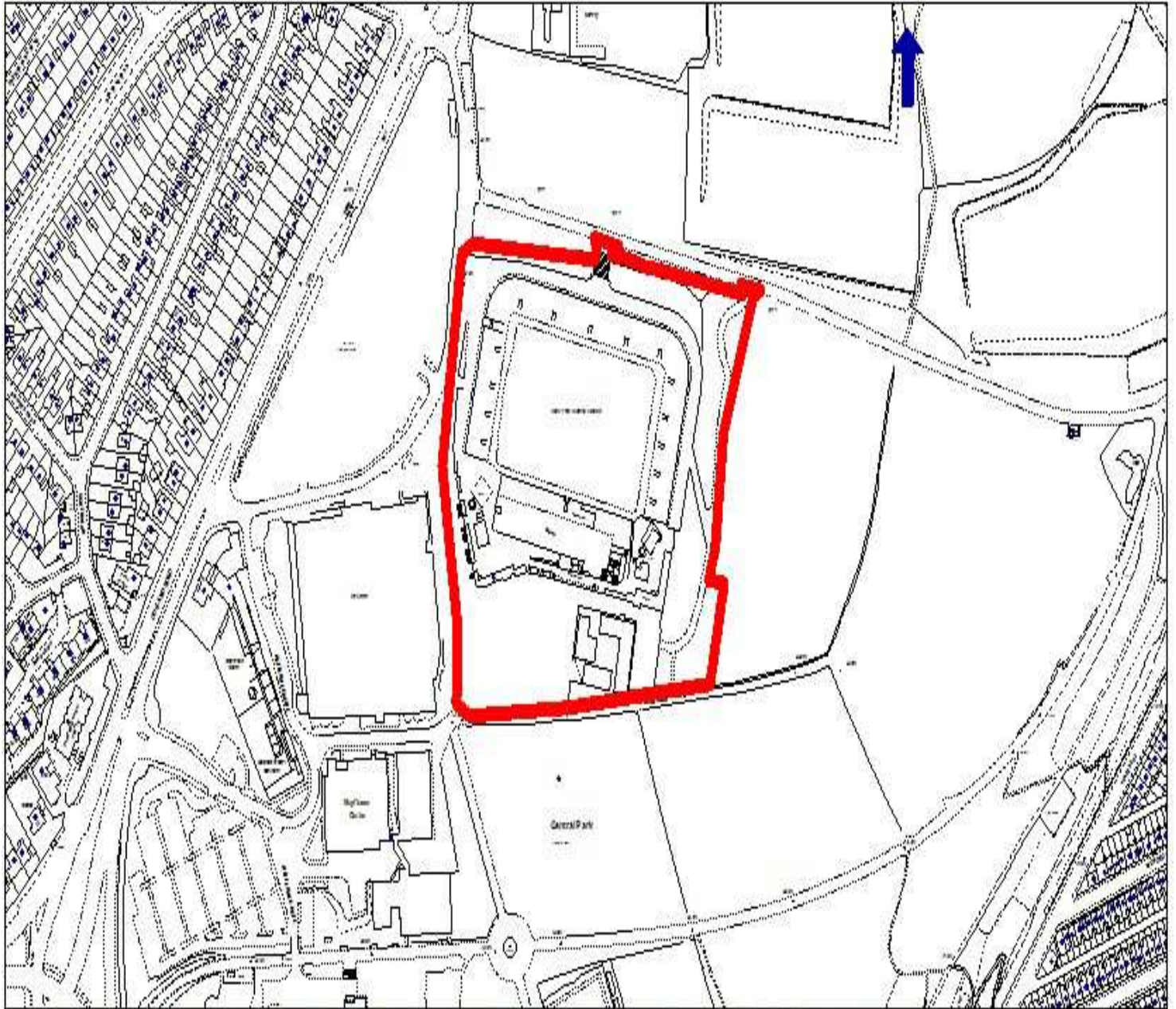


PLANNING APPLICATION REPORT

ITEM:	01
Application Number:	13/00942/FUL
Applicant:	Akkeron Group LLP
Description of Application:	Redevelopment to include the provision of a new south grandstand incorporating ancillary club retail and hospitality facilities, the erection of a 10 screen multiplex cinema (with IMAX), ice arena, 121 bed hotel, medical centre, 3293 sq metres of restaurant/café floorspace (Use Class A3), 1725 sq metres of retail floorspace (Use Class A1), community facilities and associated car parking, access, landscaping, servicing and works.
Type of Application:	Full Application
Site Address:	PLYMOUTH ARGYLE FOOTBALL CO LTD, HOME PARK, OUTLAND ROAD PLYMOUTH
Ward:	Peverell
Valid Date of Application:	24/05/2013
8/13 Week Date:	23/08/2013
Decision Category:	Major Application
Case Officer :	Robert Heard
Recommendation:	Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 23/08/2013
Click for Application Documents:	www.plymouth.gov.uk



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Site Description

The site proposed for development is currently used as a car park and contains temporary buildings that are used mainly for club administration and hospitality, ancillary to the existing Mayflower main grandstand. It is located close to the western boundary of Central Park, which is bounded by Outland Road.

To the north, east and south the site is surrounded by open areas of parkland, the recently built Plymouth Life Centre and the existing Park and Ride lie to the west, with Outland Road just beyond the Park and Ride. The site's immediate boundaries consist of; the football pitch on Loves field to the north of the site, open parkland on the former Zoo field to the east, Gilbert Lane to the south and the main Park and Ride loop road to the west.

The closest residential properties are further away, to the north and west of the site, located on the opposite side of Outland Road, which provides the only vehicular access to Central Park. To the north, east and south the site is surrounded by Central Park, the city's largest formal park that contains a mix of sports pitches including football, rugby and baseball, allotments, a pitch and putt golf course, bowling greens and Pounds House country estate and gardens. There are also plenty of informal sloping fields. The closest residential areas to the site are the suburbs of Beacon Park, Peverell and Milehouse.

As stated, the area proposed for development, known as Higher Home Park, is presently used for car parking and contains temporary buildings that house the operational side of the football club. The overall site includes the existing Home Park stadium, which is proposed to be retained and was redeveloped in 2001 when the north, east and west stands were demolished and an all-seater stadium built in their place, retaining the main (south) Grandstand which was not demolished and has remained in use as the clubs main grandstand. The site is 4.6 hectares in area and the part of it known as Higher Home Park is entirely hard surfaced, with a gentle slope existing across it, towards the east and south boundaries.

Proposed Development

This application proposes to demolish the existing Grandstand and temporary buildings located on the Higher Home Park site, and to construct a mixed use development that includes:

- a new south Grandstand for the Football Club with seating capacity for 4, 800 (including hospitality/conferencing facilities, players changing facilities and improved offices/club facilities);
- a 10 screen multiplex cinema with IMAX with seating capacity for 1, 815;
- a 120 bed Hotel;
- A1 retail space (1636 square metres floor space including club retail) & A3 restaurant units (3486 square metres floor space), breakdown as follows:

Unit	Use	m2
1	A3	446
2	A3	523
3	A1	310
4	A1	305
5	A3	474
6	A3	410
7	A3	283
8	A3	654
9	A1	325
10	A1	348
11	A3	348
12	A3	348
13	A1	348
Total:		5,122

- community facilities;
- football-related facilities;
- a dentistry/medical centre
- a 1500 seat Ice Centre
- associated car parking facilities, access, landscaping and servicing.
- There is also off site works proposed to access and the park by way of mitigation.

Pre-application Enquiry

MA/439/PRE – redevelopment of Higher Home Park including replacement grandstand and new ice facility, multiscreen cinema, hotel and associated retail and restaurants.

Relevant Planning History

12/02260/ESR1 - Request for screening (and scoping if needed) opinion for Environmental Impact Assessment for development including new grandstand, ice arena, cinema, hotel, and associated retail. EIA FOUND NOT TO BE REQUIRED BY THE SOS.

05/00299/FUL - Temporary building (adjacent to existing shop and offices) to provide additional shop, offices and ancillary accommodation. GRANTED.

05/00080/FUL - Temporary building (Playing for Success Unit) on land adjacent to club shop and ticket office. GRANTED.

01/00085/FUL - Redevelopment in phases of existing football stadium to create an all seater stadium of approximately 19,000 capacity with associated pedestrian and vehicular accesses, car parking and floodlighting. GRANTED.

Consultation Responses

Highways Agency

The submitted transport base is incomplete – does not assess the impact of the development on the operation of the A38(T) as was requested or consider the traffic implications of the expanded stadium capacity. However, the Agency are content that the transport impact of the development would be unlikely to be severe. This is on the basis that event attendance does not exceed current capacity without an event specific traffic management plan.

No objection subject to a condition.

Public Protection Service

No objection.

Comments made and conditions required.

Highway Authority

No objection subject to conditions.

Comments summarised in Analysis section of report.

South West Water

No objection.

As noted in the utility statement a public water main will require diversion to accommodate the development the undertaking of such which will be addressed directly with the developer.

Environment Agency

No objection.

Conditions requested and comments made. Drainage issues summarised in Analysis section of report.

Plymouth Argyle Safety Advisory Group (SAG)

SAG is grateful that the developer has addressed concerns about emergency access to all areas of the site during events and that measures have been put in place in order to minimise hold ups in case of emergency.

SAG considers that the proposals put forward by the developer are not ideal with regard to emergency access, but subject to the attachment of a planning condition, are acceptable.

Representations

At the time of writing this report a total of 388 representations have been made. The reasons for both support and objection are listed below:

Support: 177

- Plans look fantastic, very exciting for an Argyle fan, an invaluable asset
- Will bring a lot of people to Home Park, with the hotel bringing away fans in and spending their money in Plymouth
- Likes the idea of watching the football club play in 'modern surroundings'
- 'we need this'
- Great for Plymouth and the South West
- Will make central park a better place for everyone, improve it and increase the use of it by the people of Plymouth
- Good business and commerce for Plymouth
- Will highlight what Plymouth has to offer and encourage more visitors to Plymouth
- Good for the club, good for the city
- Plymouth needs to be dragged into the 21st Century
- Redevelopment on land which is only home to low-quality buildings or tarmac
- Much needed development
- Excellent, desperately needed development
- Will be well received by the general public
- Positive impact on built and natural environments
- The design/appearance and layout of proposals seems to be adequate for the scale required.
- Exciting
- Well-considered
- Will complete an excellent venue for sport and leisure
- Positive effect on the economy and Plymouth
- Compliment Central Park
- Benefits the future sustainability for PAFC
- Will provide facility for the city's ice skating community
- Will bring national competitions and events to Plymouth
- Plymouth Area Business Council – inward investment is hugely welcome, exciting, imaginative. Life Centre was the start of the regeneration, Higher Home Park will become the core
- Realistic ambition
- Long overdue
- Fantastic opportunity for premier sport and leisure facilities in the SW
- Will put Plymouth on the map
- Area is underwhelming in present state
- Will benefit the wider community
- Bring revenue and jobs to Plymouth
- Home Park needs redevelopment
- More amenities not available at present
- Enhance the area for visitors
- 'golden opportunity'
- Other buildings will complement the Life Centre
- Hotel and cinema will satisfy the requirements of visitors to the area

- Will become a 'Centre of Excellence' for sporting and leisure activities
- Proud of how the city is progressing
- Positives outweigh the negatives
- Appropriate scale
- Fantastic looking design
- On brown field, does not affect green space, commercial developments support the economy, create jobs and a 'destination' for people to attend. Plymouth needs to catch up to attract investors and business. City needs to modernise and invest
- Benefit a young family
- Plymouth desperately needs a statement of intent
- Will bring life and vibrancy to the city
- Impressive facilities
- Will create a message that Plymouth is well worth visiting
- Will benefit the younger generation
- Cinema will ensure the site is used at all hours of the day
- Local businesses will benefit from visitors/resources needed for the day to day operation of the new facilities
- Will encourage more use of Higher Home Park and Central Park
- Will improve the reputation of Plymouth Argyle
- Other activities such as the cinema and ice rink will ensure the site is used more regularly in bad weather
- This kind of development is badly needed in Plymouth
- Will attract students to the city and the extra facilities will encourage them to stay after their degree and find jobs in the area
- Have no issues with the limited capacity of the grandstand and is sure that a designer could come up with a way of expansion if/when it is needed
- Home Park is an area that requires regeneration
- Protects the park environment as could be reasonably expected
- Development would result in funding for park improvements
- Likes the improved facilities for the fans and visitors
- Design and access statement shows an example of inclusive design
- The conferencing facilities will strengthen Plymouth's status as an event destination
- Will help promote Plymouth as a serious event destination
- Brings previously unrepresented national brands to Plymouth
- Will improve the image of Plymouth
- If Plymouth had had this development before it may have aided its bid to become Capital City of Culture
- Will complement the Life Centre
- A football club is the heart and soul of a city and the proposed stadium will become its base
- Additional funding and footfall could be used to increase the general use of the rest of the park
- A high amount of car parking space will ensure children can be picked up safely

- As long as the development remains within the current boundaries of the Football Club's I see no threat to the environs of wider facilities in Central Park itself.

Object: 211

- Insufficient car parking provision, too much reliance on public transport – no detail on how it will be addressed, criticising the decision to provide a Car Park Management Plan until after the first phase of the development is completed
- Concerned with the extent of commercial development and the proposed road layout
- Concern for surrounding residential areas, no place for a multiplex cinema
- Disappointed that non-sporting complexes are being built, i.e. the hotel, fast food outlets and cinema – this is already provided at the Warner village
- Development will change the landscape of the park
- Concern for the hotel when others in the town centre are closing (Strathmore and Astor), also concern as retail units in the town centre are empty
- Pressure on already busy road, increased traffic on 'major artery' into the city
- Concern for loss of green field land
- Hotel will be too tall and overbearing onto the public park
- Shopping area will be cramped with little natural light
- Too reliant on commerciality
- Inadequate for PAFC
- No need for the cinema hotel, shopping mall
- Road scheme will destroy a significant amount of the parkland
- A larger area may be more suited
- Turning the football ground into a 'glorified roundabout'
- Over development – supports the redevelopment of the stands and retail linked to the club but not third party development
- Area is too small for such a large development
- Location and commanding position will ruin Central Park
- Character of the park will change – currently a 'green lung' that provides 'sanctuary and peace'
- Vital habitat to wildlife, heart of the city
- City doesn't need another cinema, negative effect on other businesses
- City needs green open space
- Re-build Home Park but relocate other development to the city centre
- Development does not conform to the park's primary function of leisure space
- Does not fit with the AAP
- Not enough access for peak leisure times
- Keen to redevelop but not to this extent
- Environmental impact is too great
- Land was donated to the people of Plymouth as a green space – must stay that way

- Plans are unacceptable
- Current road access is not adequate
- Proximity of the stand to the retail area is unsafe – needs clear separation, current design and alleyway is not enough
- Retail units are not appropriate according to the AAP – not related to leisure
- Health hazard – vermin etc.
- Protected for many years, should stay protected
- Already have too many hotels and empty shops, let it be for the children
- Redevelopment is correct, location is wrong
- Only green space of any size in the city – likes the idea of being able to relax and exercise outside without being charged – ice rink will not be free to use by the public
- Could jeopardise the economic future of the city centre
- Current economic climate and average income for households does not make a new large complex commercially viable
- Do not want to see tall buildings
- Outland Road is already too busy
- Eyesore
- Friends of Central Park – concerns for the access road – should be alongside the existing route in front of the Life Centre or along the current bus route between the Life Centre and the park and ride car park, too big an impact on visual and physical landscape, support the football club's ambitions but should follow the AAP, road and hotel should not encroach on public open space on Zoo Field and bring air, noise and light pollution to the park, hotel could easily be converted to residential under new planning laws
- Restrictive covenants should not be lifted
- Green place is essential for health and well-being
- Severe effect on topography, landscape and wildlife
- Hotel and cinema not in keeping with a parkland area
- No going back – will impact the land forever
- To help the PAFC is a poor reason to spoil the park
- What will happen to the buildings if the project fails
- Inadequate public consultation – public have been misled
- Vague, breaches the AAP
- Needs to be kept as a sporting area
- Parking in Peverell and adjacent residential areas is already problematic on match days
- Added noise, litter and pollution
- Disruption to the area to build these facilities
- Plans do not constitute a viable future for the ice rink
- Custodians of Central Park and should protect it
- Concern for animals that inhabit Central Park including: Seagulls, Crows, Pigeons, Sparrows, Bats, Rabbits, Hedgehogs and Dormice – not happy with the protected species survey carried out
- Won't be able to afford to use the new facilities
- Will take a large communal space away from the people of Plymouth
- Loss of human habitat is disastrous

- Does not want Plymouth to become known as the industrial heartland of the South-West
- Jobs would be created but at the expense of an historic and well-loved area of the city
- Blatant disregard for healthy lifestyle
- Height of the hotel will dominate the park
- Habitat reports are inadequate
- Concern over the amount of security which will be needed
- Parking and traffic issues – Outland Road already has problems coping with the levels of existing travel
- A lot of the development which is planned, i.e. the dental practice and other businesses, is not going to be of huge benefit financially to the club
- Access to Home Park will be dangerous on match days, especially when these will coincide with school holidays
- Plans for the grandstand and ice-rink are not big enough to host major events and more emphasis should be given on these and less on other commercial activities
- Stand lacks 'wow' factor, ice rink is too small and the cinema is opposite of what should be encouraged at a sporting venue
- Will destroy nostalgic memories of Central Park
- No travel survey carried out since the building of the Life Centre to know the true extent of the already problematic amount of traffic
- A lot of what is being built is a deviation from the Master plan, in contrast to the AAP and permission will be needed from the Secretary of State for a change of use?
- Buildings will dominate the park as the proposal is on the highest part of the park
- Gilbert Lane will be severely damaged by the building of a new service road right up against the hedge
- Home Park is not in an area which requires regeneration
- Friends of Central Park - need a suitable alternative site for the ice rink
- Economic benefits will not outweigh the social loss
- Proposed parking provision does not appear to be able to cope with the number of people who will use the proposed facilities
- Reduce the amount of free space
- The hotel and taxi rank/minibus drop-off will cover existing paths and public rights of way
- Continuous traffic into the heart of Plymouth
- Too much is being crammed into a small area
- Commercial development is not complementary but overwhelming and dominant
- Could be damaging to City Centre retailing
- No room for expansion of the stadium if the plans go ahead, needs to incorporate the possibility of being able to extend the grandstand to a capacity of 20,000
- Land gifted to the people should not be sold off to developers
- The scale is too big for green space
- Location of the facilities for disabled supports is inadequate

- The open spaces which will be destroyed are irreplaceable
- Inadequate space for safe pedestrian circulation
- Proposed road will be dangerous for pedestrians, particularly children
- Not enough emphasis on the stadium and Plymouth Argyle – the football club and the city deserve better than the current plan
- Increased pressure on the public purse to pay for policing etc.
- Dispersing development away from the City Centre is a poor idea
- No real artistic impression provided
- Removal of trees is unacceptable
- Protected Species and Reptile surveys only looked at the area around the stadium and not the whole of the park
- Archaeological and Natural History issues
- Design issues – square blocks will alter the natural and rambling effect that the fields of Central Park provide
- High density will be unsightly
- Central Park is not a regeneration area
- In contrary to council's own policy documents
- Over-ambitious
- Concern for further development in Central Park if the development goes ahead and the possible conversion of the hotel to residential
- Development is too large
- Plymouth is not a rich city. Not everyone has access to the wider countryside or can afford to run a car and get away from town very often, if at all. Central Park provides a cheap and fun way for families to spend time together outdoors. Some of the most adverse effects of the loss of green space will be felt by the people furthest down the ladder of social capital, who are most affected by health and income inequalities, and who are least likely to benefit from the proposed new facilities.
- Development is too large and too tall
- Loss of mature trees
- Important green amenity
- Although only a small amount of green land is proposed to be built on, the visual intrusion of the site will have a greater impact on the green spaces
- No clear indication of the proposed gas-fired engine or gas turbine Combined Heat and Power Unit, and instead this is only to be found by reading the Energy and Sustainability Strategy and the Air Quality Assessment
- People do not holiday in Plymouth and thus a new hotel is not needed
- City Centre does not need more competition
- The amount of people who use cycle lanes could be effected
- Does not assess the disabled needs of visitors
- Concerns for those with visual/hearing impairment and the facilities which will cater for those with these disabilities
- The wrong development in the wrong place
- Already too many restaurants in Plymouth
- GL Hearn, acting on behalf of M&G Real Estate object they own a significant amount of the City Centre and feel the plans do not coincide with the development plan strategy (enclosure 96)
- Particular concern regarding the height of the hotel

LOR recommendations

- Restricting parking on residential streets during match days
- Permit parking on roads close to Home Park to discourage others to park there
- Design of the stadium should be modified to a capacity of 25,000 with enough room for future expansion
- In order to improve traffic flow at the already busy Milehouse junction on Outland road, a permanent entrance to the car park can be made at the Seagrave Road traffic lights.
- Plymouth Tree Partnership – agree to the proposed development in terms of regeneration potential, but feel the current landscaping proposals are weak (main issues highlighted in enclosure 31, follow-up letter in enclosure 100)
- Need to ensure the new stadium is environmentally friendly ‘a green stadium for the Greens!’
- Level Playing Field comments (enclosure 56)
- Akkeron Group Higher Home Park Comments (enclosure 57)
- Needs to be a wall or fence along the new roads to prevent accidents
- Safety Advisory Group concerns (enclosure 95)

The planning reasons listed in the letters of objection received are discussed below in the main analysis section of this report.

Analysis

This application proposes to demolish the existing Grandstand at Home Park football stadium and associated temporary buildings on the Higher Home Park site and to comprehensively redevelop the site with a new grandstand and leisure based commercial development (details listed above in description section). It is considered that this application raises a number of key planning issues;

- the principle of the development and its impact upon the park;
- design and layout matters;
- transport;
- nature conservation (impact on ecology and protected species);
- impact upon trees;
- drainage and surface water management issues,
- landscaping, and,
- renewable energy.

These issues inform the planning judgement as to whether the proposals comply with the development plan.

The principle of development and impact upon Central Park

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was adopted in March 2012 and replaced all of the Planning Policy Statements. It provides national planning guidance, setting out the Government's planning policies for England and how these are expected to be applied. The following paragraphs of the NPPF are the most relevant to this application:

- Paragraph 14 sets out the Presumption in Favour of Sustainable Development. Bullet point three of paragraph 14 states that "For decision taking this (i.e. the presumption in favour) means, approving development proposals which accord with the development plan without delay."
- Paragraph 24 of the NPPF deals with the requirement for a sequential approach for main town centre uses and states that "*Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.*"
- Paragraph 26 of the NPPF states that '*When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floor space threshold (if there is no locally set threshold, the default threshold is 2, 500 sq. m). This should include assessment of:*
 - *the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and*
 - *the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.*
- Paragraph 27 confirms that '*Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.*'

The Core Strategy (adopted 2007)

The adopted City of Plymouth Local Development Framework Core Strategy (2007) forms a key part of the Statutory Development Plan for the city setting out strategic policies and area visions for the key areas of growth and development in Plymouth. The most relevant parts of the Core Strategy are:

- Strategic Objective 5 (Delivering Regeneration) recognises Central Park as a location where there is opportunity to provide improved leisure facilities,
- Area Vision 7 (Central Park) proposes to create an outstanding venue of regional and national significance for active recreation, health, art, education culture and the environment.
- Policy CS08 (Retail Development Considerations) sets out the considerations the Council will use when assessing proposals for retail development in the City. These include the need for the development, compliance with the sequential approach and not having an unacceptable adverse impact on the vitality and viability of existing centres
- Policy CS12 (Cultural/Leisure Development Considerations) sets out the measures the City Council will take to enhance the City's cultural and leisure offer. The policy recognises the development of a cultural/leisure cluster at Central Park focused around the Life Centre.

The Central Park Area Action Plan (adopted 2008)

The Adopted Central Park Area Action Plan (2008) (CPAAP) applies the principles and objectives of Area Vision 7 (Central Park) of the Core Strategy in more detail and proposal CP02 (Home Park) details what is expected to be delivered in terms of a development proposal for the Home Park.

Proposal CPO2 deals with the allocation of the site which is the subject of this application for the following form of development:

To deliver major improvements to Home Park Stadium and support the extension of Plymouth Argyle Football Club's programmes of training and fitness within the community, engagement with the city's youth, through developing its southern stand for supporters, corporate clients and hospitality, and through complementary commercial development potentially including:

- A leisure or sporting facility such as indoor tennis, specialist sports training, ten pin bowling;
- Conference and exhibition space;
- A hotel;
- Leisure and sports related retailing of an appropriate scale and nature consistent with the Core Strategy's retail objectives;
- Refreshment retailing (Use Class A3) to provide a range of services and choice including health eating outlets;

Proposal CP01 (The Life Centre) is also relevant as it contains proposals for an ice centre, which is included within the composition of uses for this application as it was not delivered as part of the Life Centre planning application . Proposal CP01 states that uses within the Life Centre may include:

- Facilities for dry indoor sports such as those currently in the Mayflower Recreation Centre including multi-use sports hall, indoor bowls, fitness aerobics suite, dance, climbing, and facilities for martial arts;
- A 50m swimming pool together with a diving and children's pool;
- An ice rink of sufficient size for ice hockey;
- Health facilities which could provide: consultation rooms for sports injury, healthy eating advice, exercise referral, cardiac rehabilitation, health education/well mans clinic, sexual health and general health checks;
- Café, healthy eating outlets, public toilets, sports and leisure retailing together with communal and social areas;
- An Environment Centre which includes demonstration gardens, interpretation of the bio-diversity and landscape features of the park, including information relating to allotments, a work station for the Councils Parks Service and the retailing of horticultural and garden products including an external plant sales area;
- Storage facilities for events equipment'

It should be noted that the Core Strategy (CS) and Central Park Area Action Plan (CPAAP) were adopted before the publication and adoption of the National Planning Policy Framework. The Core Strategy sets out an ambitious growth agenda for the City, but does so in a way which attempts to create sustainable development and a sustainable growth agenda. In this way the Core Strategy is in conformity with the NPPF and consequently many of the policies relevant to this application are also consistent with the NPPF. In particular:

- Strategic Objective 5 sets out that an AAP will be prepared for Central Park in order to consider the provision of improved leisure facilities. This supports the potential for sustainable growth which will respect the character of the Park, and is in conformity with paragraphs 7, 8 and 70 of the NPPF.
- Area Vision 7 sets out more detail about the vision for Central Park, balancing the need for enhanced leisure and recreation facilities with the need to conserve the park itself. This vision is in conformity with paragraphs 7, 8 70 and bullet points 3, 7 and 11 of paragraph 17.
- Policy CS08 deals with retail development considerations and is in conformity with paragraphs 23 to 27 of the NPPF save in respect of the requirement to prove need (the NPPF sets a threshold of 2,500 sq. m above which proposals should be accompanied with a Retail Impact Assessment – CS08 does not include a threshold).

The Central Park AAP was prepared as a strategy to deliver key elements of the Core Strategy relating to Central Park. It is in conformity with the Core Strategy and therefore is in conformity with elements of the Core Strategy which are in accordance with the NPPF. The relevant CPAAP policies and proposals are also in conformity with the NPPF:

- Proposal CP02 sets out mixed use proposals to bring forward improvements to the Home Park Stadium. The area referred to by Proposal CP02 is shown on the Central Park Proposals Map. This proposal is in conformity with paragraphs 14 (bullet point 1), 17 (bullet points 3 and 9), 69 and 70 of the NPPF.
- Proposal CP01, although largely implemented, includes provision for ice facilities, and is in conformity with paragraphs 14 (bullet point 1), 17 (bullet points 3 and 9), 69 and 70 of the NPPF. The area referred to by Proposal CP01 is shown on the Central Park AAP Proposals Map.

It is therefore considered that the relevant policies in the CS and CPAAP are in conformity with the NPPF.

Analysis of Application Proposals

The application proposals seek to deliver Proposal CP02 and the ice rink facility set out in Proposal CP01 of the Central Park AAP. Proposal CP02 clearly sets out to deliver improvements to the Home Park Stadium. Paragraph 4.14 of the CPAAP sets out that the completion of Home Park Stadium (through the construction of the South Stand) is a 'fundamental component' in the creation of a high quality destination at Central Park, along with the completed Life Centre. Paragraph 4.15 of the CPAAP explains that there is an opportunity to use an existing, rather poor quality car park area 'to include complementary commercial uses on this land ...to integrate a mix of new uses with the existing and provide a building of quality.'

Proposal CP02 is therefore promoting a strategically significant development, and allocating uses to a site which will complete the transformation of this part of Plymouth, creating a high quality destination for the people of Plymouth. A key question is therefore whether the application proposals deliver Proposal CP02.

The applicants deal with this question in paragraphs 6.2 to 6.13 of their Planning Statement. The application delivers Proposal CP02 in the following way:

- The application will deliver a new South Stand for Home Park, including conference and banqueting facilities, new player changing rooms, and improved facilities for Plymouth Argyle staff. This fulfils a key part of CP02 and is in line with CP02.
- The application includes complementary commercial development including a hotel, A3 restaurants and cafes and conference facilities. All of these uses are fully supported by CP02.

- The application proposes a new ice rink. Although this is not within CP02 it is within Proposal CP01 of the CPAAP, which deals with the Life Centre. This point is dealt with in paragraphs 6.3 to 6.7 of the Planning Statement. It is clear that the CPAAP envisaged a new ice rink being provided in this broad location, and that it was not possible to do so within the Life Centre elements of Proposal CP02. This application therefore delivers the original intention of the CPAAP and is in line with CP01 and CP02.
- The application proposes a 10 screen cinema with an IMAX. Proposal CP02 does not specifically say that a cinema could be provided as part of the mix of development. Proposal CP02 does, however, set out that 'A leisure or sporting facility' would be appropriate, and suggests that uses such as indoor tennis, specialist sports training or ten-pin bowling could form part of the mix. It should be noted that when describing the complementary commercial development which could come forward under CP02, the proposal gives examples of the form of development which could potentially come forward. The Proposal supports the creation of a 'leisure or sporting facility', and then gives a list of examples of what this facility may be. That list is not exhaustive. Furthermore in terms of use classes, a cinema falls into the Use Class D2 of the Town and Country Planning Use Classes Order, which is defined as Assembly and leisure facilities. A ten pin bowling facility (as referred to in Proposal CP02) also falls into Use Class D2 and the applicants are proposing a cinema as an alternative to ten pin bowling. This is also discussed in paragraphs 6.6 and 6.7 of the Planning Statement. It is therefore considered that a cinema forming part of the mix of uses at this location is not outside the provisions of Proposal CP02.
- Finally, the application proposes 1636 sq. m of use class A1 retail. CP02 supports 'leisure and sports related retailing of an appropriate scale and nature consistent with the Core Strategy's retail objectives.' In paragraphs 6.22 to 6.28 of the Planning Statement the applicants explain the rationale behind the A1 retail floor space, explaining that the unit sizes will be small and that the intention is to restrict occupants to leisure and sports related outlets. This element of the proposals is therefore in line with CP02 in principle, although there are some more detailed issues explained below.

It should be noted that many of the proposed uses are defined in the glossary to the NPPF as 'Main Town Centre Uses' and therefore are covered by paragraphs 24 and 26 of the NPPF as set out above, and by CS08 point 5. In essence these paragraphs are concerned with uses which are subject to the 'town centres first' approach and set out whether or not an application needs to include a sequential approach to site selection. The Home Park site is out of centre, in that it is not a location identified as local or district centre and is not on the edge of a centre. The application proposals are, however, in accordance with the development plan which is broadly in conformity with the NPPF as set out above. In particular, Policy CS12 sets out that there will be cultural and leisure development at Central Park in association with the

Life Centre; and Proposal CP02 of the Central Park AAP allocates land at Home Park for the uses described in the application. In this case, therefore, paragraph 24 of the NPPF does not require a sequential approach. The AAP Proposal also supersedes the Core Strategy Policy CS08 as it was adopted subsequent to the Core Strategy. There is therefore no need for a sequential assessment to be undertaken.

The main aim of Proposal CP02 is the delivery of improvements to Home Park Stadium. The associated complementary commercial development to be created as part of the development assists in creating a high quality development in association with the Life Centre, and also assists in enabling the stadium improvements to come forwards. The mix of uses named in Proposal CP02 justifies the location of those uses at this location. However, the scale of some of these uses is not set out in the Proposal, and consideration of scale is reserved as a matter for the planning application. This applies particularly to the AI retail floor space. Paragraph 4.16 of the CPAAP sets out that:

“Limited complementary sports and leisure related retailing is considered appropriate as part of the mix of new uses for Home Park. The nature and scale of such uses will be tested against the retailing objectives of the Core Strategy through the planning application process.” It is therefore necessary to consider the amount of retail floor space being provided and the form it will take.

It is therefore necessary to consider the scale of the AI retail uses proposed as part of the application, particularly in the context of their impact on the City Centre and other existing centres.

The application proposes 1636 sq. m (gross), as is set out in the applicants Planning Statement. Paragraph 26 of the NPPF sets out that when assessing applications for retail development outside town centres which are not in accordance with a development plan, LPAs should require an impact assessment for floor space over a locally set threshold, or if no threshold has been set of over 2,500 sq. m.

Although the principle of retail development is clearly in line with Proposal CP02, the quantum of floor space is to be tested through the application process. The Plymouth Core Strategy does not set a local threshold above which impact assessments should be required in the City.

The Council's up to date retail evidence base is the Retail and Centres Study which was published in 2012. This sets out a comprehensive analysis of retail capacity in Plymouth, and comments on the health of the City Centre. It also recommends that the Council uses a locally set threshold of 500 sq. m above which retail impact assessments should be required.

This threshold has not yet been incorporated into a development plan. The “PPS4 Practice guidance on need, impact and the sequential approach” adopted in 2009 is still in force, and states in paragraph 7.4 that locally set thresholds should be in the Local Planning Authority's LDF. It is therefore unlikely that the Council could insist on a full Retail Impact Assessment being provided to accompany the Home Park Proposals. The default threshold of 2,500 sq. m as set out in paragraph 26 of the NPPF has therefore been applied. In this case, the amount of retail floor space

proposed in the application (1,636 sq. m) falls below this threshold, and a full retail impact assessment has not been required.

Nevertheless the applicants have provided a retail statement as part of the Planning Statement. This retail statement justifies the amount of retail floor space they propose. Paragraphs 6.14 to 6.30 of the Planning Statement set out a detailed analysis of the form and scale of the A1 retail component of the proposals.

Some of the key details include:

- The amount of retail floor space proposed is set within the context of the Retail and Centres Study (2012), produced for the City Council by Peter Brett Associates. Paragraph 6.29 concludes that there is sufficient retail capacity in the City to support the retail floor space at Home Park.
- Paragraph 6.21 states that the proposal is a leisure orientated development and that the retail would be ancillary to the leisure elements of the development.
- Paragraph 6.22 sets out that the floor space will be provided in a range of units of relatively small sizes. Paragraph 6.27 provides more information on this point – 228 sq. m of the overall retail floor space will comprise a ticket collection and club merchandise outlet. The remaining floor space will be split into five separate units. Units of this size will not be attractive to City Centre retailers.
- Paragraph 6.25 sets out that the occupiers of the proposed units would be predominantly sports orientated, specialist retailers.

This analysis shows that the retail use will be in small units and will be occupied by sports and leisure related retailers. The impact on the City Centre and other centres will therefore not be a significant adverse impact. The retail, if it is delivered as described in the Planning Statement, will not compromise the objectives of the Core Strategy or have a significant adverse impact on existing or proposed investment in centres.

This is useful information, but does not quantify the impact that the A1 retail floor space may have in the City Centre. The Retail and Centres Study shows that in 2012, a total of £317.7 was spent in shops in the City Centre, of which £68m was spent on recreation, sports and leisure retailing (see paragraph 4.6 of the Retail and Centres Study (RCS)).

Officers have produced a broad estimate of the turnover that might be expected to be generated by the A1 floor space at Home Park and compared this to the amount of money spent in the City Centre. This shows that the amount of money spent at Home Park would be just 1% of that spent in the City Centre, and only 6% of that spent on recreation, sports and leisure goods in the City Centre. These figures should also be seen in the context of the health of the retail economy in general in

2012. The RCS forecasts that over the period 2010 to 2031, an additional £600m will be available in Plymouth being spent on non food shopping.

The issue of impact on the City Centre is an important consideration. The Council has aspirations set out in the City Centre and University AAP for very significant improvements to the City Centre which mean that proposals for retail development outside the City Centre should be scrutinised. In addition, the City Centre has clearly been challenged by the recession leading to areas of vacant units.

These figures provide reassurance that the AI retail floor space at Home Park will not represent a significant adverse impact on the City Centre (NPPF para 24), nor will they unacceptable adverse impact on the vitality and viability of the City Centre (CS08 (6)). They support the position taken by the applicants in their Planning Statement that there will not be a significant impact on the health of the City Centre.

The small size of the proposed units also provides some comfort. The RCS in paragraph 6.59 comments on unit sizes in the context of the proposed Derriford District Centre, and notes that new floor space should not come forward in unit sizes which are large enough to tempt existing occupiers away from the City Centre. The average unit size in Drakes Circus (largely occupied by national retail chains and the most successful part of the City Centre in commercial terms) is around 700 sq. m gross. The largest unit at Home Park is 348 sq. m gross, half the size of this figure and therefore unlikely to be attractive to City Centre retailers. It is also clear from the Planning Statement that the applicants do not wish Home Park to be a retail destination, but to be focused on sports and leisure activities with retail outlets complementing these uses. This will also make the proposals unattractive to City Centre operators who need to be close to other retailers. It is also of comfort that the applicants are aiming to attract specific recreation, sports and leisure retailers (as set out in the Planning Statement) who do not at present have representation in Plymouth. Again, this provides reassurance that the impact on the City Centre will be limited.

Finally, it should be noted that of the £100m spent on recreation, sports and leisure goods by Plymouth residents in 2011, £6m was spent outside the City at places such as Lee Mill, with another £6m spent at out of centre stores such as Marsh Mills. New floor space at Home Park provided as part of a high quality sports and leisure destination will assist in clawing back some of this expenditure to a location where it will reinforce the success of Home Park and the Life Centre and will be in a location with strong and convenient links to the City Centre.

These factors, when weighed alongside the consideration that the leisure and retail elements of this proposal are essential to deliver the improvements to the Home Park Stadium and to create the high quality destination aspired to by the Core Strategy Area Vision and the CPAAP (AV09, CS12, CP02, CPAAP paras 4.15 and 4.15), are sufficient to show that the nature and scale of the AI retail floor space proposed at Home Park can be supported (CPAAP para 4.16).

It is recommended, however, that in order to ensure that the retail floor space delivers the detail of Proposal CP02, that conditions are used to restrict the goods sold to sports and leisure related retail, to ensure that the amount of floor space is

delivered in 5 smaller units as set out in the description of the development, that future provision of additional floor space in mezzanines is restricted and that the units cannot be merged through internal alterations.

As stated above, the National Planning Policy Framework seeks to actively encourage and promote sustainable forms of development. It replaces all previous Planning Policy guidance issued at National Government Level.

This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework-Core Strategy 2007 and is considered to be compliant with National Planning Policy Framework guidance. To conclude, it is considered that in relation to the above policy issues, the application proposals are in accord with the relevant development plan policies and guidance contained within the NPPF.

CPO2/CP04 Boundary issues

Whilst the proposed development is all within the ownership boundary of the applicants leasehold/freehold interests (the applications red line boundary), the eastern boundary of proposal CP02 is just within this area, with the result being that the applicants boundary overlaps the eastern boundary established for CP02.

At its widest point, the applications site boundary breaches the boundary of CP02 by 37 metres. This is the widest point between the eastern boundary of CP02 and the applicant's ownership boundary. The consequence of this breach is that the development boundary encroaches into policy CP04 (Park Enhancements) of the CPAAP, which seeks to deliver a comprehensive range of environmental improvements to Central Park in accordance with the Central Park Master plan.

In mitigation for this breach, the Local Planning Authority has agreed with the applicant that they will deliver a number of improvements and enhancements to the park that help it to achieve the aims of policy CP04 and the Central Park Master plan. The mitigation agreed (which will be secured in a Section 106 Agreement) is as follows:

- Resurfacing main Park and Ride loop road.
- Landscape main Park and Ride loop road.
- New feature gateway entrances to Central Park from Outland Road both north and south in masonry with piers and stainless steel decal announcing Central Park Plymouth in relief.
- Seamless extension to Life Centre public realm in comparable quality to that of the Life Centre.
- Enhancements to Zoo Field, including the creation of Argyles Memorial Garden, linking footpaths, sustainable land drainage features together with the community orchard.
- Assistance in the delivery of the Parks sustainable urban drainage system, such works to include the investigation work in relation to the culverted Pennycomequick stream, its hydrology, flow rate calculations of possible

solutions, exploration of capacity and all related details in connection with the above.

- Improve the senior football pitch on cottage field, works to include Agronomists study, minor grading, land drainage and connection to the sustainable urban drainage network, cultivation, addition of ameliorants and establish a hard wearing sports sward, new ground sockets for goal posts, and new goal posts and nets.
- New pedestrian entrance at the northern end of the Mawson Axis (Life Centre and Home Park), include for stone piers and decorative lanterns either side with main feature gate 1930s style vehicle two leaf opening plus pedestrian gates either side allowing for prams/pushchair and disability access.
- New South Grandstand (this is included here as the ground is leased to PAFC and in current ownership of the Council).
- New community sports changing rooms.
- Financial contribution of £35,000 for the resurfacing of Gilbert Lane.
- Contribution of £17,600 for new footpath link running south from Zoo Field to the Jubilee Avenue via the Family Tree Field.

The above package of enhancements will adequately mitigate the breach of the proposal boundary by providing improvements to Central Park that help to create desirable, high quality, vibrant spaces that can be used by the whole Plymouth community whilst also enhancing its value as an important wildlife corridor, in accordance with the requirements of Policy CP04 (Park Enhancements). They contribute to the creation of a safe and well connected park and improve the range and quality of public facilities available to park users. The above mitigation package will thus contribute towards achieving Objectives 2, 3 and 6 of the CPAAP and will ensure that the development accords with Policy CS04 (Park Enhancements) of the Core Strategy.

Whilst, as stated, the proposed development breaches the proposal boundary of CP02, it does ensure that the building line established by the development of the Plymouth Life Centre in this part of Central Park is respected, and that Cottage Field is retained as an open part of the park (and secured as a sports pitch) . Proposal CP01 (The Life Centre) of the CPAAP allows for the provision of an ice rink of sufficient size for ice hockey, with the proposal boundary including both Cottage Field and the land adjacent to the west (now part of the park, immediately to the south of the Life Centre). The inclusion of an ice facility at Central Park is therefore compliant with the proposals for Central Park as set out in CP01.

The provision of the ice facility within the composition of development proposed for Home Park allows Cottage Field to be retained as part of the park and remain undeveloped. This secures a far larger, more prominent and accessible part of the park as open parkland, in comparison to the area of land to the east of Home Park (the away stand) that breaches the boundary of proposal CP02, which is smaller, poorly landscaped and less well used.

It should be noted that the total area of the land between the eastern boundary of proposal CP02 and the applicant's ownership boundary is 5500 square metres in

total. This represents a sliver of land that is 37 metres wide at its widest point along the eastern boundary of proposal CP02. However, only 2365 square metres of this land is proposed to be developed. This represents part of the hotel element of the proposal in the south east corner of the site, the remaining 3135 square metres will be secured as open parkland (this is the land rear of the existing away stand).

When considered within the context of the wider park, the technical breach of policy CP04 referred to above is even less significant. The entire area covered by CPO4 is 762,600 square metres in total, compared to the area of the site that overlaps CP04 and is proposed to be developed for a hotel, which is 2,365 square metres in total. The inclusion of an ice facility within the development, which was originally expected to be provided within the proposal boundary of CP01 (The Life Centre), secures an even greater area of land to be retained as open parkland. The location of the Life Centre on Pellows field and the inclusion of an ice facility within the proposed development ensures that the open area to the south (front) of the Life Centre and Cottage Field are retained and secured as part of the park, being protected from development. The protection of these areas from development secures approximately an additional 26,192 square metres of the park as open parkland, as they were previously expected to be developed, being within the proposal boundary of CP01. Overall, the application thus results in the retention of 23, 827 square metres of parkland that was previously allocated for development.

In summary, for the reasons outline above, officers consider that the proposed development complies with the aims and objectives of proposals CP01 (The Life Centre) and CP02 (Home Park) of the CPAAP and delivers, as mitigation for the breach of the eastern boundary of proposal CP02, some of the environmental improvements listed under policy CP04 (Park Enhancements) and proposed within the Central Park Master plan. The application is thus considered to be in accordance with Strategic Objective 5 (Delivering Regeneration) and Area Vision 7 (Central Park) of the Core Strategy, paragraph 26 of the NPPF and proposals CPO1 and CP02 and policy CPO4 of the Central Park AAP.

Design and visual impact

The proposed development aims to deliver major improvements to Home Park Stadium, whilst providing a mix of complimentary commercial, recreation and leisure development that will create a destination that provides a well balanced composition of uses and high quality built form at the Higher Home Park site, at the western edge of Central Park adjacent to the existing Life Centre.

Pre-application discussions have taken place with the applicant and their consultants over the previous 18 months which has seen the scheme evolve from a more segregated development to one that now represents a high quality composition of buildings that comprise a legible and integrated proposal with clear active frontages and entrances.

The proposed development has been devised to make best use out of the constrained site and arranged around a wide central retail concourse to allow reasonable circulation and access to the proposed key facilities between the new grandstand for the football stadium and the proposed leisure based development to

the south on Higher Home Park. Both the shape and arrangement of the proposed buildings are to some extent constrained by the specialist uses that they contain and the architects have had to overcome the insulation and energy demands that a high quality cinema complex and a modern ice rink would demand to function and operate efficiently.

The proposed new south stand (the Grandstand) to Home Park will replace the existing 1950s Grandstand, which is proposed to be demolished. The new stand will be positioned in the same location as the existing, but will be integrated with the existing 3 sided stadium so that the structure will appear continuous and fully enclosed on all sides, enhancing the spectator experience. It will provide 4700 seats, seating for disabled people, ancillary refreshment outlets, players facilities, ancillary football community facilities, associated hospitality and conferencing facilities and club retail. The seating comprises of 2 tiers and the refreshments and toilets are provided at concourse levels.

The Grandstand is the only element of the proposed development which is separate and not linked to the rest of the proposed commercial development. Its key features are:

- A durable brick façade at ground floor level facing the public realm and pedestrian street;
- Curtain walling façade for retail units;
- A wrap of rain screen metal cladding panels to the west corner elevation to reflect the finish proposed for the ice center opposite;
- Light coloured cladding panels to the first floor level hospitality areas to help reflect light onto the pedestrian area;
- High performance glazing with solar reflective layers to windows of the curved west block;
- Aluminium louvers to the 2nd floor upper concourse areas to help break the scale of the elevation and express the grandstand roof as a separate element.
- An aluminium standing seam roof with projecting eaves and polycarbonate sheeting to the southern edge to reduce shadow over the pitch. The exposed curved roof truss helps provide identity to the stand from long distance views.

The proposed Grandstand incorporates some particular and distinctive design features such as the curved roof structure and unique curved hospitality element that defines the entrance to the site and acts a key gateway feature. From within the other 3 parts of the stadium the Grandstand will act as an impressive central feature and focal point that helps tie the existing 3 sides into a completely enclosed modern football stadium. The scale, massing and design of the Grandstand are considered by officers to be appropriate, with the architectural expression providing an attractive building with some excellent design features that contribute to a high quality and distinctive replacement Grandstand.

The proposed development of complimentary retail, commercial, leisure and recreational uses proposed within the development include an Ice Centre, 10 screen IMAX Multiplex Cinema, 120 bed hotel, retail/restaurant space, health center,

community sports changing rooms, car park and associated plant. These uses are provided within an integrated structure that covers the majority of the Higher Home Park site and wraps around the southern and part of the eastern boundary of the site. A concourse is provided between the new Grandstand and the complimentary leisure and commercial development that creates a street and new areas of public realm with shop fronts and active frontages that help to enliven this pedestrian area.

Considering the elevations of this structure it is difficult to distinguish between the different levels of the proposed commercial development due to the vastly different floor to ceiling heights of the uses proposed within it. However, in order to understand how the different uses fit together the next few paragraphs provide an outline of how the different uses are arranged within the proposed development.

At lower ground level an undercroft parking area is proposed which has direct internal access to the proposed hotel and Grandstand. The Grandstand has its lower concourse and player's facilities at this level. Due to changing land levels, on the eastern elevation of the new commercial development (facing the park) the service levels of the hotel are located (they appear at ground level when viewed from the park) due to the changing topography across the site. A pedestrian only access from the park to the hotel is also on this level.

Within the site at street level the development is characterised on both sides (Grandstand and new commercial development) by active retail (including club retail) and restaurant/café frontages, with a feature entrance to the Ice Centre on the north west corner of the new development and the cinema foyer positioned centrally amongst the proposed retail and restaurant units of the new development. At the end of the new street lies the proposed health center with the route providing pedestrian access through the development and onto the park and Zoo Field. The ground floor of the hotel is located at this level, wrapped around the east and part of the south elevation. On the rear section of the new commercial development, facing onto Gilbert Lane, exists the proposed community changing rooms, a significant area of plant and a gated service yard.

At ground level the new retail concourse and areas of public realm help to link all aspects of the development together and to the Life Centre, here with fully glazed active frontages are proposed. The retail concourse separates the proposal from the new grandstand to the north and the Life Centre to the west. These spaces are fronted with leisure and commercial development including cafe's and restaurants uses which will help to enliven the development and extend its use and appeal beyond those this city has previous experienced, bringing it into the 21 century as is the nature of today's modern sports complexes.

The first floor of the hotel then features between the ground and first floors of the development due to the differing floor to ceiling heights associated with the different uses at the site. The floor to ceiling heights of the hotel are domestic in character when compared to the commercial scale of the other uses that make up this part of the development

The first floor of the development provides the ice pad with spectator seating of the new Ice Centre and the cinema screen access lobby and seating. Within the

Grandstand the hospitality functions are located on the first floor. The second floor of the hotel wraps around the cinema at this level on its east and part of its south elevations, due again to the changing levels across the site and different scales and floor to ceiling heights associated with the different uses proposed.

At the second floor level the new commercial development is characterised by further seating and ancillary facilities for the Ice Centre, with further seating in the cinema arenas, and the third floor of the hotel due to the changing topography. The first, second, third and fourth floors of the hotel share the same layout and wrap around the cinema on the east and part of the south elevations of the proposed commercial development. The Grandstand is characterised by the upper concourse and offices at this level.

The third floor level provides the fourth floor of the hotel and ice and cinema void areas. The fourth floor is the roof level which houses some of the technical equipment required to operate the cinema and is wrapped on the east and part of the south elevations by the fifth (top) floor of the hotel.

With regards to scale, the height of the buildings vary slightly across the development, with the IMAX cinema element of the proposal providing a central focal point that rises slightly above the roof line of the rest of the development. The height of the development is similar to the height of the adjacent Life Centre, so that when viewed from the park and areas to the east a consistent and balanced form of development is presented.

Due to its location and scale, the proposed development will, with the existing Life Centre, help to form a prominent and contemporary composition of built form when viewed from within the park, particularly from open areas to the east and south. This is considered to be positive and ensures that the building will be visible from many areas within the park, establishing a clear building line and creating a leisure and sports destination for the western part of the park.

The design and external appearance of the proposed development is contemporary and is defined by the use of high quality materials. The proposed west elevation, which faces the existing east elevation of the Life Centre, is characterised by active glazed frontages at ground floor level, which help to bring life to the area of public open space between the proposed development and the Life Centre. The Ice Centre, located on the floors above is predominantly clad in aluminium rain screen cladding in varying sizes and shades with strip lighting. The west elevation of the Grandstand is mainly glazed with composite metal panel cladding.

The east elevation consists predominantly of the hotel, which has been designed to overlook the park (in particular Zoo Field). The façade of the hotel is a mix of composite aluminium paneling and rendered rain screen on a plinth of lime stone that anchors the building and presents a more robust frontage at ground (park) level. The proposed south elevation houses the main Ice Centre and Cinema elements of the development and the design and external finish here is therefore influenced by the 'black box' uses that are accommodated within this part of the development. This part of the Ice Centre is again defined by the use of aluminium rain screen panels so that it can be easily identified within the development and the cinema is

finished in a painted blue render. The hotel, which also wraps around the development and provides the main east elevation of the proposal, takes advantage of its position and has generous amounts of glazing giving the occupier views of the park and surrounding townscape. The majority of the remaining façade is finished in white render with a limestone plinth.

The north elevation of the proposed development faces onto the newly created pedestrian concourse and is mostly finished in glazing at ground floor level, thus providing active frontages onto the pedestrian street. The upper lobby of the cinema cantilevers out to break up the flat façade and adds an interesting projecting glazed element at first floor level, which with regards to materials is mainly defined by the use of curtain walling and aluminium rain screen cladding.

The design and external appearance of the development is impressive and its location ensures that it relates well to both to Central Park and Outland Road. It provides a high quality composition of buildings that are compatible with the adjacent Life Centre and appropriate given the setting. Active frontages are provided along the main ground floor elevations and the development helps to enliven the open space between the site and existing Life Centre.

The high quality of materials proposed for the external elevations defines the development and helps to distinguish the different uses proposed within it, which helps to break up the massing of the building. Together with the Life Centre, the development will contribute to the provision of an excellent sporting and leisure destination at the western edge of Central Park. Taken as a whole, it is considered that the proposed development will deliver a significant and impressive composition of high quality buildings that contribute positively to the character and appearance of the area and local visual amenity. It is therefore considered that the application is compliant with Policy CS02 (Design) of the Adopted City of Plymouth Local Development Core Strategy (2007) and Proposal CP02 (Home Park) of the CPAAP.

Highways Issues

A Transport Assessment (TA) has been submitted in support of the development and a full review of this document has been undertaken by the Councils Highways Officer. The TA assesses the trips to the development following interrogation of the Trip Rate Information Computer System (TRICS) database. This system utilises survey data from comparable sites to enable a calculation of trips to be made based on the size of the development proposal. However, the development trips have been discounted in that it has been agreed that the retail and restaurant uses are ancillary to the main uses at the site and as such these trips have been reduced to 25%. (I.e. 75% of these trips will be linked to other uses). All other uses have been assessed at 100%.

Subsequently work has been carried out to calculate how many existing trips are on the network using the existing cinema and Ice facilities in other parts of the City. The TA assesses Census data for wards and assigns trips to the network. It is accepted that a number of trips from various wards currently use Outland Road en route to existing facilities. The majority of these trips would be diverted into the new site, although some will still continue to the existing cinema due to customer loyalty. As the existing ice rink facility in the City Centre is due to close it is assumed

that all ice rink trips will divert to the new facility.

As is standard practice the peak highway hours have been assessed as being the worst case scenario. The applicant has assessed the impacts on junctions for the years of 2013 and 2018, by way of applying growth figures to traffic flows. The agreed trips have been assigned to the network and traffic modeling carried out to establish the impacts of the additional traffic on the highway network. The network peak hours are 0800-0900 and 1700-1800 during a weekday and 1300-1400 on a Saturday. However, it is noted that the peak hours of the development trips generally occur outside of the highway peak hours.

The applicant proposes to serve the development from the junction of Outland / Segrave Road and the Park & Ride (P&R) perimeter road. The existing junction has been tested using standard traffic modeling systems and it was concluded that the existing layout would need amendments to facilitate the development trips. The modeling work has been audited by an external independent Consultant, at the request of PCC Officers, and it was concluded to be a good representation of the junction.

The required amendments to the junction include a northbound right-turn lane and an additional lane on the southbound 'loop' section of the junction to provide a link in to the development site. A Toucan crossing is proposed to replace the existing pelican crossing on Outland Road. This is required due to the increase in the number of lanes and the central island will be staggered, an improvement over the existing in-line crossing. All works to the highway will be subject to full design checks and Road Safety Audits before any alterations are permitted.

The modeling demonstrates that the amended junction with the proposed development will operate within capacity levels although some congestion on the inbound lanes would occur if the Toucan crossing was called every cycle. It is accepted that this is unlikely to occur during the highway peak hours in reality and further testing was carried out to demonstrate the effects of the crossing if it was called every other cycle and 1 in 3 cycles. These scenarios operated with sufficient capacity on all arms. It is feasible that the Toucan could be called at every phase during a development peak, such as the end of a film or event, or at the beginning and end of school, which lies to the north of the site.

Further modeling work was provided on the junctions of Outland Road with the Park and Ride (P&R) exit road, the Mayflower Drive junction and also the Life Centre access road. Again sufficient capacity is available for the proposed development trips during the assessed peak hours.

The applicant was advised, during pre-planning application discussions, that the impacts on the corridor as a whole, from Milehouse to Manadon, must be assessed. This work has been subject to numerous discussions and no agreement has been reached with the applicant's Transport Consultants. Transport Officers know, and it can be observed daily, that peak hour congestion does occur on Outland Road at its junctions with Ham Drive and at Peverell Park Road.

The applicant's consultants have provided % impact calculations during various times

on the network and they conclude that the impacts are minimal and likely to be within the limits of daily variation. However, it is the contention of the Highway Authority that as the development trips are new trips that the impacts will be in addition to daily variations so do need to be assessed. Therefore the development will impact on the corridor and in some circumstances an increase of around 4% is likely. Any increase on a congested network would require mitigation and the applicant has failed to demonstrate that these impacts will not cause capacity issues nor offered any mitigation.

The junctions on the corridor are linked, through their operation, so in effect each set of signals will only ever send enough traffic up to the next set to ensure that the signal times are optimised. However, this causes queuing on the network. Therefore the development traffic will technically join the end of the queue which can lead to increased journey time, thus causing issues of bus journey delay.

The installation of MOVA Traffic control (Microprocessor Optimised Vehicle Actuation) systems along the corridor would be beneficial to the operation of this network. However, the cost of such provision and the associated works that would be required make this a financially unfeasible option at this time and indeed there are no approved schemes at present to support any financial contributions.

Irrespective of the corridor, the amendments proposed at the junction at Outland Road / Segrave Road will require the installation of MOVA to be included within the design. This requirement will be secured through a condition, with exact details to follow. Due to the close proximity and linked operation of the corridor the applicant has been advised that they will also need to provide MOVA at the junction with the P&R exit and also at Mayflower Drive thus ensuring these nearby junctions are linked together. This provision can be included within the Highway Agreement, under the provisions of section 278 (Highways Act 1980), to cover the cordon area as a whole scheme rather than require three separate agreements.

It is considered that this provision will provide sufficient mitigation and contribution towards the impacts on the corridor as a whole. The Highway Authority contends that the provision of MOVA at the northern most junctions is not feasible in relation to the scale of development hereby proposed.

The MOVA systems will enable peaks from the development to be managed onto the network, thus maintaining bus journey times effectively. With the ability to monitor and control queues accordingly the MOVA will actually be of benefit to the development itself in that it will be able to clear traffic during development peaks that may occur outside of the highway peak hours.

Therefore a Grampian condition will be required to secure the construction of the junction at Outland Road / Segrave Road to include the provision of a Toucan Crossing and MOVA traffic systems which will be linked to MOVA installations at P&R exit and Mayflower Drive. This work will need to be submitted for technical approval and completed, in accordance with the approved plans, prior to any occupation of development.

As above, the main access to the site, for vehicles, is proposed at the junction of

Outland Road and Segrave Road, utilising the existing 'loop' to accommodate right turns into Segrave Road. The applicant has provided a basic access proposal which requires the upgrading of the lower section of the Perimeter Road to an adoptable standard.

Footway and Cycle routes are proposed to link with southbound flows on Outland Road and the aforementioned Toucan crossing. The pedestrian/cycle facilities will connect the development to the highway network. The scheme as submitted has not been subject to detailed design but it is accepted, with a good level of confidence, that a suitable scheme can be provided to serve the development and maintain bus service provision through the Perimeter Road.

In order to provide an improved connectivity some amendments to the P&R boundary are required at the lower end of the car park. This will enable longer lane lengths for exiting vehicles but also aids the pedestrian/cycle connections in the area. Due to the encroachment into the P&R car park the applicant will be required to alter the internal white lining accordingly, but only to accommodate the affected spaces and routes as a result of the proposed changes.

As such it is appropriate to secure the access improvements by way of a condition. The land is within the City Council's ownership and the applicant has served the required notice. The road will be brought up to an adoptable standard in accordance with the approved scheme and must include off-street Traffic Regulation Orders as appropriate, funded by the applicant as part of the agreed package of works.

Again a Grampian condition to submit and approve a detailed scheme should be attached to any grant of consent to ensure that the approved access is completed prior to any occupation of the development.

It is noted that the work carried out to facilitate the adjacent Life Centre development provides suitable access for non-car based customers gaining entry to this development via Milehouse or Central Park. No further work in this regard is required outside of the development site boundary from this direction.

The TA includes a Car Parking technical note to justify the parking provision at the development. Further details were requested in relation to the future management proposals for the car park and subsequently a Draft Framework Parking Management Strategy was submitted.

The applicant proposes to provide a basement style car park with provision for 380 cars, to include provisions for disabled drivers in accordance with Policy requirements. An assessment has been made of the City Council Core Strategy parking standards in which a maximum parking provision of 1262 spaces could be provided. However, this value does not take into account the accessibility of the site, which in turn provides ample opportunities for non-car based travel choices.

Following the accessibility guidance the maximum parking provision is reduced to 568 spaces. Obviously this figure has not been met but the TA provides a breakdown of parking accumulation demand based on the approved trip rate arrival

and departure times. This work concludes that the maximum demand for parking at the development will be 392 on a weekday evening and 402 during a Saturday evening. Both of these times occur outside of the highway peak hours and also outside of the peak hours of operation of the P&R service but it does demonstrate that the development parking provision has a shortfall against its demand.

It is noted that the adjacent P&R car park offers sufficient capacity during these times and would therefore be able to accommodate additional overspill parking, as applies also with the Life Centre. However, the parking strategy fails to demonstrate how use of the development car park will be encouraged. It suggests that pay and display will be introduced on the site and the car park will be run by a third party operator.

If that was to be the case then it is highly probable that a large, albeit undefined, number of customers would choose to park for free within the P&R car park or Life Centre car park, rather than paying to park in the development site itself. Therefore it is suggested that the potential overspill will occur throughout the day and not during the development peak hours as the strategy suggests. This could have a detrimental impact on the operation of the City Councils Park and Ride service.

Whereas it is the role of the Council to enforce parking control on its own land it is considered appropriate to request a contribution towards any necessary enforcement measures or controls that may be required as a direct result of the overspill parking. The Life Centre, through its on-going parking strategy have contributed £25,000 towards future parking control and therefore the PAFC development will be required to match this.

This contribution should be secured through a Section 106 obligation. The contribution is justified due to the fact that the development does not offer sufficient parking to meet its demand nor does it provide suitable mitigation measures and control to promote the use of its own proposed car park.

The Draft Parking Management Strategy will form the basis of a full parking strategy and should therefore be subject to condition. Details will be required within the strategy document to explain how the access arrangements will be managed, and customers directed accordingly, should the development car park be full. If advance 'real time' signs are required then these may need to be located on the Highway and as such their details must be submitted for approval. Likewise general signing from the highway into the development itself will be required and again this can be addressed within the strategy. The parking management strategy will complement the Travel Plan and Event Managements Plans, requested later in this report.

In terms of the general site layout the vehicular areas are generally integral to the boundary of the site. The access road from the P&R perimeter to the car park is proposed along the existing stadium concourse, which will be upgraded accordingly. This will provide a direct and internal route into the development facilities. This route falls wholly within the site boundary and control of the applicant and will remain so.

The existing site, to the south of the stadium, is predominantly used as a car park, amongst other uses, and access is currently available from the shared surface in front of the Life Centre. It is proposed that this route will be retained for service vehicle use to serve the development and indeed a service area is proposed with suitable loading and turning off this route.

The area between the side of the Life Centre and the development will be upgraded to match the works carried out by the Life Centre. This will result in a pedestrianised shared surface area which will continue into the development site. Pedestrian routes are proposed throughout the site which will enhance links in to the park. It is considered that these routes further increase the accessibility of the development and will encourage walking and cycling to and from the development.

The applicant is proposing to install secure parking for 209 cycles. In reference with the City Council standards, as a Minimum provision, this provision slightly exceeds the minimum and is therefore welcomed. The racks are provided both internally to the building and outside around the site in clusters.

As above the applicant will be required to provide a Travel Plan and also an Event Management Plan. The Travel Plan should cover both staff and visitors to the site and will be subject to a condition. A draft travel Plan has been submitted and its content will be used to inform the requirements of the working Travel Plan that will be required. Continued liaison between the developer and PCC Travel Plan advisors will be undertaken to ensure compliance, control and management of the Travel Plan. A site Travel Plan Co-ordinator will be appointed to monitor and enforce the agreed measures.

As the Travel plan is a working document it is appropriate to secure its provision by way of a planning condition. Surveys will be required after an agreed period from opening to provide baseline data. This will then be used to inform modal shift targets and determine what sustainable travel initiatives will need promotion.

Whereas the Travel Plan will inform and control day to day management of the facility the site will, by its nature, attract large events. Therefore an event management plan, to include input from the Safety Advisory Group, SAG, who control match day and large event access arrangements, will be required. The applicant has committed to this process but again as the plan is a working document a condition is acceptable.

Due to the complexity of constructing such a large development with regard to its proximity to public areas and the P&R perimeter road a detailed construction code of practice will be required. This should identify, for example, construction routes and diversion works (required to facilitate construction of perimeter upgrade and access road). Furthermore, a contractor's travel plan should be provided to ensure that contractor parking does not occur on the City Council's car parks, to the detriment of existing parking operations, unless expressly permitted by the City Council. This can be included as part of the construction code of practice but is a significant piece of work in itself.

In summary the application is considered acceptable, in highway terms, but there is a lack of detailed information regarding access, corridor impacts and parking management. There is no absolute solution agreed to date with the applicant but there is confidence that suitable mitigation and provision of sufficient infrastructure can be achieved to ensure acceptable delivery of this proposal.

Therefore, in accordance with this response, negative conditions will be required and Officers will continue discussions with the applicant to ensure that the details as required are provided. Standard conditions and informatives will be required to control all other matters accordingly.

With the aforementioned mitigation measures, infrastructure requirements and management strategies, it is considered that the proposal meets the requirements of proposal CP02 of the Central Park Area Action Plan and also meets Policies CS28 and CS34 of the Core Strategy and paragraphs 29-41 of the NPPF..

Landscape Context



The Local Planning Authority, through its Area Action Plan for Central Park, has been very clear about the expectations it seeks from any development at Home Park to complete the stadium and deliver the enabling uses to make it viable. The Plan has always anticipated that any viable development response would be to deliver buildings of large scale commensurate with the recreational and leisure uses supported by proposal CP02 for Home Park. Issues such as the scale, massing, form and overall quality of the proposed buildings against the unique setting of Central Park are key, as well as how any impacts will be addressed through a mitigation strategy.

Discussions with the applicants have focused upon ensuring that the proposed development engages well with the park, particularly in relation to how proposed and existing land levels relate, but also how the proposed elevations present themselves against parkland views and features. The proposed landscaping and environmental improvements that have been negotiated with the applicant are as follows:

1. A completed and seamless public realm scheme begun with the Life Centre using the same materials and drawn through this new proposal to create the main public pedestrian spaces and retail concourse for full the proposal.
2. Ground modelling and new contouring to the northern and western edges of the existing stadium plateau, easing the current steep gradients that exist and stitching the parkland and stadium together in a less engineered and more coherent way.
3. Landscape improvements to the land immediately to the east of the stadium and the Higher Home Park development, known as Zoo Field to form a new parkland feature containing Plymouth Argyle's new Memorial Garden, new trees grassland spaces and a network of new footpaths which link to the wider park consistent with the plans this Council has to further improve Central Park through its recently approve master plan of environmental enhancement.
4. Changes to the existing landform of Cottage Field (the land immediately to the south of Higher Home Park) to establish a better sporting surface for the existing community football pitch that currently exists there making the landform level and drain better.
5. Park improvements associated with the changes that will be brought about by the highway improvements on Outland Road, this work includes new and replacement tree planting and two dramatic feature gateway entrances for Central Park which will announce the main approaches to the Life Centre, Plymouth Argyle's Home Park stadium, and this facility at Higher Home Park as a key destination on approach and exit to the city of Plymouth .
6. Improvements to the small sunken lane known as Gilbert Lane immediately to the south of Higher Home Park resolving the existing poor state of its surfacing .
7. A new footpath running immediately south of the proposal connecting Zoo Field new footpath network with Jubilee Walk through the family tree meadow.

And

8. A £54K contribution to the Councils strategy to develop its sustainable urban drainage solutions for the entire park, creating open watercourses, new lakes and ponds to halt the decline and instances of surface water flooding that is endemic with the park and the impact this has on the amenity of the park particularly to the east within the Coronation avenue where there is erosion and within the wooded valley as the catchment makes its way to Central Park Avenue to the south.

Most of these works will be delivered by the developer and secured by a Section 106 Agreement as they build out their scheme, but items 6, 7 and 8 on the above list are elements that will be delivered by the Council through the payment of a financial contribution under the heads of terms associated with the 106 Agreement. The remaining raft of works would deal with the mitigation of impacts considered relevant to address the parks biodiversity and landscape concerns, ensuring the application is compliant with policy CP04 (Park Enhancements) of the CPAAP and policy CS18 (Plymouths Green Space) of the Core Strategy.

Ecology

A series of surveys have taken place at the site since December 2012 to establish the impacts of the proposed scheme on ecology at the site. The site has been the subject of a full Extended Phase I Habitat Survey, a reptile survey and a survey of the existing buildings for nesting birds and roosting bats. The findings are as follows:

- No nesting birds or roosting bats were recorded among the existing buildings on site
- Gilbert Lane is suitable for foraging bats and nesting birds
- No reptiles were recorded on site
- No signs of badger activity were recorded on site
- Japanese Knotweed was identified along the northern boundary of the former spoil heap

Based on the results of the ecology surveys, an Ecological Mitigation and Enhancement Strategy has been submitted for the site, in order to achieve the biodiversity gains required by Policy CS19 of the Core Strategy. Mitigation and enhancement measures include:

- All vegetation removal will take place outside the bird nesting season which is March to September inclusive
- Japanese Knotweed will be treated by PCC [as it is on land belonging to the Council]
- Artificial lighting [both during and post construction] will be directed away from Gilbert Lane to avoid impacts on bats between April to October inclusive
- Hedgebanks in the southern and eastern portions of the site will be protected and enhanced
- 0.5ha of wildflower meadow will be created in the former Zoo Field
- Local native woodland planting will take place in the former Zoo Field

- Bird boxes: 8 boxes for common species will be sited on trees and four sparrow terraces and ten swift boxes will be incorporated into the buildings in the development
- 12 bat boxes will be incorporated into the south facing elevation of the proposed hotel.

Officers are now satisfied that these measures will safeguard protected species and deliver net biodiversity gain across the site in line with:

- CS19 which states that ‘development retains, protects and enhances features of biological interest, and provides for the appropriate management of these features’
- The NPPF paragraph 109 which states that ‘The planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible’
- The NPPF paragraph 118 which states that ‘opportunities to incorporate biodiversity in and around developments should be encouraged’

Officers are also satisfied that this development will comply with policy CS18 (Green Space) which states that ‘development proposals will improve the quality and quantity of accessible green space’. Whilst the development will result in a minor loss of green space, it will enhance the quality and accessibility to these areas of green space and proposes improvements (to be secured by S106) to the surrounding areas of parkland.

Trees

Due to the works required to the Segrave Road junction in order to accommodate the increased traffic demand at the site, the worst case scenario is that 18 Hornbeam trees along Outland Road will be lost, as the proposed works are likely to require severance of structural tree roots. However, until more detailed junction design work is undertaken it is not possible to confirm exactly the number of trees that will be lost.

Whilst officers will ensure that as many of the Hornbeam trees along Outland Road are retained as is possible, it is considered that due to the ecology benefits outlined above and the additional tree planting that the applicant has agreed to provide in Zoo Field (secured by S106) the loss of these trees will be adequately mitigated, in accordance with Policy CS18 of the Core Strategy.

Drainage

The existing drainage from the Higher Home Park site discharges into the combined sewer system maintained by South West Water. All the rainwater falling onto the roof of the buildings and the existing hard-surfacing of the car park is collected into gullies and into the underground drainage system. These drains connect to the main sewers where the rainwater is combined with the discharge of foul water (from sinks, toilets etc.). The sewer takes the effluent off-site where it connects to the main run which is located alongside Coronation Avenue. South West Water’s records show this sewer joining up with other combined sewers in the Inverdene

area along the eastern perimeter of the park. Ultimately this discharges into the Pennycomequick culvert which also runs along the eastern edge of the park.

Due to the proposed development being almost entirely built on existing hard surfaces, the proposed drainage strategy could be on a like-for-like basis without causing any detriment to the existing equilibrium. However the application represents an opportunity to separate rainwater flows from the foul flows and carry them separately to the main sewers. In this way the “clean” rainwater does not have to mix with “dirty” flows in the existing combined sewers. Not only does this reduce the pressure on the foul drainage system, it also allows the rainwater to discharge directly to the Pennycomequick culverted stream. This is a significant improvement on the existing situation.

As flows of rainwater would no longer be mixed with foul discharge, it also unlocks the potential to harvest rainwater for a range of uses including irrigation of the Plymouth Home Park football pitch. Harvested rainwater could also be used to support the development of the master plan for Central Park. This could include pitch irrigation and the improvement /introduction of water features into the park at a future date, should this be desired as part of a wider strategy for improvements for this public amenity.

As part of the redevelopment, it has been agreed with the applicant that they will fund via the payment of a financial contribution (to be secured by S106 Agreement) a range of studies to be completed by appointed drainage experts that will assist the council in developing a future strategy for the implementation of a sustainable drainage solution for Central Park. This will include surveys to better understand the existing situation with regards to the topography and flows, sampling and testing the water quality. The studies will provide the Local Planning Authority with essential information in order to identify what drainage options/solutions to improve drainage in the park. The Environment Agency has stated support for this approach, recommending approval subject to conditions in their consultation response. It is considered by officers that with regards to flood risk, the application is in accordance with Policy CS21 (Flood Risk) of the Core Strategy.

Sustainable Resource Use

The proposed redevelopment has been designed to ensure compliance with Building Regulations Approved Document Part L (2010), both in terms of CO₂ emissions and risk of overheating, and is considered by officers to be a sustainable mixed use leisure development. In order to deliver this, an energy strategy is proposed to be implemented to limit the environmental impact of the development.

Through the use of innovative design solutions and state of the art technologies, the development will result in a flexible, adaptable and resilient low carbon leisure and retail facility.

The energy strategy is being developed in line with established sustainable design principles and proposes a three tiered energy hierarchy:

- 'Be Lean'

Building facades will be optimised through application of advanced computer modelling techniques.

It is expected that 'be lean' measures will in themselves achieve a reduction in CO₂ emissions beyond Part L (2010) with notable contribution through an 80% heat recovery from the ice rink cooling system.

- 'Be Clean'

A local district heating network will serve the site in combination with a Combined Heat and Power (CHP) system which will enable onsite cogeneration of low carbon heat and electricity, displacing inefficient grid electricity.

- 'Be Green'

Solar power will be collected through photovoltaic (PV) panels mounted at roof level further reducing the carbon emissions generated by the development.

Overall the preliminary results estimate that a 17% reduction in regulated carbon emissions is achievable at the site. This is equivalent to an 8% reduction in total (regulated and unregulated) CO₂ emissions.

Whilst reference has to be made to the planning policy requirements of CS20 for a 15% reduction in total CO₂ emissions (regulated and unregulated), this has to be considered against the high proportion (due to the proposed uses) of electrical demand within the development including and excluding unregulated energy.

The energy strategy submitted by the applicants demonstrates that due to the proportion of electrically biased energy profile required at the site, compliance with policy CS20 is not possible. However the strategy demonstrates that the most appropriate solutions for the development are being proposed and through the implementation of heat recovery from the ice rink, novel and innovative techniques are being proposed to ensure that the CO₂ emissions from the development are limited.

In addition preliminary investigations have been undertaken to establish the potential for implementing a link to the Life Centre energy centre in order to achieve greater CO₂ reductions. It is proposed that the viability of connecting the two developments be explored further in collaboration with the Life Centre and Plymouth City Council following approval of the planning submission.

Equalities & Diversities issues

The proposed development will be available to all members of the public and will not prejudice against age, gender, religion, sexuality, ethnic background or nationality. Access for the disabled is provided and the buildings are designed to be Disability Discrimination Act compliant.

The site is accessible to people from all areas of the city as the site and is extremely well served by public transport, being adjacent to an existing Park and Ride site. The development will also provide car parking and cycle storage.

Local Finance Considerations

The proposal is not liable to pay the CIL, which only applies to residential development and retail superstores. Heads of terms (HOTs) have been agreed with the applicant to secure a programme of improvements and enhancements to the park, in accordance with Policy CP04 (Park Enhancements) of the CPAAP. The HOTs will secure the following works, which will be subject to the submission of further information with regards to the detail of the works agreed. HOTs as follows:

- i. Resurfacing main Park and Ride loop road.
- ii. Landscape main Park and Ride loop road.
- iii. New feature gateway entrances to Central Park from Outland Road both north and south in masonry with piers and stainless steel decal announcing Central Park Plymouth in relief.
- iv. Seamless extension to Life Centre public realm in comparable quality to that of the Life Centre.
- v. Enhancements to Zoo Field, including the creation of Argyles Memorial Garden, linking footpaths, sustainable land drainage features together with the community orchard.
- vi. Assistance in the delivery of the Parks sustainable urban drainage system, such works to include the investigation work in relation to the culverted Pennycomequick stream, its hydrology, flow rate calculations of possible solutions, exploration of capacity and all related details in connection with the above.
- vii. Improve the senior football pitch on cottage field, works to include Agronomists study, minor grading, land drainage and connection to the sustainable urban drainage network, cultivation, addition of ameliorants and establish a hard wearing sports sward, new ground sockets for goal posts, and new goal posts and nets.
- viii. New pedestrian entrance at the northern end of the Mawson Axis (Life Centre and Home Park), include for stone piers and decorative lanterns either side with main feature gate 1930s style vehicle two leaf opening plus pedestrian gates either side allowing for prams/pushchair and disability access.
- ix. New South Grandstand (included as ground leased to PAFC and in current ownership of the Council).
- x. New community sports changing rooms.
- xi. Financial contribution of £35,000 for the resurfacing of Gilbert Lane.
- xii. Contribution of £17,600 for new footpath link running south from Zoo Filed to the Jubilee Avenue via the Family Tree Field.

With regards to the detail of the HOTs listed above, this will be confirmed via the submission of further information which will be subject to officer approval. However, a draft description of the works required under the HOTs above is as follows:

- i. The section of road linking the new northern junction and the existing road concourse running around the existing stand, will be resurfaced to the extent needed to make it fit for purpose and to give the ability to join with the levels and areas inside our site boundary. The intention of which is contained in our details and drawings as part of our planning application. Main ref being (90) LP004.
- ii. The new Northern junction works will adapt the edges of the surrounding existing highway and any associated replanting needed to mitigate the loss of any existing landscaping.
- iii. New feature entrances to be created at the new North junction and the Park and Ride entrance. These features to be appropriate and specific to each area and to be broadly made up of masonry piers with appropriate signage in a finish approved by the LPA. These features will be incorporated in either the existing or newly completed junction and will not in themselves necessitate the need for highway amendments. Details to be developed and agreed with the LPA prior to commencement of works on site, unless agreed otherwise in writing.
- iv. The proposal seeks to ensure a cohesive design between the sites western boundary and the Life Centre, using similar materials, planting features and hard landscaping that allows for the change in levels between the two areas.
- v. The proposal will secure the design and implementation of a new layout for Zoo field, to be agreed with the LPA and local stakeholders. The current layout shown on the submitted plans, which includes linking footpaths, alteration of levels to suit design, a memorial garden, a design to accommodate any future sustainable water features, landscaping works, suitable seeding and tree planting works to leave the area complete and open to public use, is indicative only.
- vi. Financial contribution of £54K towards the Council's strategy to develop its sustainable urban drainage solutions for the entire park, creating open watercourses, new lakes and ponds to halt the decline and instances of surface water flooding that is endemic with the park and the impact this has on the amenity of the park particularly to the east within the Coronation avenue where there is erosion and within the wooded valley as the catchment makes its way to central Park Avenue to the south.
- vii. The proposal seeks to carry out regrading of Cottage Field, at an agreed level to assist new land drainage and establish a better quality level football pitch for the public. It will include the ground works and drainage, pitch surface, along with ground sockets for the posts. The intention of which is contained in our details and drawings as part of our planning application, the main ref being (90) LP004.

- viii. A new feature entrance gateway is to be provided at the Development end of the Mawson Axis, to a design approved by the LPA. The design shall incorporate stone/masonry piers that support, decorative gates serving both vehicular and pedestrian access. The feature will be incorporated in the existing setting of the pathways at this junction and will not in themselves require the necessity to alter the existing pathways route or surface finish. Details to be developed and agreed with the LPA prior to commencement of works on site, unless agreed otherwise in writing.
- ix. The creation of a new Southern Grandstand in accordance with the planning submission documentation.
- x. The creation of a new Community Youth changing facility in the South Elevation of the new development as shown on the current planning submission documentation.
- xi. Financial contribution towards the resurfacing of the section of Gilbert Lane adjacent to the Development site in a material deemed suitable by the LPA, to be carried out by Plymouth City Council.
- xii. Financial contribution towards creating a pathway broadly along the route indicated in the most recent Central Park master plan. The finish and exact route to be agreed with the LPA and carried out by Plymouth City Council.

The phasing of the works agreed above will be secured within the Section 106 Agreement (some are also required by condition), prior to the completion of the development or opening of the facilities.

Conclusions

The proposed development will see the existing Higher Home Park site redeveloped, providing a leisure based complex including an ice facility, cinema and hotel. The existing 1950s Grandstand will be demolished and replaced with a new all seater Grandstand incorporating hospitality, conferencing and ancillary retail outlets.

Officers consider that the application constitutes sustainable development that is consistent with the requirements of the NPPF and compliant with the Councils adopted planning policy. It ensures delivery of Proposal CPO2 (Home Park) of the Adopted Central Park Area Action Plan (2008) as well as delivery of an Ice Facility which is part of proposal CP01 (The Life Centre). It is considered that the development would have significant physical, social and economic benefits that would have both a local and city wide impact.

The proposed development will help contribute towards the regeneration of Central Park and includes improvements and enhancements to the wider park, a requirement of Policy CP04 (Park Enhancements) of the CPAAP. For the reasons outlined above in this report, the application is considered acceptable and it thus recommended for approval subject to conditions and the completion of a Section 106 Agreement.

Recommendation

In respect of the application dated **24/05/2013** and the submitted drawings (90)LP003 PL3, (90)LP004 PL3, (90)LP005 PL3, (90)LS001 PL2, (90)LS002 PL2, (90)LS003 PL2, (90)LS004 PL1, (90)LS005 PL1, Z0(20)AP000 PL2, Z0(20)AP001 PL2, Z0(20)AP007 PL1, Z0(20)API00 PL2, Z0(20)API01 PL2, Z0(20)API02 PL2, Z0(20)API03 PL2, Z0(20)API04 PL2, Z0(20)API05 PL2, Z0(20)API06 PL1, Z0(20)API07 PL1, Z0(20)AS001 PL2, Z0(20)AS002 PL1, Z0(20)AS003 PL2, Z0(20)AS004 PL1, Z0(20)AS005 PL2, Z0(20)AV001 PL2, Z0(20)AV002 PL1, Z0(20)AV003 PL1, Z0(21)AE001 PL2, Z0(21)AE002 PL2, Z0(21)AE003 PL2, Z0(91)AE001 PL2, Z0(91)AE002 PL1, Z0(91)AP001 PL1, Z0(91)AP002 PL1, Z0 (91) API01, Z0 (91) API02 Z0 (91) AE101, it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 23 August 2013**

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.

APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: (90)LP003 PL3, (90)LP004 PL3, (90)LP005 PL3, (90)LS001 PL2, (90)LS002 PL2, (90)LS003 PL2, (90)LS004 PL1, (90)LS005 PL1, Z0(20)AP000 PL2, Z0(20)AP001 PL2, Z0(20)AP007 PL1, Z0(20)API00 PL2, Z0(20)API01 PL2, Z0(20)API02 PL2, Z0(20)API03 PL2, Z0(20)API04 PL2, Z0(20)API05 PL2, Z0(20)API06 PL1, Z0(20)API07 PL1, Z0(20)AS001 PL2, Z0(20)AS002 PL1, Z0(20)AS003 PL2, Z0(20)AS004 PL1, Z0(20)AS005 PL2, Z0(20)AV001 PL2, Z0(20)AV002 PL1, Z0(20)AV003 PL1, Z0(21)AE001 PL2, Z0(21)AE002 PL2, Z0(21)AE003 PL2, Z0(91)AE001 PL2, Z0(91)AE002 PL1, Z0(91)AP001 PL1, Z0(91)AP002 PL1, Z0 (91) API01, Z0 (91) API02 Z0 (91) AE101

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

REPORTING OF UNEXPECTED CONTAMINATION

(3) In the event that contamination of ground conditions is found when carrying out the approved development that was not previously identified, expected or anticipated, it must be reported in writing immediately to the Local Planning Authority and 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
 - archaeological 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 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, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CODE OF PRACTICE

(4) During development of the scheme approved by this planning permission, the developer shall comply with the relevant sections of the Public Protection Service, Code of Practice for Construction and Demolition Sites, with particular regards to the hours of working, crushing, piling and noisy operations, control of mud on roads and the control of dust.

Reason:

The proposed site is in immediate vicinity to existing residential properties, whose occupants will likely be disturbed by noise and/or dust during demolition or construction work and to avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

NOISE

(5) The plant selected for final use will not increase the noise climate above the figures quoted within the noise impact assessment submitted by the applicant. The

selected plant shall have no tonal element, measureable at any nearby residential receptors.

Reason:

To protect nearby residents and the general noise climate of the area from unwanted disturbance by noise and to comply with policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007

STREET DETAILS

(6) No development shall take place until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No 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

COMPLETION OF ROADS AND FOOTWAYS

(7) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under condition 6 above before the first occupation of the penultimate dwelling.

Reason:

To ensure that an appropriate and safe access is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ACCESS (8)

(8) 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.

DETAILS OF NEW JUNCTION

(9) No development shall take place until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has 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.

CAR PARKING RESTRICTION

(10) No part of the site shall at any time be used for the parking of vehicles other than that part specifically shown for that purpose on the approved plan.

Reason:

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

CYCLE PROVISION

(11) The building shall not be occupied until space has been laid out within the site in accordance with the approved plan for 191 bicycles to be securely parked. The secure area for storing bicycles 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:

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

(12) Before the building 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

(13) 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:- (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.

TRAVEL PLAN

(14) The buildings hereby permitted shall not be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The said Travel Plan shall seek to encourage staff and all site users 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 Travel Plan; 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 Travel Plan.

Reason:

The Local Planning Authority considers that 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. The applicant should contact Plymouth Transport and Infrastructure for site-specific advice prior to preparing the Travel Plan.

TRAVEL PLAN DETAILS

(15) The use hereby permitted shall be carried out in accordance with details of a Travel Plan which shall be prepared in accordance with prevailing policy and best practice and shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use. The Travel Plan shall include as a minimum the following elements:

- identification of targets for trip reduction and modal shift
- practical methods to encourage modes of transport other than the private car such as:
 - the Government Cycle to Work Scheme
 - provision or subsidy of travel passes
 - promotion of car sharing
 - establishment or use of car clubs
- the provision of secure and convenient cycle parking facilities
- provision of shower and changing facilities for staff
- householder welcome packs and travel passes
- measures to regulate the management and use of permitted car parking areas
- mechanisms for monitoring and review
- the appointment of a Travel Plan Coordinator and notification to the Local Planning Authority of their contact details
- measures for enforcement of the Travel Plan, should agreed objectives and targets not be met
- an agreed timescale for implementation of the agreed measures.

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. The applicant should contact Plymouth Transport and Infrastructure for site-specific advice prior to preparing the Travel Plan.

ACCESS/HIGHWAY IMPROVEMENTS (16) 1

(16) No development shall commence on site until the proposed access and improvements to the existing highway shown on the approved plans have been completed.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ACCESS/HIGHWAY IMPROVEMENTS (17) 2

(17) No development shall commence on site until plans have been submitted to and approved in writing by the Local Planning Authority for the proposed improvements to the perimeter road and P&R car park. Such improvements shall include pedestrian and cycle routes with amendments to the internal P&R layout as required. The perimeter road shall be constructed to an agreed standard with adequate lighting and drainage.

Reason:

In the interests of highway and pedestrian safety in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MINIMUM CAR PARKING PROVISION

(18) The building shall not be occupied until space has been laid out within the site in accordance with the approved plan for a minimum of 380 cars to be parked.

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.

EVENT MANAGEMENT PLAN

(19) Prior to occupation of the development hereby permitted a Framework for an Event Management Plan (EMP) shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall outline the requirements and provision necessary to ensure that an effective public transport / traffic management plan is developed prior to a major event at the facility.

Reason:

To ensure that appropriate procedures are followed in the case of large scale events at the site, in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARK MANAGEMENT STRATEGY

(20) Prior to the occupation of the building a site wide car parking management strategy shall be submitted to an approved in writing by the LPA. The said strategy shall provide information in relation to allocation of parking across the entire site and shall include specific measures relating to control, management and enforcement of parking, with specific concern to special events or events at the neighbouring Life Centre and Park and Ride car park.

Reason:

To ensure that an appropriate car parking strategy is implemented at the site, in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SIGNING STRATEGY

(21) Prior to occupation of the development hereby permitted the applicant shall submit details of direction signing to and from the facility 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 interest of highway safety and convenience, in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(22) No development shall take place until details 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.

LANDSCAPE DESIGN PROPOSALS

(23) 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; planting plans including the location of all proposed plants and trees, their species, numbers, densities, type (i.e. bare root/container grown or root balled, girth size and height (in accordance with the HTA National Plant specification), planting

specification including topsoil depths, soiling operations, cultivation, soil ameliorants and all works of ground preparation, and plant specification including handling, planting, seeding, turfing, mulching and plant protection.

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

(24) Soft landscape works shall include planting plans including the location of all proposed plants their species, numbers, densities, type (i.e bare root/container grown or root balled, girth size and height (in accordance with the HTA National Plant specification), planting specification including topsoil depths, soiling operations, cultivation, soil ameliorants and all works of ground preparation, and plant specification including handling, planting, seeding, turfing, mulching and plant protection.

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

(25) 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

(26) 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 in writing 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.

DETAILS OF TREE PLANTING

(27) The plans and particulars of the landscaping works submitted in accordance with condition 23 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

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

Reason:

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

DETAILS OF BOUNDARY TREATMENT

(29) No development shall take place 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. The boundary treatment shall be completed before the building is first occupied. 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.

SURFACING MATERIALS

(30) No development shall take place until details of all materials to be used to surface external areas 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.

EXISTING TREE/HEDGEROWS TO BE RETAINED/PROTECTED

(31) 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 commencement of development.

(a) No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any pruning approved shall be carried out in accordance with BS 3998: 2010 Tree Work Recommendations.

(b) If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or pruned 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 barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with Section 6.2 of BS 5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations 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 levels 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.

ARBORICULTURAL METHOD STATEMENT

(32) No development shall take place until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall detail how trees are to be protected during construction. It shall include measures for protection in the form of barriers to provide a 'construction exclusion zone' and ground protection in accordance with Section 6.1 of BS: 5837:2012 Trees in relation to Design, Demolition and Construction - Recommendations. The measures contained in the approved statement shall be fully implemented and shall remain in place until construction work has ceased.

Reason:

To ensure that the trees on site are protected during construction work in accordance with Policy CS18 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

BIODIVERSITY

(33) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Mitigation and Enhancement Plan (dated May 2013) 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 the NPPF.

SUSTAINABLE RESOURCE USE

(34) Unless otherwise agreed previously in writing with the Local Planning Authority, prior to any development taking place, the applicant shall provide to the Local Planning Authority details of the location of the renewable energy production methods set out in the Energy and Sustainability Strategy (Rev B 3rd May 2013) by Hoare Lea. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

Unless otherwise agreed in writing, the approved on-site renewable energy production methods shall be provided prior to the first occupation of the development and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to help off-set predicted carbon emissions for the period up to 2016 in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and relevant Central Government guidance contained within the NPPF.

FINAL DRAINAGE SCHEME DESIGN

(35) Prior to the commencement of development a scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- details of the final drainage scheme, including supporting calculations sizing the proposed drainage network
- calculation of the attenuation volume required should flows be attenuated to Greenfield flow rates for storms up to a 1 in 100 year event
- provision for overland flow routes from the surface water drainage system for storms greater than a 1 in 30 year event
- a timetable of construction to include information on when the drainage system will be installed
- construction stage drainage plan

Prior to first use of the permitted 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 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 advice contained within the NPPF and Policy CS21 (Food Risk) of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

UNSUSPECTED CONTAMINATION

(36) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect controlled waters, in accordance with advice contained within the NPPF and Policy CS21 (Food Risk) of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

HYDROGEOLOGICAL ASSESSMENT

(37) Prior to construction, the developer should submit a hydrogeological assessment in relation to the impact of any proposed groundwater control and dewatering operations. This should be supported by a water features survey to identify water features in the affected area.

If, as a result of the hydrogeological assessment, potential impacts on identified water features are identified, then the developer should consider the significance of these impacts and propose suitable mitigation for the approval of the Planning Authority.

Reason:

To protect controlled waters and identified water interests from the effects of dewatering, in accordance with advice contained within the NPPF and Policy CS21 (Food Risk) of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STADIUM SAFETY

(38) Access for vehicles along the new road to the north of the stadium should be strictly controlled whenever the stadium is in use for public events in accordance with the requirements outlined in any review of the existing Plymouth Argyle FC Safety Certificate (issued under the Safety at Sports Ground Act 1975 legislation)

Reason: In order to ensure safe pedestrian and vehicle movement in accordance with policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007

FURTHER DETAILS

(39) No development shall take place until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz:

The internal layout of the proposed community changing rooms.

The works shall conform to the approved details.

Reason:

To ensure that these further details are acceptable to the Local Planning Authority and that they 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.

SPECIFIED USE RESTRICTION

(40) The Use Class A1 - Shops (units 3, 4, 9, 10 and 13) hereby permitted shall be used only for sports and leisure related retailing and for no other purposes (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason:

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

RESTRICTION ON PERMITTED CHANGES OF USE

(41) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order revoking and re-enacting that order with or without modification), no change of use of the proposed A3 units (1, 2, 5, 6, 7, 8, 11, 12 & 14) to a use falling within Classes A1 or A2 of Part 3 of Schedule 2 to that order shall be carried out without the consent in writing of the Local Planning Authority.

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 premises for any other purpose 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.

COMPLETION OF SPECIFIC WORKS (42)

(42) No development shall take place until a detailed phasing plan for the entire development (including works to Zoo Field) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved plans and details.

Reason:

To ensure that essential parts of the development are provided before the development is brought into use, in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MEZZANINE FLOORSPACE

(43) No additional floorspace shall be created by the addition of additional floors or a mezzanine in any of the Use Class A1 or A3 units hereby permitted without the prior written approval of the local planning authority.

Reason:

In order to provide an acceptable form of development, to comply with policies CS06, CS07, CS08 and CS12 of the adopted City of Plymouth Core Strategy Development Plan Document, 2007.

WASTE MANAGEMENT

(44) No development shall take place until a programme of waste management, which outlines the applicants strategy to deal with the removal of spoil from the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken and completed in accordance with the approved details.

Reason:

To protect the general amenity of the area during and post development and to ensure that any excess spoil is adequately disposed of, in accordance with policies CS22 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document, 2007.

A1 UNITS

(45) None of the sports and leisure goods A1 Class retail units hereby approved shall be physically enlarged, or extended, in any way within the envelope of the buildings in which they are located, at any time, unless prior approval for any such change has been obtained in writing from the Council.

Reason:

In order to provide an acceptable form of development, to comply with policies CS06, CS07, CS08 and CS12 of the adopted City of Plymouth Core Strategy Development Plan Document, 2007.

HIGHWAYS AGENCY

(46) The attendance at any event held at the stadium shall not be permitted to exceed a total of 16,388 persons (the current capacity of the stadium) unless an Event Specific Access Strategy has been submitted to and approved in writing by the Highways Agency prior to the event taking place.

Reasons:

I. In the interests of highway safety and the efficient operation of the Strategic Road Network, in accordance with guidance contained within the NPPF.

INFORMATIVE: PUBLIC HIGHWAY ENGINEERING DETAILS

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

INFORMATIVE: PUBLIC HIGHWAY APPROVAL

(2) This planning permission does not authorise the applicant to carry out works within the publicly maintained highway. The applicant should contact Plymouth Transport and Highways for the necessary approval. Precise details of all works within the public highway must be agreed with the Highway Authority and an appropriate Permit must be obtained before works commence.

INFORMATIVE: ROADWORKS

(3) Any of the roadworks included in the application for adoption as highways maintainable at public expense will require further approval of the highway engineering details prior to inclusion in an Agreement under Section 38 of the Highways Act 1980. The applicant should contact Plymouth Transport and Highways for the necessary approval.

INFORMATIVE: TRAVEL PLAN

(4) The document required in connection with the Travel Plan should be based upon the Council's guidance for Travel Plans published on the Council's website and should, where possible, be created using iTRACE, an online travel plan management tool available through Plymouth Transport and Infrastructure. The applicant is advised to contact Plymouth Transport and Infrastructure prior to preparation of this document for site-specific advice on the requirements for the Travel Plan, which are likely to include:

- (a) appointment and contact details of a Travel Plan Coordinator
- (b) recommendation of the use of iTRACE
- (c) site specific targets, measures and management/monitoring plan.

INFORMATIVE: CODE OF PRACTICE

(5) 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:

- a. Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information;
- b. Proposed hours of operation of construction activities and of deliveries, expected numbers per day and types of all construction vehicles and deliveries, routes of construction traffic to and from the site (including local access arrangements, timing of lorry movements, and weight limitations on routes), initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, location of wheel wash facilities, access points, location of car parking for contractors, construction traffic parking, details of turning facilities within the site for site traffic and HGVs, and a scheme to encourage public transport use by contractors; and
- c. Hours of site operation, dust suppression measures and noise limitation measures.

INFORMATIVE: ENVIRONMENT AGENCY

(6) The developer's attention is drawn to the comments and/or requirements of the Environment Agency, a copy of which will have been sent direct to the applicant or the applicant's agent.

INFORMATIVE: KITCHEN LAYOUT AND DESIGN

(7) Separate detailed plans of the food units showing the layout of the kitchens, the layout of the equipment and facilities to be installed, and details of the finishes of the structure and surfaces should be submitted to the Local Food Authority. The applicant is advised to consider in particular the following;

§ Dedicated hand washing facilities at the staff entrance(s) to the kitchen and within the main food handling areas

§ Dedicated food washing/preparation sink(s)

§ Dedicated pot wash sink(s) and commercial dish washing equipment

§ Adequate refrigerated storage that will allow raw and ready to eat foods to be adequately separated in order to minimise the risk of cross contamination

§ Adequate space to allow for separate preparation areas for different food types to be

designated in order to minimise the risk of cross contamination

INFORMATIVE: FRANCHISE KITCHEN

(8) The plans show a franchise café with pot washing facilities and a hold/refrigeration area located through the customer toilets. This layout would be unacceptable and not in compliance with Food Hygiene Legislation. The applicant will need to change this layout.

INFORMATIVE: HEALTH AND SAFETY

(9) The planned road layout gives an increased risk to pedestrians in the event of an emergency. The North road will be used for vehicles entering the new car park and for access by the emergency services. In the event of an emergency the north road will be congested with pedestrians leaving the stadium giving rise to a risk of collisions with vehicles entering or leaving the underground car park and emergency vehicles arriving. Engineering or management controls should be used as a last resort as good health and safety practice is to design out any health and safety risk.

INFORMATIVE: HIGHWAYS AGENCY

(10) The developer's attention is drawn to the comments and/or requirements of the Highways Agency, a copy of which will have been sent direct to the applicant or the applicant's agent.

INFORMATIVE: (11) DEVELOPMENT IS NOT LIABLE FOR A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

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

INFORMATIVE: CONDITIONAL APPROVAL (12)

(12) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way, including pre-application discussions, and has imposed planning conditions to enable the grant of planning permission.