

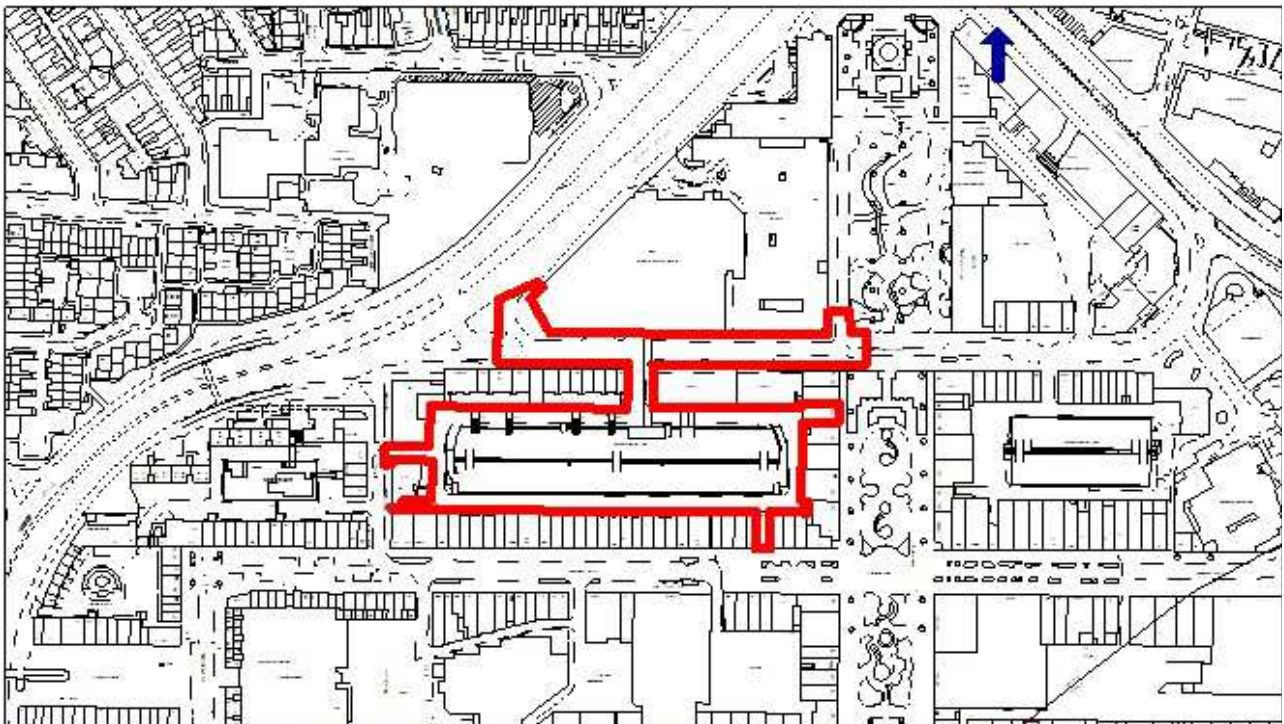
PLANNING APPLICATION REPORT



Application Number	15/00006/FUL	Item	2
Date Valid	06/01/2015	Ward	St Peter & The Waterfront

Site Address	165 ARMADA WAY, PLYMOUTH		
Proposal	Construction of new seven-bay coach station and 97 space car park including change of use of ground floor of 165 Armada Way from financial institution (use class A2) to coach station facilities building		
Applicant	Plymouth City Council		
Application Type	Full Application		
Target Date	07/04/2015	Committee Date	Planning Committee: 12 March 2015
Decision Category	Major - more than 5 Letters of Representation received		
Case Officer	John Douglass		
Recommendation	Grant Conditionally		

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1. Description of site

The site comprises the site of the former Mayflower West multi-storey car park (now largely demolished), which is to the rear of shops on Armada Way, Cornwall St, Market Way and Mayflower St. There are vehicle accesses from Mayflower St (2-way) and Market Way (inbound only), with further pedestrian accesses to Cornwall St (close to Armada Way) and Market Way. The (clockwise only) route around the former car park is adopted highway (HMPE) and provides service access to the rear of surrounding buildings. Large wheeled commercial waste bins are stored within and collected from this route. The surfaces are currently concrete.

There is a significant change in level across the site with the northern courtyard route being 4.5m higher than the southern road in places.

Buildings around the perimeter are mostly 2-3 storeys in height, with taller buildings facing Armada Way. The majority of ground floor uses are retail, with the first floors assumed to be mostly retail storage, related uses, or in some cases offices. The only known residential uses are to the south eastern corner of the site above 50 Cornwall St, where 20 student bedrooms are located in 4 units (10/01878/FUL; 11/00244/FUL).

There is a vacant nightclub in Mayflower St to the west of the main site access. The four staircase bridges that previously provided emergency egress from this nightclub via the multi-storey car park are due to be removed by PCC as part of ongoing demolition works.

A temporary car park reopened on the western half of the site (following demolition of the multi-storey car park) immediately before Christmas.

The ground floor of 165 Armada Way was last used a bank/building society, but is currently vacant, as are the offices immediately above it within Taylor Maxwell House.

2. Proposal description

The proposal is to create a new 7-bay coach station to replace the facilities at Bretonside. The facility is designed only to accommodate scheduled coach services (eg National Express, Megabus) and not tourist coaches or scheduled local bus services.

The coach station will comprise a large coach parking/manoeuvring area (coach apron) accessed from the main entrance via a ramp, with a canopy structure and outdoor facilities (including seating, signage and information screens, luggage lockers, cycle parking and WC). The facilities building within 165 Armada Way will provide a ticket office, coffee shop, toilet facilities (including disabled WC) and seating areas. Its proposed opening hours are 07:00-19:00. New aluminium shop fronts will be fitted to the front and rear of the unit, and signage is also proposed (this will be subject to a separate consent process under the advertisement regulations).

The western part of the scheme will be retained as a surface-level shoppers car park managed by PCC (82 spaces Pay and Display including 5 blue badge spaces, and 3 motorcycle spaces), although it will incorporate taxi and general drop off/pick up for the coach station, and a north-south pedestrian route between coach station and car park. The application site also includes Mayflower Street from Armada Way to its junction with Western Approach. Whilst the works in this area could be carried out by the Highway Authority without the need for planning permission, they are included to demonstrate the highway works proposed to ensure the safe operation of the coach station. The most significant change is the extension of the westbound only one-way section of the street from Armada Way to the site entrance (two-way traffic would still be permitted to the west of the site entrance). Other works include signalling the junction and extending the taxi rank.

3. Pre-application enquiry

The proposals were subject to extensive pre-application engagement under reference I4/00880/MAJ. During this time the applicant's project team carried out their own community engagement programme and made several changes to the scheme.

4. Relevant planning history

Demolition of the Mayflower West multi-storey car park was permitted following 'prior approval'/'Section 31' notification reference I4/00288/31.

Applications I4/01990/LBC and I4/01987/FUL (current at the time of writing) include works to facilitate relocation of the CCTV control room from the site to the Council House basement.

5. Consultation responses

City Centre Company

The City Centre Company expressed concern that the accessible route from the car park to Cornwall Street / Armada Way is very inconvenient, and suggested this be reviewed to enable better (step-free) access. It also suggested that the closure of the short pedestrian lane to Market Way / Cornwall Street be reviewed to accommodate additional easy access.

Environment Agency

Remain concerned that the scheme intends to connect to a combined rather than a surface water only sewer and recommend that the scheme is not determined until further information is provided. Also suggests the use of filter drains to clean water prior to discharge into the attenuation tanks. The applicant continues to engage in discussions on these points.

Local Highway Authority

Has no objection to the proposal but notes that it will require further work on the details of the traffic control and details of proposed work within the public highway on the service road, footway connections and works on Mayflower Street (please refer to the full comment on line for further information). Two conditions and one informative are recommended.

Police Architectural Liaison Officer

Considers it vital that there is a barrier controlled entry system is installed for the coach parking area to prevent unauthorised cars and taxis entering the site. Also recommends that the car park is built to the Park Mark Safer Parking Award scheme standard.

Public Protection Service

Has concerns about noise, particularly with regards to the regular and repeated nature of the short term event levels of coaches arriving and departing (approximately 9 times per night). Recommends conditions to control the noise output of the coaches, plant and public address system and adds that should the applicant not feel able to meet these requirements then they would need to object to the development.

Concludes in respect of Air Quality that 'the submitted assessment overall contains adequate information to determine that the proposed coach station should not significantly add to the poor air quality in the area. I therefore accept that there are no air quality constraints to the proposed coach station and have no objections to this application in terms of air quality, subject to my following recommendations and conditions.' For the construction phase a Construction Environmental Management Plan (CEMP) is requested to manage dust during construction. For the operational

phase, a contribution of £1509.75 is requested to enable monitoring of air quality on Mayflower St, which could potentially worsen as a result of the new signalised junction increasing stationary time for existing buses on Mayflower St. A condition is also requested to secure a noise and air quality management plan to prevent excessive idling of coaches.

A condition is requested to secure further details to manage the risk of land contamination issues.

6. Representations

Eleven Letters of Representation have been received, all in objection to the proposal. The issues raised are summarised below:

1. This is not a good site for the Coach Station, for reasons including the following:
 - The location is 'out of the way' (and is too far from key destinations such as the Barbican and the city will be disadvantaged as a result)
 - Lack of interchange with other local services
 - The site is constricted. It will necessitate tight turns on entry/exit, and there is insufficient space for high quality facilities, and not enough space to even meet current demands
 - The topography restricts easy access options
 - Coaches will be delayed in congestion (particularly on Charles St)
 - The rear of shops surrounding the site will create a poor first impression to the city (these should at least be painted). One objector describes the site as 'one of extreme ugliness' which is 'not a welcoming gateway'
2. It is not clear whether PCC evaluated other sites. Alternative locations would be preferable. The refurbishment of Bretonside (or redevelopment to include a new Coach Station alongside other facilities) is the most common suggestion. Other locations suggested were Colin Campbell Court and the Railway Station/North Cross (noting that the proposal does not align with Abercrombie's proposal to establish a coach and rail hub at North Road Rail Station).
3. The process of promoting this site, which, one objector points out is driven by the desire to permit redevelopment of Bretonside has been flawed, with the result that the site's availability has determined the functionality, design and size of the coach station (rather than the other way around). One objector also explains their understanding that the receipt of funding for the project for British Land (who intend to develop Bretonside) means that this should be considered a phased joint project, and considers this could lead to a conflict of interest for the Council
4. The objections also reveal that there is some confusion over whether tourist/day tripper coaches will use the facilities and questions are raised over where these coaches will drop off/pick up
5. The detailed issues raised about the proposal are summarised as follows:
 - The drop-off facility is not well located (difficult for passengers with luggage) and will result in people walking across the coach apron
 - Facilities building is cramped and inadequate; turnstile access to disabled WC is not acceptable
 - Wheelchair Confined, Ambulant Disabled, Families and the Elderly with Luggage are being poorly catered for, particularly in respect of taxi drop-off/pick up for users relying on ramped access to taxis

- The architecture of the schemes constructions are 'insignificant'. The design is disappointing - discouraging rather than embracing
- Traffic will be restricted by the single narrow entry/exit route
- Expensive traffic control measures will be needed to ensure the safe operation of the facility
- The layout of the internal roads is confusing and will lead to congestion
- The poor safety record around the site will worsen due to increased congestion
- Proper management of the landscaping must be secured to ensure its long-term survival

6. In commenting on the location for the new coach station, several objectors also pass comment about the proposals for Bretonside, noting for example, that:

- We don't need more cafes, shops, cinemas
- Noise from the new uses proposed will be harmful to amenity in the area
- Its impacts on other areas such as the Barbican or the Home Park development plans should be considered before the Coach Hub application is determined

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007). The most relevant policies are as follows:

CS02: Design; AV03: Plymouth City Centre (Area Vision); CS06: City Centre; CS10: Changes of Use in the City Centre; CS19: Wildlife; CS20: Sustainable Resource Use; CS21: Flood Risk; CS22: Pollution; CS26: Sustainable Waste Management; CS27: Supporting Strategic Infrastructure Proposals; CS28: Local Transport Considerations; CS32: Designing Out Crime; CS33: Community Benefits/Planning Obligations; CS34: Planning Application Considerations

In the case of this application, it also comprises the City Centre & University Area Action Plan. The most relevant policies are as follows:

CC01: Place Making and the Historic Environment; CC03: City Centre Public Realm; CC04: A Sustainable City Centre Neighbourhood; CC11: Cornwall Street; CC15: The Northern Triangle

The Sutton Harbour Area Action Plan also includes relevant discussion about the redevelopment of Bretonside for alternative uses.

The development plan is currently being reviewed as part of the Plymouth Plan. The Plymouth Plan-Part One: Consultation Draft was approved by Cabinet for consultation purposes on 9 December 2014. As such it is a material consideration for the purposes of planning decisions. The following policies are particularly relevant:

Policy 7 (Enhancing Plymouth's strategic connectivity) includes as a priority: "Upgrading and redeveloping Plymouth railway station as a regional hub station and delivering a new coach station in the City Centre."

Policy 36 (Positioning Plymouth as a major UK destination) seeks to enhance the overall experience of visitors in travelling to and within the city through ...promoting high quality public transport into and around the city... and ...transforming the city's key gateways through public realm and highway improvements to ensure that a positive impression of the city is achieved, including Plymouth railway station and coach station.

The policies contained in National Planning Policy Framework (the Framework) and guidance in National Planning Practice Guidance (NPPG) are also material considerations which should be taken into account in the determination of planning applications. Due weight should be given to relevant policies in existing and emerging plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Framework provides that the weight to be given to an emerging draft plan is also to be determined according to:

The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given). The Plymouth Plan is at an early stage of preparation.

The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given). The draft policies of the Plymouth Plan are currently subject to consultation, although the general direction taken by the plan and key issues and options relating to it have been subject to consultation.

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
Specific policies in the Framework indicate development should be restricted.

Additionally, the following planning documents are also material considerations in the determination of the application:

- Sustainable Design Supplementary Planning Document
- Development Guidelines Supplementary Planning Document

8. Analysis

This application has been considered in the context of the development plan, the emerging Plymouth Plan, the Framework and other material policy documents as set out in Section 7.

Relationship to Bretonside Proposals

- I. Whilst issues about Bretonside's proposed redevelopment are ultimately for consideration as part of the recently submitted application by British Land, it is worthwhile, given that several objections have been received on this basis, briefly considering the policy context for Bretonside's redevelopment: Core Strategy paragraphs 5.23 and 5.25 acknowledge that

Bretonside's inadequacy as an entrance to the city must be addressed. The Sutton Harbour AAP (paras 3.11) identifies it as being underused and creating a poor first impression of the city and consequently it is identified as a 'major opportunity for mixed-use regeneration'. Policy SH02 promotes its comprehensive redevelopment, including 'A high-quality public transport interchange on site, or at a new site, with improved facilities, including toilets, baby changing, child-care facilities, secure cycle storage, cyclist facilities and tourist information.' Paragraph 5.5 states that 'Redevelopment of the site should not proceed until alternative coach parking facilities are made available.'

2. Bearing in mind the above policy context, the purpose of the current application is clear: it is necessary to facilitate construction of the new Coach Station, which will in turn make Bretonside available for redevelopment for alternative uses. However members are advised that the application before them should be assessed on its own merits as an application for a new coach station, and therefore officers are of the view that any objection made on the basis of British Land's proposals for Bretonside would not be a valid reason to withhold approval for the new coach station.

Principle of Development

3. Turning to the proposal itself, it is clear that no specific site for a new coach station is specified within the adopted Development Plan. However Core Strategy policy CS27 states that the Council will support: "Development of a new coach station for Plymouth within the City Centre, to improve passenger facilities and pedestrian links to the Barbican, Hoe and the retail core as part of this important gateway into the city." This policy supports Strategic Objective 14, which seeks to reduce the need to travel, deliver a sustainable transport network, and improve the City's connectivity with the rest of the UK, Europe and beyond. Consequently there is clear policy support for a new Coach Station within the City Centre. Given its central, highly accessible location, there is also a clear synergy with the City Centre's retail and commercial functions, and with other parts of the sustainable transport network (the railway station is less than 9 minutes walk away, buses on Mayflower Street are immediately adjacent, and other bus services on Royal Parade less than 5 minutes walk).
4. This site is subject to policy CC11 of the City Centre and University AAP, which proposed a strategic retail-led development of 61,000 sq m of floorspace across the Cornwall St/Mayflower St blocks to the east and west of Armada Way. The proposal was for a new (landmark) department store with smaller format units capable of accommodating independent retailers, and two new car parks delivering 2000 spaces.
5. The proposal which CC11 sought to facilitate has clearly not come to fruition, and a retail-led regeneration of this scale is now highly unlikely in the current retail market. However, this site specific allocation will remain until Part 2 of the Plymouth Plan is in place. In light of this, and given that the city centre study prepared by GVA which underpinned the city centre policy in Part 1 of the Plymouth Plan identified this block as a particular opportunity for change, there is a need to consider carefully whether this proposal could undermine future opportunities for regeneration and change in this area. GVA consider that these redevelopment opportunities are likely to result from a shift away from the current domination of retail uses and into a broader land use mix (probably including residential and leisure uses, particularly those that would contribute to a vibrant evening economy). Subject to adequate mitigation of the environmental impacts of the Coach Station (considered later in this report) there is no reason to believe that the location will prevent wider development of the area. Subject to appropriate acoustic façade treatment it would not preclude residential or commercial use of upper floors, and officers consider there is no reason that the proposal would prevent a more holistic redevelopment of the surrounding buildings. Indeed a wider development could help to improve the arrival experience for visitors by ensuring that

buildings face into the courtyard as well as to the surrounding streets. Coach stations can also be fully covered and there is no reason why the coach station couldn't be covered over as part of a comprehensive scheme.

6. The change of use of 165 Armada Way to a coach station facilities building will result in the loss of a unit from use class A2 (financial and professional services), but this has been vacant for some time. The facility will also generate significant footfall, and will remain an active ground floor use with a shopfront. In this respect officers consider its introduction will be beneficial to this part of the city centre shopping environment and is consistent with core strategy policy CS10. The facilities building includes a sufficient range of facilities to cater for coach passengers, and the coach boarding area has also been designed to provide facilities outside the opening hours of the facilities building (07:00-19:00).

Transport Issues

7. The site is in a highly accessible location, and the proposals seek to maximise access for coach passengers by a variety of means. The car park has been designed to specifically include drop off/pick facilities (both regular and taxi). The applicant has revised the design during the pre-application process, and made further revisions during the application in response to consultation responses received from the Passenger Licensed Taxi Association (PLTA), and from the Plymouth Area Disability Action Network (PADAN). It now includes kerbs within the taxi area of the car park to enable drop off of wheelchairs via side access ramps (as required by Hackney Taxis). The applicant acknowledges that the drop off area is some distance from the boarding area and facilities building, but drop-off facilities have been placed as close as possible. A further disabled space for drop-off has also been placed immediately outside the rear entrance to the facilities building. The size of the taxi rank on Mayflower St has also been increased. The five disabled spaces towards the Market Way entrance are intended as shopper, rather than coach user spaces, and are located accordingly (PADAN raised concerns about their distance from the coach boarding area).
8. Secure cycle parking is proposed beneath the canopies in the boarding area to facilitate interchange by cyclists. A condition is proposed to secure its delivery. The applicant is also exploring the introduction of further, more secure cycle parking in the form of cycle lockers or similar.
9. In terms of pedestrian accessibility, the legibility of the facility (particularly to tourists etc) is also a key consideration given that it is contained within an enclosed block and its facilities building occupies a typical city centre retail unit. The need for a package of directional signage (both vehicular and pedestrian) is therefore acknowledged by the applicant and a condition is proposed to secure details.
10. It is also relevant in accessibility terms that the scheme includes a north-south route between the car park and the coach apron. The lack of north-south routes through some of the city centre blocks has been identified as an issue for the city centre as it limits the ability of pedestrians (including shoppers) to move quickly through and around all parts of the city centre. The 1943 Abercrombie Plan included more routes through each of the blocks and the aspiration to instate these has since been included in various documents, including the Core Strategy (5.26 Vision Diagram). Whilst the scheme has not been able to deliver this link in full as the retail units on Cornwall Street are not within its control, the inclusion of the

pedestrian link would facilitate pedestrian access through the centre of the block if future opportunities on Cornwall St arise.

11. The applicant pointed out in response to the City Centre Company (who expressed concerns about the length of the northern route from the car park to Armada Way and Cornwall St) that a step-free southern route was considered, but it was not promoted as a primary route because of the problems of traversing the southern section of the service road through to the link to Cornwall Street. More discussion of the access issues in relation to those with mobility impairments is set out in the equalities section later in this report.
12. The application is supported by tracking diagrams which demonstrate safe coach access to the site, and the transport planning team are content that the apron is sufficiently large for coach turning (including at peak arrival/departure periods). Following minor revisions to the position of the ramp barrier, they do not foresee any significant problems with congestion (although the signalisation of the junction will inevitably result in some minor delays on Mayflower St).
13. The design of the revised car park is also considered acceptable, and following concerns expressed (at the pre-application stage) by traders at the previously proposed closure of Market Way to traffic (to prevent what many considered to be rat-running), Market Way will now remain open as existing. A wide footway has instead been added to the vehicular route to provide safer pedestrian access. The applicant team responded to the City Centre Company to confirm this.

Design

14. Bretonside has long been regarded as a poor introduction to Plymouth insofar as the environment below the Exeter St viaduct is poor. Notwithstanding its prominent gateway location, the site also lacks presence and fails to address Charles Cross roundabout and Exeter St, leaving Bretonside itself as a large open space lacking enclosures. In contrast, the proposed site is a courtyard which is fully enclosed by development that effectively screens what could otherwise be a large exposed coach concourse. This approach is a sensible solution in design terms, and makes efficient use of a currently underused site. However it does present challenges in terms of wayfinding/legibility, and the desire to provide an attractive and welcoming environment for passengers arriving in the city.
15. The site provides servicing (including refuse storage and collection) to the surrounding retail units and consequently its character and appearance is inevitably 'backland'. The applicant's approach to ensuring that the coach station serves as an attractive gateway has been to form a screen of tree planting around the coach apron and car park. Officers consider this approach will reduce the visibility of the unsightly rear elevations of surrounding shops whilst also softening the environment and introducing valuable green infrastructure (with its multiple benefits) into this otherwise hard landscaped area of the city centre. Subject to a detailed landscaping scheme (to be secured by condition), this solution is welcomed by officers and is likely to be more effective (and more feasible) than painting the rear of existing buildings.
16. The coach apron features a chequer-board design which breaks up what would otherwise be a large expanse of concrete. The applicant has also provided a further statement explaining their design approach in relation to the objective of providing a high quality visitor experience. This includes the following confirmation about their ongoing intentions: 'the design team intend to continue developing design strategies that address both the physical and experiential surroundings of the site through detailed design stages. Currently, budgets

have been identified for bespoke signage and potential screening to the flank walls within the approaches from Cornwall Street and Mayflower Street. The potential exists for local artists or community groups to become involved with the design of these elements. A wayfinding strategy will be implemented that allows very high quality signage to be developed for the wider context and specific operational signage within the confines of the coach station. Consideration will be given to unifying the appearance of the existing buildings immediately adjacent to the facilities building either through an external painting scheme or other device. It should also be noted that the site benefits from the coach apron area already being screened off from busy shopping and public thoroughfares (Armada Way and Cornwall Street) which is often considered a major design challenge for bus and coach stations located within City Centres.'

17. The applicant also intends to improve the visual qualities of the area by improving the bin storage arrangements for surrounding retail units (large wheeled 1100 litre bins are currently stored in the street). An underground bin storage system was initially proposed as a means of reducing the amount of space required in the service road for bins. However, the applicant has recently confirmed that this system cannot be included because it would be more expensive to service (a special collection vehicle would be needed) and would therefore introduce a cost burden on the retailers. Alternative solutions are now being explored and a condition is therefore proposed to enable a revised scheme to be submitted, assessed and approved. Members should, however, be aware that this part of the scheme would be an additional benefit from the scheme designed to improve visual amenity for the benefit of the user experience, rather than a direct consequence of the scheme which must be mitigated. For this reason the scheme could not be resisted for not resolving this issue.
18. Significant improvements to the appearance of the area have already been delivered through the removal of the multi-storey car park, including the vehicular bridge to the parking above Iceland and the pedestrian bridge over Mayflower St to the Armada Centre. The removal of the 4 unsightly fire escapes from the nightclub above 89-113 Mayflower St will also be a further significant improvement (these are no longer usable as they landed on the multi-storey car park, and they are due to be demolished soon). The applicant's design team have ensured that the scheme protects sufficient space for a replacement fire escape stair which could be introduced to serve the former nightclub. This would be a single staircase designed to serve multiple fire exits whilst minimising the number of car parking spaces in the undercroft of the building that would be blocked. A further planning application for this would, however, be required.
19. The canopy structure (steel framed with seamless single ply membrane roof coverings and recessed LED lighting to illuminate the boarding area and canopy structure) is considered high quality (subject to further details to be required by condition) and the surface treatments in the main arrival area (the boarding area, links to the facilities building and the links to Cornwall St and the car park) would be finished in high quality (granite) paving (further details to be required by condition).
20. Whilst the scheme will inevitably involve significant retaining walls, it is proposed to use stone-filled gabion baskets which will result in a higher quality appearance than concrete. The Design and Access Statement also confirms that 'it is intended to use very high quality materials and products so not to detract from the overall quality of the development.' Conditions are proposed to secure further details of all such items, which include railings, seating, cycle parking, luggage lockers, information screen, help point, and signage. Separate advertisement consent is also likely to be required for some of the signage (depending upon its size and purpose). The lighting scheme will also be designed to complement the structures on site and give the facility a high quality appearance.

Safety and Security

21. A key shortcoming of the site is the lack of surveillance from surrounding buildings. It will therefore be critical that any future development takes the opportunity to maximise surveillance over the facility. In the interim, and bearing in mind that passengers will need to rely on the outdoor facilities in the middle of the night when the facility will not be staffed, other safety and security measures will be critical. The submitted Design and Access Statement sets out how the scheme seeks to ensure adequate safety and security. Measures include the provision of multiple access points, use of visually permeable railings, high levels of illumination, CCTV (linked to the PCC control room), and the use of robust materials to deter vandalism. All these items make a positive contribution and it is critical that these elements are provided. A plan has been submitted showing proposed lighting levels and 5 proposed CCTV camera locations, but further analysis of this information is required. A condition is therefore proposed to secure a package of security measures. The applicant has recently confirmed that the help point in the boarding area will be answered by PCC's CCTV control centre which is staffed 24/7 (except Christmas Day), and that they are working to achieve a system whereby the CCTV camera automatically turns to cover the help point when it is pressed.
22. The applicant's Design and Access Statement confirms that they intend to achieve the 'Park Mark' safety standard for the car park as requested by the Police Architectural Liaison Officer.

Environmental Considerations – Noise

23. A noise assessment was submitted with the application, but this mainly considered traffic noise on Western Approach. A further report was submitted later to consider the impacts of the scheme on existing residential (student) flats above 50 Cornwall St (although no objections have been received on the grounds of noise from the proposed facility). Officers are not only concerned to preserve the amenity of the occupiers of those flats, but also to ensure that noise from the coach station does not discourage further residential development in this area, which is encouraged as part of the city's aspirations to create a vibrant mixed-use city centre.
24. In addition to general noise from coach passengers, engine noise, noise from the PA system, and reversing beepers are all sources of noise with potential to harm amenity and cause nuisance. Although there will be coach movements during the night (5 arrivals and 6 departures between midnight and 06:00), there will be no need to use the PA system during anti-social hours, and the applicant reports that coaches are legally prevented from using reversing beepers between 23:00 and 07:00. They also advise that "It is common practice / National Express procedure for the coaches to switch off their engines as soon as they arrive. Coaches are not allowed to idle".
25. A condition is therefore proposed to secure a package of measures to prevent disturbance from noise sources. Officers consider this adequate to prevent noise and disturbance and to ensure that the coach station will not prevent the introduction of further residential uses into the city centre.
26. A further condition seeks full details of any plant or extract equipment for the facilities building (if required), although it is understood that extract equipment will not be required for the café facility as currently proposed.

Environmental Considerations – Air Quality

27. The site is within the recently enlarged Air Quality Management Area, which covers the whole of the City Centre and key arterial routes, and an Air Quality Assessment was submitted in support of the application. As data confirming the vehicle movements into and out of the former car park were not available, the data underpinning the assessment have been derived from surveys of car parks with similar locational characteristics elsewhere. These were then adjusted to the capacity of the former car park on site. The air quality implications were then calculated on the basis that emissions from one coach are equivalent to around 10 cars (data from the DEFRA emissions toolkit). Officers have scrutinised this methodology closely, and are content that it is robust and suitable for the purposes of assessing the air quality impacts of the proposal.
28. The assessment concludes that overall the scheme will improve the air quality immediately around the site. The Public Protection Service accept this conclusion, but note the possibility that there could be some localised negative impacts on Mayflower St as a result of the signalisation of the Coach Station entrance. This is because the signals are likely to marginally increase the time that buses (on existing bus routes) spend standing on Mayflower St. To enable them to monitor the impact, a small financial contribution has been requested to fund the installation of monitoring equipment for a period of 6 months before the opening of the facility, and 2 years after. The applicant has agreed for the project to meet this cost, which would be transferred internally.
29. The noise and air quality management plan to be secured by condition will be required to include limits on stationary coach idling to prevent unacceptable air quality impacts within the courtyard.

Environmental Considerations – Contaminated Land

30. Although a desk-based assessment was submitted with the application, a condition is proposed to secure further information.

Environmental Considerations – Flood Risk and Water Management

31. The submitted Flood Risk Assessment confirms that although the site is within Flood Zone 1 (Low Risk), it is at risk of 'surface water flooding' from overland flows from the north which would exit to the south or south west of the site.
32. The surface water drainage strategy for the site is to reduce the rate of discharge to 50 % of existing levels. This will be achieved partly by diverting surface water to new planting beds around the perimeter, but most significantly by installing large attenuation tanks (500 cubic metres) beneath the coach station and car park to delay the discharge of rainwater to the (combined) sewer to help manage run off at times of peak demand. These tanks would be linked to the irrigation system for the new tree planting to reduce discharge and help maintain the trees.
33. Although the proposal appears to satisfactorily address the relevant Core Strategy policy CS21, the Environment Agency remain concerned (at the time of writing) that the scheme proposes to connect to the combined sewer, and would like it to instead connect to a surface water only drain. Whilst there is no doubt that this would be preferable, insofar as it will assist in meeting water quality aspirations within our waterways and Plymouth Sound by reducing the likelihood that foul sewers could overflow at times when capacity is exceeded, it appears technically challenging given the position (and relative levels) of the nearest surface water sewer. The applicant continues to explore whether this is feasible in liaison with the Environment Agency. Officers will update members at committee.

Sustainability and Biodiversity

34. The city centre location is highly accessible and facilitates interchange with a range of other sustainable modes of transport. It incorporates Sustainable Urban Drainage as detailed above, and will bring multiple benefits in terms of ecology, climate control and water management through the introduction of soft landscaping (subject to conditions). Whilst the proposal will not be subject to a formal BREEAM assessment or similar, the Design and Access Statement (s 5.2.7) confirms that sustainability is a key consideration. The lighting, for example will be specified to be low energy LED fittings, and there will be water saving taps used in public toilets, along with low energy heating and cooling systems. Given that the facilities are provided in a small existing building, renewable energy generation is not required.
35. Officers note that the existing site has no ecological value whatsoever, but have requested conditions to ensure that the scheme delivers a net gain in biodiversity. The inclusion of native planting within the landscape scheme is likely to be sufficient, but bird nesting opportunities etc may also be required. A landscape management plan detailing maintenance and management arrangements is also required to ensure the success of the landscaping.
36. Overall, officers are satisfied that the scheme meets the sustainability requirements of key policy in the form of Core Strategy policies CS19 CS20 and the NPPF.

9. Human Rights

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

10. Local Finance Considerations

The use proposed is zero rated for CIL purposes so no CIL is payable.

11. Planning Obligations

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

The main planning obligations that this development would give rise to are highway works required to enable its safe operation. In this case, as it is not possible for the Council to enter into a S106 agreement with itself, the application site has been intentionally enlarged to include all necessary highway works. These will be delivered by the highway authority on behalf of PCC and will require further detailed design, safety audit etc before they are finalised. Whilst there may need to be minor

changes as a result of this further work, the highway authority would be responsible for ensuring that the works as set out in principle on the submitted drawings would be provided prior to the commencement of the use.

A financial contribution of £1509.75 is sought to enable air quality on Mayflower St to be monitored for a period of 6 months prior to opening of the facility and 6 months afterwards. The applicant has agreed to meet this cost and arrangements will be made to transfer this internally.

12. Equalities and Diversities

The key equalities issue is access to the site and its facilities for those with mobility impairments. Concerns about the appropriateness of the site and its proposed facilities have been raised (as detailed earlier in this report), initially by representatives of the taxi trade, but subsequently also by members of the public and by Plymouth Area Disability Action Network (PADAN). Officers acknowledge that the topography of the site is challenging and significant amounts of space would need to be dedicated to ramps to create step-free access around the site. Consequently, whilst the scheme provides safe ramped access between its key elements (eg Market Way, Shoppers Car Park, Drop-off, boarding area and facilities building) it is true that mobility impaired users would need to take longer routes to some key destinations (most notably from the car park to Cornwall St via the footway to the north of the coach apron). This is, however, considered a reasonable compromise to enable the facility to be provided in such a central (and therefore accessible) location. Comments regarding the accessibility of the facilities building have been forwarded to the applicant and their design team is confident that they can address these concerns as part of ongoing detailed design.

13. Conclusions

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance. It makes efficient use of an under used brownfield site and is in a highly accessible location with immediate access to buses and city centre facilities. Existing development adequately screens the necessarily large coach apron, and a package of measures seek to screen the existing backland character to ensure a quality arrival for visitors whilst introducing some soft landscaping to the area. A package of measures to be secured by condition will ensure adequate wayfinding to and from the facility.

Whilst the site's topography is challenging the scheme manages to provide satisfactory safe access for all including drop off and pick up facilities which cater for disabled drop off including by taxis, and maintains an 82-space public shoppers' car park for the West End.

Finally, subject to conditions (agreed in scope with the applicant) the proposal will deal with the relevant environmental issues adequately such that it will reduce the risk of flooding and ensure that air quality and noise issues do not harm existing levels of amenity or discourage future residential development in this part of the city centre.

14. Recommendation

In respect of the application dated **06/01/2015** and the submitted drawings 29237/2001/100 Location Plan; 29237/2001/101 Topographical Survey; 29237/2001/102B General Arrangement; 29237/2001/103A Contour Plan; 29237/2001/104 Cross Sections; 29237/2001/106A Vehicle Swept Path (Sheet 1 of 2); 29237/2001/107A Vehicle Swept Path (Sheet 2 of 2); 29237/2001/2700A Existing Utilities; 29237/2001/1100A Paved Areas and Surface Finishes; 2118-001 Rev 3 Existing and proposed Site Plans; 2118-002 Rev 2 Proposed Plan; 2118-003 Rev 1 Coach Station South Elevation; 2118-004 Rev 1 Coach Station East Elevation; 2118-005 Rev 1 Coach Station West Elevation; 2118-006 Facilities Building Existing Plans & Elevations; 2118-007 Rev 1 Facilities Building Proposed Plans & Elevations; 2118-008 Rev 1 Signage Existing and Proposed Elevations, it is recommended to: **Grant Conditionally**

15. Conditions

CONDITION: 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.

CONDITION: APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans:

29237/2001/100 Location Plan; 29237/2001/101 Topographical Survey; 29237/2001/102B General Arrangement; 29237/2001/103A Contour Plan; 29237/2001/104 Cross Sections; 29237/2001/106A Vehicle Swept Path (Sheet 1 of 2); 29237/2001/107A Vehicle Swept Path (Sheet 2 of 2); 29237/2001/2700A Existing Utilities; 29237/2001/1100A Paved Areas and Surface Finishes; 2118-001 Rev 3 Existing and proposed Site Plans; 2118-002 Rev 2 Proposed Plan; 2118-003 Rev 1 Coach Station South Elevation; 2118-004 Rev 1 Coach Station East Elevation; 2118-005 Rev 1 Coach Station West Elevation; 2118-006 Facilities Building Existing Plans & Elevations; 2118-007 Rev 1 Facilities Building Proposed Plans & Elevations; 2118-008 Rev 1 Signage Existing and Proposed Elevations

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, and paragraphs 61-66 of the National Planning Policy Framework 2012.

Pre-commencement Conditions

PRE-COMMENCEMENT: CONTAMINATED LAND

(3) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation shall not take place until sections 1 to 3 of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until section 4 of this condition has been complied with in relation to that contamination.

Section 1. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. 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'.

Section 2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared, and 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.

Section 3. Implementation of Approved Remediation Scheme

The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise

agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in the replaced PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Section 4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of section 1 of this condition, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with section 3.

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, and paragraphs 120 – 123 of the National Planning Policy Framework 2012.

PRE-COMMENCEMENT: HIGHWAY DETAILS

(4) No development shall take place until details of the design, layout, levels, lighting, gradients, materials, signage and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until 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 2007.

PRE-COMMENCEMENT: NOISE AND AIR QUALITY MANAGEMENT PLAN

(5) Construction of the Coach Station facility hereby approved shall not commence until a noise and air quality management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail noise and emission control measures proposed within the site, which shall include but not necessarily be limited to:

- a. Public address system: operating hours, and volumes;

- b. Engine idling: maximum permitted times for stationary coaches, (including signage and/or other arrangements for communicating this requirement to drivers)
- c. Reversing alarms: type/volume, and operating hours (including signage and/or other arrangements for communicating to drivers the requirement to switch these off);

The plan should detail arrangements between coach station and coach operators and confirm coach operator agreement to its measures. The measures shall be implemented in accordance with the approval prior to the first use of the Coach Station hereby permitted and shall thereafter be maintained on an ongoing basis unless a revised management plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the site and its immediate surroundings from pollution in the form of noise and vehicle emissions in order to ensure a reasonable environment for users of the facility and for existing residential occupiers, and to ensure that future development introducing uses sensitive to such pollution is not deterred by the proposal, in order to comply with policies CS22 and CS34, and Area Vision 3 (City Centre) of the adopted City of Plymouth Core Strategy Development Plan Document 2007, and the National Planning Policy Framework 2012.

PRE-COMMENCEMENT: CONDITION: CODE OF PRACTICE DURING CONSTRUCTION

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

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 120 -123 of the National Planning Policy Framework 2012 .

BEFORE ELEMENT COMMENCES: DESIGN DETAILS

(7) Full details of the following external parts of the scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the scheme. The works shall thereafter be carried out in accordance with that approval prior to the first use of the Coach Station hereby approved unless an alternative timetable is agreed in writing in advance by the Local Planning Authority:

- a. Gabion retaining walls
- b. Access ramp to rear of 165 Armada Way
- c. Canopy,
- d. Railings,
- e. Barrier to coach access ramp
- f. External seating,
- g. Luggage lockers,

- h. Information screens
- i. Signage,
- j. Shop fronts to front and rear
- k. Granite paving sample
- l. Kerb edge sample to granite paving areas
- m. Edgings to planting area
- n. Coach apron surface samples

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

BEFORE ELEMENT COMMENCES: SOFT LANDSCAPE & BIODIVERSITY

(8) Full details of proposed soft landscape works and a programme for their implementation shall be submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be carried out in accordance with that approval prior to the first use of the Coach Station hereby approved unless an alternative programme is agreed in writing in advance by the Local Planning Authority. These details shall include:

- a. Planting plans including the location of all proposed 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),
- b. 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 (as relevant).
- c. Details of any irrigation system
- d. Details of how the scheme will deliver a net on-site gain in biodiversity, and if this is not achieved through planting, other means of delivering biodiversity gain (for example bird boxes or similar)
- e. Landscape Management Plan detailing how each element will be managed and maintained, and including a commitment to replace any dead or defective planting stock for a period of 5 years.

Reason:

To ensure that satisfactory soft landscape works and biodiversity gains are delivered in accordance with Policies CS18, CS19 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012.

BEFORE ELEMENT COMMENCES: KITCHEN EXTRACT EQUIPMENT

(9) No mechanical extract equipment required in association with cooking on the premises shall be installed on the premises unless details of the equipment are first submitted to and approved in writing by the Local Planning Authority. Details shall include position on the building, visual appearance, details of hours of operation of the equipment, details of noise levels, odour control

measures, and the manufacturer's instructions along with a description of the cooking equipment proposed.

Any mechanical extract equipment shall be provided in accordance with the details approved prior to the use of any cooking equipment that requires the equipment, and shall thereafter be maintained in accordance with that approval. The noise emanating from equipment (LAeqT) shall not exceed the background noise level (LA90) by more than 5dB, including the character/tonalities of the noise, at anytime as measured at the façade of the nearest residential property.

Reason: In the absence of details of a mechanical extract system to protect the residential and general amenity of the area from odour emanating from cooking activity in accordance with the requirements of policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, the site is suitable only for the preparation of simple types of food which do not require mechanical extract equipment unless details are first submitted to the Local Planning Authority for review and approval.

BEFORE ELEMENT COMMENCES: AIR CONDITIONING EQUIPMENT

(10) No condensers or other equipment required in association with air conditioning/climate control within the premises shall be installed unless details of that equipment are first submitted to and approved in writing by the Local Planning Authority. Details shall include position on the building, visual appearance, details of hours of operation of the equipment, details of noise levels, and the manufacturer's instructions.

Any equipment shall be provided in accordance with the details approved prior to its use at the premises, and shall thereafter be maintained in accordance with that approval. The noise emanating from equipment (LAeqT) shall not exceed the background noise level (LA90) by more than 5dB, including the character/tonalities of the noise, at anytime as measured at the façade of the nearest residential property.

Reason: To enable consideration of the impacts of any air conditioning equipment which may be required in future to protect the residential and general amenity of the area in accordance with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Pre-occupation Conditions

PRE-OCCUPATION: SAFETY AND SECURITY

(11) Full details of the package of proposed safety and security measures for the site shall be submitted to and approved in writing by the Local Planning Authority, and provided in accordance with that approval prior to the first use of the Coach Station hereby approved unless an alternative programme is agreed in writing in advance by the Local Planning Authority. These details shall include:

- a. External artificial lighting for all areas of the site, including location and appearance of all light fittings, luminance levels (including details which demonstrate that lighting levels will not be harmful to the amenity of any surrounding occupiers), and where appropriate timing of use/means of control

- b. CCTV system, including details of camera locations and coverage and monitoring, management and maintenance arrangements
- c. Help button, including details of operation and response, management and maintenance arrangements

Reason:

To ensure that the site is safe and secure for all users at all times in accordance with policy CS32 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 58 and 69 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: FURTHER ENVIRONMENTAL IMPROVEMENTS

(12) Details of a package of minor environmental improvements designed to improve the appearance of existing buildings and the visitor arrival experience, including a revised arrangement to screen existing commercial waste receptacles, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter provided in accordance with that approval prior to the first use of the Coach Station hereby approved.

Reason:

To improve the visual amenity of the area and improve the visitor arrival experience in accordance with Policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: SIGNAGE AND WAYFINDING STRATEGY

(13) Details of a package of vehicular and pedestrian directional signage and wayfinding measures shall be submitted to and approved in writing by the Local Planning Authority and provided in accordance with that approval prior to the first use of the Coach Station hereby approved unless an alternative timetable is agreed in writing in advance by the Local Planning Authority. The measures could include creative wayfinding measures such as public art interventions as well as traditional signage.

Reason:

To ensure that the facility is easy to find and that visitors arriving at the facility can readily access other parts of the city to satisfy relevant parts of policies CS02, CS06, CS28, CS34, of the Plymouth Local Development Framework Core Strategy 2007, policy CC03 of the Plymouth Local Development Framework City Centre and University Area Action Plan (2006-2021) 2010, and paragraphs 30, 58, and 69 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: DELIVERY OF PARTICULAR ELEMENTS

(14) The following elements shall be provided in accordance with the details shown on the drawings hereby approved prior to the first use of the relevant part of the scheme unless alternative details are first submitted to and approved in writing by the Local Planning Authority. The relevant part of the scheme shall be permanently maintained and remain available for its intended purpose in accordance with that approval and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Prior to first use of the coach station:

- a. Cycle parking stands
- b. Taxi/private hire drop off spaces within car park area
- c. Other drop off and pick up spaces (to be clearly signed as such)
- d. Blue badge space adjacent rear entrance to 165 Armada Way

Prior to first use of the car park:

- e. 5 no. blue badge parking bays

Reason:

To ensure that the development is accessible by a range of transport modes to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Other Conditions

CONDITION: COACH ACCESS ROUTE

(15) Coaches shall access and egress the site via the preferred route from Western Approach unless exceptional circumstances (such as highway closures) dictate otherwise, or unless an alternative route plan has first been submitted to and approved in writing by the local planning authority.

Reason: In accordance with policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and policies CC04 and CC06 of the Plymouth Local Development Framework City Centre and University Area Action Plan (2006-2021) 2010 in the interests of pedestrian and highway safety within the city centre and because the air quality impacts of regular coach access via Mayflower St from the east have not been fully assessed.

Informatives

INFORMATIVE: TRAFFIC REGULATION ORDERS

(1) Traffic Regulation Orders will be required in order to implement and enforce the proposed one way street in Mayflower Street and the proposed alterations to parking controls within the public highway. The applicant should contact Plymouth Transport and Highways in order to initiate the necessary procedures.

INFORMATIVE: ADVERTISING

(2) This permission does not give or imply any consent for the advertising material shown on the approved plans. Such advertising is controlled under the Town and Country Planning (Control of Advertisements) Regulations 2007 and the applicants should obtain any necessary consent separately.

INFORMATIVE: CONDITIONAL APPROVAL

(3) 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 with the Applicant [including pre-application discussions] and has negotiated amendments to the application to enable the grant of planning permission.

INFORMATIVE: (4) DEVELOPMENT DOES NOT ATTRACT A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

(4) The Local Planning Authority has assessed that this development, although not exempt from liability under the Community Infrastructure Levy Regulations 2010 (as amended), will not attract a levy payment, due to its size or nature, under our current charging schedule. The Levy is subject to change and you should check the current rates at the time planning permission first permits development (if applicable) see www.plymouth.gov.uk/cil for guidance.