

ADDENDUM REPORT

Planning Committee



Item Number: 6.1

Site: Land at Millbay, Millbay Road

Planning Application Number: 14/01448/OUT

Applicant: 14/01448/OUT

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SI06

NHS

As part of ongoing discussions with the NHS during the course of this application, there has been a request for a contribution to go towards a new GP surgery, to replace the surgery at West Hoe. Officers have been in discussion with the NHS over the evidence and justification for this request, in order to comply with the CIL Regulations. There is a conflict between the adopted evidence base (which states there is capacity) and the capacity issues as currently experienced at West Hoe surgery which the NHS currently advises is 35% undersized.

On the basis that the current evidence and any assumptions that underpin it can be further scrutinised, it is proposed to utilise any remaining overage from Plot A1 (overage above that committed to the bus service contributions) to contribute £158,400 towards a new or expanded GP surgery for West Hoe Surgery. If this contribution cannot be met through the overage received from Plot A1, then the applicant has agreed that any remaining amount can be included as part of the overage for the SI06 for this Outline application.

It is considered that this addresses the relevant objections raised in relation to the impact upon the GP surgery and will make a positive contribution towards the Millbay area for existing and new residents.

Affordable Housing

In addition to the Affordable Housing offer as previously reported, the applicant has also agreed to include affordable housing contributions as part of the overage for this application.

AMENDED CONDITIONS

Following the publication of the report and further correspondence received from the applicant, some of the conditions have been amended. The amended conditions are reiterated in full below, with the amendments in italics. Reasons for conditions have not been included if there has been no change from the main report.

CONDITION: APPROVED PLANS

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

Planning Application Boundary 8899 PL 100 Rev K

Development Parcel Plan 8899 PL 205 Rev N

(The illustrative and indicative plans have been removed for clarity).

PRE-COMMENCEMENT: APPROVAL OF RESERVED MATTERS

(2) Approval of the details of means of access, appearance, layout, scale and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority on a phase by phase basis in writing before any development is commenced.

(Words added for clarity).

PHASING

(4) The phasing of the development shall be carried out in accordance with the approved phasing plan Indicative Plot Phasing Plan 8899 PL 102 Rev K unless an alternative phasing plan is first submitted to and approved in writing by the Local Planning Authority. This shall include an assessment of any effects, including different impacts on the environment which occur as a result of the proposed alternative phasing.

(Reworded for clarity)

TIME LIMIT FOR RESERVED MATTERS SUBMISSION

(6) Application for approval of the reserved matters of the first phase shall be made to the Local Planning Authority before the expiration of two years from the date of this permission.

Except where otherwise agreed previously in writing with the Local Planning Authority, the applications for the approval of the Reserved Matters which relate to the remaining development shall be submitted to the LPA within *eight* years from the commencement of development of the first Reserved Matters approval.

(Final sentence deleted and time for Reserved Matters submission changed).

RESERVED MATTERS: DESIGN AND MATERIALS

(13) ~~DELETE requirement for submission of "details of the proposed viewing platform including materials and finishes"~~

RESERVED MATTERS: SUSTAINABLE RESOURCE USE

(14) An energy strategy shall be submitted to and approved in writing by the Local Planning Authority with each Reserved Matters submission, setting out how the relevant reserved matters shall either:

- Meet a minimum of 15% of the carbon emissions for which the development is responsible will be off-set by on-site renewable or low carbon energy production methods, Or

- Connect into a low carbon community heating or District Energy Network.

This shall be accompanied by full details demonstrating how a minimum of 15% of the carbon emissions for which the development is responsible will be off-set by onsite renewable energy production methods. 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 or low carbon energy production methods shall be provided for each phase of the development in accordance with these details prior to the first occupation of the respective phase of the development and thereafter retained and used for energy supply for so long as the development remains in existence.

(Reworded for clarity)

PRE- COMMENCEMENT: SIGNING STRATEGY

(25) Prior to the commencement of Phase 4 (Plot A3) the applicant shall submit to the Local Planning Authority for approval a site-wide Signing Strategy. The said strategy shall include details of direction signing for all modes of transport for journeys being made to and from the site and shall also consider direction signing to the cross-channel ferry port on the local highway network.

The development shall be carried out in accordance with the approved strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order to ensure that the development is adequately signed for all modes of transport in the interests of highway safety and convenience in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and *The National Planning Policy Framework*.

(Reference to the NPPF has been deleted and reinstated in the reason text).

PRE COMMENCEMENT PHASE 6 FINAL BOULEVARD SCHEME

(26) No works shall commence on Phase 5 of the development hereby approved until details of the final Boulevard scheme, including surface finishes and a *programme for delivery* has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details and strategy, unless otherwise agreed in writing by the Local Planning Authority.

(This condition has been amended in order to agree a programme of works for the implementation of the Boulevard, and this should be agreed upon commencement of Phase 5, and not Phase 6 as per the previous condition).

PRE COMMENCEMENT DETAILS OF NEW JUNCTIONS

(27) No development shall take place on any part of the development until details of new junctions (including sight lines) between proposed service roads and the highway (including Custom House Lane) that are required to serve that phase of the development have been approved in writing by the Local Planning Authority; and no units (commercial or residential) *within that phase* shall be occupied until those junctions have been constructed in accordance with the approved details.

(Words added for clarity).

PRE COMMENCEMENT: STRATEGIC DRAINAGE ROUTE

(31) *Unless otherwise agreed in writing*, no development associated with the 'C' Plots shall be commenced until details of how a strategic drainage pipe from Millbay Road to the Basin (which will form part of a strategic drainage network for the Millbay master plan and City Centre areas) can be *accommodated* within the programme of works has been submitted to and approved in writing by the Local Planning Authority.

(Words added to allow for an alternative strategy to be adopted if the strategic drainage route changes in the future over the course of the development).

PRE OCCUPATION: EVENT SPACE MANAGEMENT PLAN

(33) The applicant shall submit to the Local Planning Authority for approval an Events Space Management Plan prior to first operation *of the event space*. The plan should indicate the maximum numbers of people permitted, methods of control for numbers/security, noise and entertainment. It should also document how any event organisers propose to provide toilet facilities for the public during the period of any events being undertaken, and standards with regards to post event cleaning.

The development shall be carried out in accordance with the approved plan, unless otherwise agreed in writing by the Local Planning Authority.

(Words added for clarity).

PRE OCCUPATION: CYCLE PROVISION

(36) Details of the number and location of secure and covered cycle parking spaces shall be provided for each phase prior to the occupation of any unit (residential or commercial) within that phase and thereafter the secure area for the storing of bicycles 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. *This information shall be provided alongside the Reserved Matters submission for each phase of the development.*

(Words added for clarity).

PRE OCCUPATION: TRAVEL PLAN

(37) No part of the residential development hereby permitted shall be occupied until a residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

Similarly, no commercial development hereby permitted shall be occupied until a commercial Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

The said Travel Plans shall seek to encourage employees, residents and visitors to use modes of transport other than the private car to get to and from the development. It shall also include measures to control the use of the permitted car parking areas; measures/initiatives to deliver modal shift targets; 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 persons responsible for their implementation. From the date of occupation the occupiers shall operate the approved Travel Plans.

(Reworded for clarity).

PRE OCCUPATION MAXIMUM CAR PARKING PROVISION

(39) Parking provision within the development shall be restricted to a maximum of 1,174 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear, to be delivered on a phased basis in accordance with details to be agreed through the Car Parking Management Strategy.

(Reworded for clarity and to link with car parking management strategy).

RESTRICTIONS ON PERMITTED DEVELOPMENT - CHANGE OF USE

(45) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), no change of use falling within Classes A, E and I of Part 3 of the Schedule 2 to that Order shall be carried out unless, upon application, planning permission is granted for the development concerned.

(Reworded to take account of changes to the General Permitted Development Order).

SMALLER RETAIL UNITS

(48) With the exception of the superstore as restricted in condition 46, the *individual* retail units shall not exceed a *maximum* of 350 sqm Gross Internal Area (m²).

(Reworded for clarity).

NOISE

(50) *Unless an alternative strategy is agreed in writing*, all dwellings shall be constructed in accordance with BS8233:2014 so as to provide sound insulation against externally generated noise. The levels as described in Table 4 of the guidance shall be applied, meaning there must be no more than 35 dB LAeq for living rooms and bedrooms (0700 to 2300 daytime) and 30 dB LAeq for bedrooms (2300 to 0700 night-time), with windows shut and other means of ventilation provided. Levels of 45 dB LAf.max shall not be exceeded in bedrooms (2300 to 0700 night-time).

As per the same Standard external private amenity areas (including balconies) should aim to meet a level of 50dB LAeq (0700 to 2300); where this is not achievable the design should aim to meet the best achievable level possible.

(Wording added to allow for alternative strategies to mitigate against noise to be agreed).