

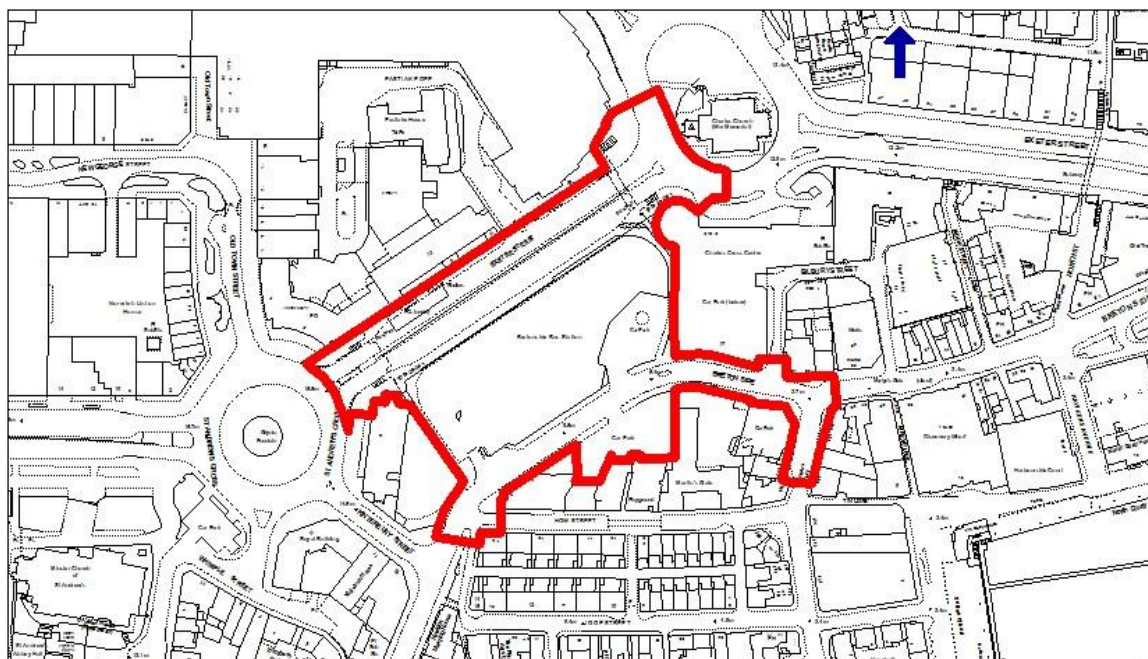
PLANNING APPLICATION REPORT



Application Number	15/00159/FUL	Item	01
Date Valid	30/01/2015	Ward	St Peter & The Waterfront

Site Address	BRETONSIDE BUS STATION, BRETONSIDE PLYMOUTH		
Proposal	Demolition and strip out of existing commercial units under Exeter Street and redevelopment of the Bretonside Bus Station to include a cinema (Use Class D2), food and beverage uses (Use Class A3, A4, A5), car parking, landscaping, public realm improvements, external seating and associated highway works		
Applicant	Drake Circus Leisure Ltd		
Application Type	Full Application		
Target Date	01/05/2015	Committee Date	Planning Committee: 23 April 2015
Decision Category	Major - more than 5 Letters of Representation received		
Case Officer	Robert Heard		
Recommendation	Grant conditionally subject to S106 Obligation, with delegated authority to the Assistant Director of Strategic Planning and Infrastructure to refuse if S106 not signed by the target date (14 th May 2015) or through an agreed extension of time.		

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1. Description of site

Bretonside Bus Station was constructed in 1958, designed by the architect J R Gray of Plymouth. It was completed in the same year as the adjoining Grade II-listed Royal Bank of Scotland at St Andrew's Cross. The bus station also serves as a viaduct for Exeter Street, which stretches between St Andrew's Cross and the roundabout dominated by the bombed shell of Charles Church (listed at Grade I).

The bus station is now overlooked to the north by the 2006 Drake Circus shopping centre. Towards the end of the 20th Century, Bretonside Bus Station was no longer considered to be large enough by bus operators, and many city services moved to the terminus at Royal Parade, with Bretonside as the terminus for most long-distance journeys. The site appears to have been little altered since the bus stations construction, though it has recently been refurbished, with works including new signage, and a new paint scheme.

The design for the bus station consists of a framework of arched concrete trusses on concrete piers, supporting Exeter Street above, and creating an arcaded concourse, lit by a linear skylight of glass bricks running along the street's central reservation. The bus station has a central core designed to provide shops, offices, a cafeteria and public conveniences. The southern pavement oversails the waiting area, behind which is a raised walkway. The large parking area extends to the south. The bus station is reached from Exeter Street by enclosed stairways to west and east.

The site is approximately 1.87 hectares in size and is bounded to the north by the Exeter Street viaduct and to the south by Bretonside. It is currently used as a coach and bus station. There is a significant height difference in street levels between Exeter Street (north) and Bretonside (south). Exeter Street, a dual carriageway, is formed from a viaduct and as such the site extends beneath this structure at the lower (Bretonside) level. The areas to the north are defined by the city centre shopping district and Drake Circus Shopping Mall, to the east lies Exeter Street and a mix of different uses, to the south is Sutton Harbour and the Barbican Conservation Area and to the west is Royal Parade.

2. Proposal description

This application proposes to redevelop the existing Bretonside bus station site with a mixed use leisure based development. It proposes to demolish and strip out the existing commercial units at the site under the Exeter Street Viaduct and provide a multiplex cinema with food and beverage uses, car parking, landscaping, public realm improvements, external seating and associated highway works.

Specifically this includes an 11 screen multiplex cinema that will include an IMAX or similar enhanced viewing experience. In total, these screens will have a capacity of approximately 2, 400 people and the cinema will be 7, 990 sq metres in size.

A total of 16 food and beverage units are proposed. The lower ground floor and ground floor levels of the development include a total of 14 food and beverage units and one kiosk. Above the two storey cinema a rooftop unit will be situated, offering panoramic views over Sutton Harbour and the

Barbican. As proposed there will be 7, 829 sq metres for the proposed food and beverage units including mezzanines.

An undercroft car park is proposed under the existing viaduct over 2 storeys and 3 levels, beneath the proposed restaurant units and providing a total of 420 car parking spaces. A range of hard and soft landscaping, including new trees, public art and feature lighting have been included to enhance the public realm at the site. To Exeter Street this includes an improved pedestrian walkway, planters and resurfacing of the road. Within the site, feature steps will facilitate pedestrian movement through the development. To Bretonside, additional soft landscaping, seating and public space will be provided.

3. Pre-application enquiry

14/02360/MAJ; Demolition of existing units and redevelopment of site to include cinema (Use Class A3), Food and Beverage Uses (Use Class A3, A4, A5), car parking and landscaping (13900sqm commercial floorspace). As part of the pre-application process a Planning Performance Assessment was negotiated.

4. Relevant planning history

No relevant planning history.

5. Consultation responses

Local Highway Authority

No objections subject to conditions.

Highways Officer

No objection subject to conditions.

Environment Agency

No objection subject to conditions.

Public Protection Service

Recommend approval subject to conditions, with some concerns raised regarding opening times and take away use.

English Heritage

Summary in their dated 2 March 2015 as follows:

This is a key development site for the City of Plymouth, offering the potential opportunity to reengage the historic Barbican area with the city centre. We welcome the principle of the proposals and find much to admire in their conception, but are concerned that elements of the scheme fail to respond to the historic context of the site, and thus fail to preserve and enhance the character and appearance of the conservation area and the setting of listed buildings.

I regret that English Heritage therefore object to this application, particularly as the advice I this letter was given to the applicant at pre-application stage but has not been followed. However, we believe that with modest modification the scheme is capable of being an exemplar in terms of city centre regeneration.

South West Water

Foul drainage only to be connected to the public foul or combined sewer. Surface water disposal to be via underground water chambers with future connection to surface water system safeguarded.

6. Representations

14 letters of representation have been received. Of these, 2 are supportive, 5 are generally supportive but make further comments and raise issues of concern and 7 object to the proposed development.

Reasons for support are summarised as follows:

- Exciting new gateway development;
- 350 operational jobs and 260 construction jobs will be created;
- Inward investment to the city;
- Regeneration of the area;
- Good links to the shopping centre will encourage linked trips;
- Complimentary to the existing City Centre;
- Impressive improvements to the public realm;
- Better links to Sutton Harbour and the Barbican.

Issues of concern and further comment summarised as follows:

- The opportunity to provide a hotel at his location has been missed;
- More consideration needed with regards to impact upon existing cinemas;
- Better links to the Barbican could be explored;
- No mention of how the development might contribute to the delivery of flood defences around Sutton Harbour.
- Impact upon homeless people who use the site for shelter;
- 13 new cinemas is too many for the city to sustain;
- The impact of the development on Plymouth Arts Centre has not been fully considered;
- The development does not do enough to cater for cyclists;
- Comments on use and location of Taxi Ranks.

Reasons for objection summarised as follows:

- The development has no benefit to the citizens of Plymouth;
- The development does not make best use of the fantastic opportunity to provide views of the Harbour, other than the one rooftop café;
- The option of having pedestrian access to Charles Church will be lost if the development is permitted;
- The application raises further issues of traffic congestion;
- Pressure on existing under used cinemas might force them to close;
- Not sure more chain restaurants are required in Plymouth;
- The application will have a detrimental impact upon the economic welfare of the Barbican Area;
- The proposed buildings are far too tall;
- More pollution and congestion as a result of increased traffic in the area;
- The cinema will be too close to the existing Vue complex;
- Loss of light to the nearby Gard and Co Solicitors;
- Loss of parking to the Gard and Co premises;
- The Abercrombie Plan and Mackay Vision do not support the provision of leisure facilities at this site;
- The development will lead to the closure of existing businesses in and around the city;
- The majority of car parking in the city centre will be owned by British Land and Sutton Harbour Holdings;
- The development is contrary to the City Centre and University Area Action Plan.

The planning issues raised above are discussed below in the main analysis section of this report.

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). In the case of this application, it also comprises the Sutton Harbour Area Action Plan.

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 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
- Planning Obligations & Affordable Housing 2nd Review Supplementary Planning Document

8. Analysis

1. 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. The main issues raised by this planning application are the principle of development, impact upon the nearby heritage assets, design and the impact upon the character and appearance of the area and impact upon the local highway network. Relevant policies are SH02 of the Sutton Harbour AAP and Core Strategy policies CS01, CS02, CS03, CS12, CS13, CS19, CS20, CS21, CS22, CS28, CS32, CS33 and CS34 of the Core Strategy. The forementioned issues and other relevant topics are analysed below.

Principle of Development

2. Although located adjacent to the city centre, the site lies just outside of the defined area of the City Centre and University AAP. It is separated from the main town centre by the Exeter Street Viaduct. However, it has a very close relationship with the city centre, given its physical relationship and proximity to the Drake Circus Shopping Centre and the main shopping area within Plymouth. The site is therefore considered to be edge of centre, having a clear functional relationship with the city centre.

3. The site lies within the boundary of the Adopted Sutton Harbour Area Action Plan (AAP) (2008), which forms part of the Councils Adopted Local Development Framework. Specifically, the site lies within the boundary of Proposal SH02 (Bretonside bus/coach station and environs). Amongst other uses, this allows for the provision of cafes, bars and restaurants and the provision of leisure and tourism related uses. It states that development proposals, amongst other things, should provide innovative and iconic solutions to building design to form a landmark at this important gateway site, with innovative car parking solutions, high quality public realm, a safe environment with good pedestrian and cycle links and tree planting to Exeter Street and Bretonside.
4. The proposal contains an I I screen cinema to include an IMAX or similar enhance cinema experience. There is no national cinema chain based in the city centre. Plymouth currently has the following cinemas:
 - Reel Cinema (small scale cinema at Derrys Cross)
 - Plymouth Arts Centre (small art house cinema at Looe Street)
 - Jill Craigie Cinema (small art house cinema at Plymouth University)
 - Vue Cinema (Traditional multiplex at Barbican Leisure Park)
5. Within their Planning and Town Centre Uses Statement the applicants state that the existing cinemas within the city centre either show alternative films, or in the case of Reel, provide a small scale, niche offer with an intimate viewing experience. This is different to the offer of a large scale multiplex, which will typically show mainstream, general release films in auditoriums that can seat on average 400 people. They conclude that the anticipated impact from the development on existing nearby cinemas is anticipated to be low. Officers consider this to be an accurate summary of existing nearby cinemas and agree that the proposed development will provide a cinema experience that is not currently provided for within the city centre.
6. Vue Cinema at the Barbican Leisure Park is a 15 screen out of centre cinema and is the only comparable cinema to this proposal. Due to its out of centre location, impact from the proposed development on this facility is not required in any sequential test, should this be necessary. Due to the proposed development being considered compliant with an up to date development plan (in this case the Core Strategy and more specifically Proposal SH02 of the Sutton Harbour AAP), a sequential assessment and impact assessment is not required to be submitted in support of the application, as stated in paragraph 26 of the NPPF:

When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up to date development plan, local authorities should require an impact assessment if the development is over a proportionate, local set floorspace 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 10 years from the time the application is made.

7. Officers consider that the proposed development is located on an allocated site for the provision of a leisure and tourism related use, therefore being in accordance with proposal SH02 of the SHAAP and national guidance within the NPPF and NPPG. An impact assessment is thus not required to be submitted with this application.
8. The 2014 Plymouth City Centre Development Study by GVA, which forms part of the evidence base for the forthcoming Plymouth Plan, identifies that there is an under representation of leisure uses in Plymouth City Centre compared to other cities. In particular the study identifies that the city centre should be the first choice for leisure related development and that there should be a particular emphasis on attracting new leisure uses including multiplex cinemas and food and drink uses. It is considered that this will broaden the offer of the centre and increase activity throughout the day and evening. The proposal is thus considered to be in accordance with the longstanding ambition to improve the vitality and viability of the City Centre through the provision of leisure and entertainment uses.
9. It is considered that the proposed development represents a comprehensive redevelopment of the site that is compliant with Proposal SH02. The cinema provides an anchor to the development and is compatible with the aspirations of SH02 by providing a leisure and tourism related use of an appropriate scale. Although the floor space of the proposed A3-A5 uses (7, 829 sq m) is larger than that identified in the AAP (5, 400 sq m), the floor space quoted in the AAP was based on figures from 2007. The 2014 GVA City Centre Study identifies that there is a below the national average of food and drink uses in the City Centre and that this is a growing market. Whilst on the edge of the city centre, the additional 2, 429 sq m of food and drink floorspace is considered acceptable, helping to increase the offer and diversity of café and restaurant uses in and around the city centre.
10. It is considered that the proposed development provides a vibrant, mixed leisure based development that compliments the city centre, provides improved pedestrian connections and helps to regenerate this key gateway site, being at a scale that reflects its strategic importance and is complimentary to the surrounding townscape. It is considered to be consistent with the provisions of Proposal SH2 and will provide a leisure and tourism led development that will have a positive impact on the role and function of the City Centre.
11. The proposed development is also considered compatible with the wider policies of the Core Strategy. In particular it contributes to a positive sense of place and identity, delivering an appropriate type, form scale and mix of uses as required by Policy CS01 (Development of Sustainable Linked Communities) and enhances the city's cultural and leisure offer, providing evening/night time economy uses that contribute to the vitality of the City Centre and waterfront areas, thus being compliant with Policy CS12 (Cultural/Leisure Development Considerations) and Policy CS13 (Evening/Night-time Economy Uses).

Heritage Issues

12. Bretonside bus station was constructed in 1958 and whilst of local interest, it is not considered comparable architecturally with other buildings constructed in Plymouth during the post war period leading up to the 1960s. It is not listed nor is it located within a Conservation Area, although a small part of the site that is not currently part of the bus station (the public car park to the south) is within the Barbican Conservation Area. The redevelopment of this site is thus considered acceptable from a heritage perspective.

13. The closest heritage assets are the Royal Bank of Scotland Building, which is Grade II Listed and Charles Church, which is Grade I Listed. Charles Church was built between 1640 and 1658 and is an important example of gothic survival, significant for its historical associations and architectural value. It is now a ruinous structure located on a large roundabout to the north east of the site, known commonly as Charles Cross roundabout. The area immediately surrounding the church has been heavily developed in the post war period, with the church remaining as a key landmark and feature.
14. Due to the post war growth of the city the church no longer retains its historic setting. Whilst it forms a landmark feature, it is set within a roundabout at the junction of major arterial routes around the city centre and does not benefit from a typical churchyard or sympathetic setting. It is viewed mainly against the backdrop of the recent Drake Circus Shopping Centre, a much larger scale and contemporary building that lacks fenestration detailing and is finished in modern materials. Despite this, the simplicity and contrast provided by this building ensures that the significance of the church is not lost and the buildings do not vie for visual prominence.
15. Other surrounding development that make up the setting of the church consist of the 1990s Staples building that lies to the south of the site and the buildings on Exeter Street to the east. These are all recent developments that are located closer to the church than the proposed development and establish a modern backdrop for its setting.
16. The applicant's heritage statement refers to the surrounding development demonstrating the ability of the setting of Charles Church to absorb change without harming the significance of it as a designated heritage asset. Officers agree with this conclusion, and consider that the proposed development will not change this in any significant way.
17. The Royal Bank of Scotland building (RBS) was constructed between 1956 and 1959 and is Grade II Listed. It is considered to be one of Plymouth's finest post war buildings with high architectural merit, described in its listing as an inventive re-working of traditional bank architecture. The use of high quality materials, such as granite and internal stone cladding, bronze windows, balustrades and handrails, and the integration of artistic features such as mosaic, worked bronze doors and sandblasted glass also add to the significance of the building.
18. The building is also an important landmark, serving as a terminus in the view eastward along the primary Royal Parade axis. It forms part of a contemporary group of structures around St Andrews Cross with the Royal Insurance Building, Norwich Union House, Lloyd's Bank and the broader streetscape of Royal Parade. The key view of the building is seen when looking east along Royal Parade, showing the building's imposing front elevation, albeit the footprint is on an angled orientation. The front elevation is considered architecturally superior to the sides and rear and forms the key elevation with regards to the architectural merit of the building.
19. The key issue when considering the impact of the proposed development on the setting of the RBS building is the potential for the significant view of the building and its prominence as a terminus, when looking east along Royal Parade, to be harmed. It is considered by officers that the proposed development is sufficiently set back and is of an appropriate scale to maintain the prominence and important silhouette of the bank building in this view.

20. Although it is not within English Heritage's statutory remit to comment upon the setting of Grade II listed buildings, they have raised the issue of the developments proximity to the rear of the RBS building. The proposed triangular building on the western side of the site, which is the closest building to the existing RBS building, has been designed to be subservient in scale with its roof tapering to a low corner point adjacent to the new car parking entrance. The rear of the existing RBS building will therefore remain highly visible.
21. Furthermore, the corner of the proposed triangular building has already been pulled back to create a separation from the RBS building along with the recessed opening adjacent to this corner. This has been used to create further visual separation between the RBS building and the proposals by giving filtered views through to the streets beyond.
22. Officers consider that the openness and current configuration for the bus station does not contribute to the overall significance of the RBS building. The rear elevation of the RBS building does not relate to or form part of a coherent townscape, unlike the front elevation. The gap and openness to which it relates is the result of the hard standing parking area of the bus station and this does not contribute to the townscape. Officers consider that the current setting to the rear of the building makes little or no contribution to the overall significance of the listed building.
23. There is also no evidence to suggest that the design of the RBS building was deliberately intended to have the degree of openness currently afforded. Despite this, iterations of the scheme design have resulted in greater separation between the RBS building and the proposed development, with the triangular block arranged behind the RBS building so that it remains the prominent outline when viewed from Royal Parade.
24. English Heritage also make reference to the proposed canopy structure over the pedestrian thoroughfare at the north western corner of the site. They suggest that this structure will adversely affect the strong symmetrical composition of the RBS building when viewed from Royal Parade towards St Andrew's Cross roundabout.
25. The canopy itself has been designed to frame the proposal and to connect the two corner buildings within the western end of the scheme. Its form is light weight and in Officers views it does not impact the setting of the RBS building and maintains the existing building silhouette. The canopy acts as a gateway feature to the development and helps distinguish the main pedestrian into and through the site. This feature is not considered by Officers to have a significant detrimental impact upon the Grade II Listed RBS building.
26. With respect to the nearby Conservation Area, the site is located directly opposite the northern boundary of the Barbican Conservation Area (BCA), with the southernmost part of the site including Bretonside and the surface car park to its south, actually within the BCA boundary.
27. The northern boundary of the BCA here is neither attractive nor well defined, and was identified as a 'negative factor' in the BCA Appraisal & Management Plan. On this basis Officers consider that the proposed development will improve visual amenity in the wider area, especially the proposals to improve the Bretonside streetscape which are considered to enhance' the BCA in this area. The changes to the Bretonside streetscape will also improve links between the city centre and the Sutton Harbour/Barbican areas and are to be welcomed.

28. English Heritage are statutory consultees with regard to the character and appearance of a Conservation Area. English Heritage have stated that they consider the links through the site to the Barbican to be inadequate, commenting that *'the geometry of the buildings and complexity of the proposed canopies means that the visual connection between Exeter Street and the Barbican Conservation Area is limited. We therefore strongly encourage you to consider opening up the view through the site further, encouraging the pedestrian to pass through the site by providing views through the development. The greatest impact could be achieved by incorporating a chamfer to the Southwest corner of the cinema building and making the link bridge between of more lightweight appearance, which would allow much greater views through the site.'*
29. In relation to English Heritage's suggestions regarding these links, Officers consider that the modest modifications that EH propose would not actually make a material difference to connectivity through the site. Improving linkages between the city centre and the Barbican is a long standing difficult issue which is unlikely to be satisfactorily addressed by any one development, due to the existing townscape between the two areas. Officers consider that good signage will achieve better connectivity than changing development layouts. Officers also consider that the proposed development will significantly improve the existing linkages through the site to both Sutton Harbour and the Barbican.
30. Specifically in relation to English Heritage's suggestion to chamfer the south west corner of the cinema building, the design incorporates a full height, fully glazed corner so that views through this corner towards Buckwell Street are maintained, as such it is not considered necessary to chamfer this corner as suggested. Improving routes through the site is an integral part of this development proposal, designed to encourage pedestrians to move between the City Centre and the Barbican / Sutton Harbour. However, in order to address English Heritage's concerns over connectivity it is proposed that a condition regarding a signing strategy is attached and the details agreed in consultation with English Heritage.
31. In summary, the proposed development will of course impact upon the setting of the BCA, not least because of the scale and height of the proposed buildings. However, a number of subtle strategies, including a stepped arrangement of the structure from Exeter Street down to Bretonside and use of a high quality materials palette that reflects the local vernacular ensures that the setting of the BCA is enhanced by the proposed development. This will be further addressed through a signing strategy.
32. With regards to policy, legislation relating to listed buildings and conservation areas is contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66 (1) of the Act states that *'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'*.
33. Paragraph 58 of the NPPF notes that planning decisions should ensure that developments respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. Paragraph 60 goes on to note how it is proper to reinforce local distinctiveness and Paragraph 137 is also of relevance to this scheme, stating as it does "local planning authorities should look for opportunities for new development within conservation areas....to enhance or better reveal their significance."

34. Paragraph 128 of the NPPF places duty on the Local Planning Authority to require an applicant to describe the significance of any heritage assets affected by the proposal, providing a proportionate level of detail. Paragraph 129 states that a local planning authority should take into account the particular significance of a heritage asset when considering the impact of a proposal on it. In this case of this development, it is the effect upon the setting of the listed buildings around the subject site and the character and appearance of the BCA. Paragraph 131 of the NPPF sets out the basic framework for determining applications that affect the historic environment, requiring local planning authorities to have regards to the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities, and the desirability of new development making a positive contribution to local character and distinctiveness.
35. This section of the report has described the site and the significance of the heritage assets affected by the proposed development. It has analysed the main issues and considered the impact from the development on the Grade I listed Charles Church and its setting, the Grade II listed RBS building and its setting and the impact on the character and appearance of the Barbican Conservation Area.
36. The proposed development is not considered to erode or harm the significance or setting of the RBS building, Charles Church or the BCA. It provides a new context to these buildings and the surrounding area that helps to regenerate a site that will shortly be no longer required for its current use due to the relocation of the coach station to Mayflower Street. The proposed development is considered to be of an appropriate scale and design that both preserves and enhances the character and appearance of the BCA and architectural and historic significance of the setting of the RBS building and Charles Church. The application is thus considered to accord with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, paragraphs 58, 128, 129 and 131 of the NPPF and Policy CS03 (Historic Environment) of the Core Strategy.

Design and Public Realm

37. The proposed development aims to deliver major improvements to the Bretonside bus station site, providing a leisure based redevelopment at this important gateway site, as well as improved connections between the City Centre and Sutton Harbour and the Barbican.
38. The main bulk of development is located along the north and east boundaries of the site. The proposed layout of the site makes good use of the change in levels between Bretonside and Exeter Street. This is achieved by locating the proposed car park within the undercroft of the Exeter Street viaduct.
39. Above the undercroft car park lies the main bulk of development. The proposed buildings are large and the floor plans are deep, this enables them to have front elevations on both their north and south sides, with the café and restaurant uses within the main building being back to back (facing onto Exeter Street and Bretonside), with a central core and circulation space at the cinema level above. This helps to present active frontage on both the north and south sides of the development, through the provision of cafes and restaurants.
40. Access to the cinema is from a central lobby at Exeter Street level, above which the 2 storey cinema is located. Above the cinema level a single rooftop level restaurant is proposed.

There is a separate building at the west end of the site which provides further cafes and restaurants and a kiosk proposed between the 2 buildings at the Exeter Street level.

41. In relation to height and massing, the development will present a 6 storey building when viewed from Bretonside and a 4 storey building when viewed from Exeter Street. When viewed from Bretonside, the form of development has been broken with architectural features to reduce the buildings massing.
42. The scale and massing of the proposed development is considered appropriate in this area, the site falls within the tall building zone of opportunity, as defined in the Core Strategy and Design SPD. There are no buildings that are considered tower buildings or accent themselves in terms of significantly increased height. Generally the scale of the proposed buildings respond positively to the width of the streets and spaces that surround them, and do not detract from the prominence of the Grade I Listed Charles Church, as the key local landscape feature in this area.
43. It is considered that the proposed buildings sit appropriately and un-controversially within the existing townscape, and are not considered to impact negatively on the existing Grade II listed Royal Bank of Scotland building. The footprint is considered a positive response to the constraints of the site and addresses the Exeter Street and Bretonside frontages suitably.
44. The proposed architectural expression of the buildings is considered positive and is a particular response to the local context. Cinema developments, given their lack of windows and large blank facades are inherently difficult to design. However, the bulk and mass of the proposed development has been reduced effectively by the approach to the design of the external appearance of the building. A textured and illuminated relief cladding will help to introduce interest and texture to the external appearance of the building during both the day and night.
45. The materials palette is considered to link to the Plymouth character well in terms of the colour and type of materials used, and includes the use of Plymouth limestone on some of the buildings plinths. The buildings architectural expression has been mindful of the lessons learnt from the Drake Circus shopping mall in terms of having one unified architectural language rather than trying to integrate a variety of competing styles. The materials proposed should weather attractively, the palette including smooth glossy rain screen panels that will not hold the dirt in this exposed urban location.
46. The roof terrace is a welcome addition and helps to create a destination space within the development. The applicant has taken some steps to improve natural surveillance of the routes around the building and the area to the east of the building, adjacent to Staples. This area requires particular attention with regards to natural surveillance due to the constraints of overlooking on this narrow corridor. The provision of windows to one of the auditorium corridors and a cctv system will also help reduce monitor this area.
47. The proposed pavilion/kiosk building at the north western entryway from Exeter Street is considered positive and could be an attractive architectural feature if detailed correctly. The proposed canopy will help to accent the pedestrian route through the development and as already stated in the Heritage section of this report is considered to be a positive component of the proposal.

48. The layout of buildings within the site has sought to establish greater connectivity and movement through the site for pedestrians and the application proposes an attractive and inviting public realm throughout the proposed development.
49. A range of hard and soft landscaping, such as new trees, public art and feature lighting have been included within the site to enhance visual amenity and create a safe and attractive space, with clear pedestrian routes and improved connectivity through the site. To Exeter Street, the public realm will include an improved pedestrian walkway, planters and resurfacing of the road. Within the site, feature steps will facilitate pedestrian movement through the development. To Bretonside, additional soft landscaping, seating and public space is proposed.
50. Overall the scheme is considered by officers to be very positive and will be a welcome addition to this part of the city, providing a total transformation to the tired and utilitarian Bus Station site, impressive and distinctive buildings elevations for both Exeter Street frontage and Bretonside as well as a new and valuable pedestrian route south from the city centre to the waterside areas of Sutton Harbour and the Barbican, via Bretonside.
51. In summary, the design and external appearance of the development is impressive and its location ensures that it relates well to both the City Centre and the Barbican Conservation Area. It provides a high quality composition of buildings that are compatible with the surroundings and appropriate given the setting. Active frontages are provided along the main ground floor elevations on both sides of the development and an attractive public realm is created in and around the site.
52. The high quality of materials proposed for the external elevations defines the development and imaginative use of cladding helps to break up the massing of the building. 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 SH02 of the Sutton Harbour AAP.

Highways

53. Bretonside Bus and Coach station currently serves a number of purposes - providing a stop for scheduled bus services in the city, providing stops for scheduled long distance coach journeys such as National Express and Megabus, providing drop off and long term parking for Tourist Coaches and parking facilities for lorries. These uses will no longer be able to take place at the site but will be catered for elsewhere. Scheduled buses have already followed passenger demand migrating instead to Royal Parade and from 12 April there will only be a maximum of 3 scheduled buses every 2 hours using Bretonside.
54. These remaining services will be displaced onto Royal Parade and additional capacity has recently been provided through the extension of the bus stops outside the Civic Centre. Scheduled long distance coaches will use the new Coach Station recently approved on the former Mayflower West car park. In terms of tourist coaches the Council has been assessing the demand for visitor coaches and on average 7.3 visitor coaches arrive per day. It has been identified that at the very busiest time capacity for 8 coaches to pick up and drop off

should be provided and the Council is currently bringing forward a capital project to deliver up to 15 spaces across the City Centre and Waterfront to cater for growth.

55. Coach parking and layovers including driver facilities will be provided on a commercial basis by Plymouth Citybus at their Milehouse depot. Lorry and HGV parking will no longer be catered for in the City Centre and instead drivers will be encouraged to use existing facilities such as the Truck Stop at Lee Mill. The site also provides a small number of short stay pay and display parking spaces which are mainly used as drop off for the bus station which would also be lost.

Highway Details

56. Key highway elements of this proposal are: the removal of a westbound lane on Exeter street viaduct in order to provide public realm improvements on the southern footway on the viaduct and servicing for the restaurant units that front Exeter Street; public realm and resurfacing enhancements along Bretonside including loading and taxi waiting bays, street trees and crossing points; provision of additional traffic signal control on Charles Cross roundabout; upgraded pedestrian crossing at the western end of Exeter Street Viaduct and a new surface level crossing at the eastern end of the viaduct's. The existing bus layby on the southern side of Exeter Street will be retained for existing services and any potential additional services.
57. The proposal provides a 420 space decked car park beneath Exeter Street and on the lower level of the development site accessed from the southern edge of the site via Bretonside. This car park would be made available to all visitors to the City Centre including existing shoppers and visitors to the proposed leisure facility. The car park will operate as a pay and display car park with pricing consistent with City Centre car parks and a condition has been attached to secure this.
58. The subways and shops under the viaduct would be removed, being replaced with undercroft car parking. Some of the stepped pedestrian accesses to the existing subways would be retained either as emergency access to the car park or to allow access from the car park to the city centre. However public highway rights are to be removed (extinguished) from the from the underpasses under Exeter Street and the footpath running from Bretonside to the Bus Station at the western end of the site under S247 of the Town and Country Planning Act. There are further separate smaller areas of highway fronting Bretonside which may need to be extinguished however this area needs to be further explored during the detailed design stage.
59. Public access through the site will be via three pedestrian walkways linking Bretonside with Exeter Street along the eastern and western edges of the site and the third through the middle of the main building. It is proposed that the path to the east adjacent to the Staples building and the main thoroughfare to the west of the site provide 24 hour public access and a condition has been attached to secure this.
60. Provision for taxis will be retained on the Viaduct whilst a new taxi rank on Bretonside will be created within Car Park B, which results in the loss of approximately 15-20 public pay and display car parking spaces. Private Hire vehicles will be able to pick up and drop off on the new layby created on Bretonside which will also allow for loading and unloading at the lower level. Loading and unloading will also be provided on Bretonside shared with the taxi rank and controlled with a Traffic Regulation Order limiting delivery hours.

61. There are certain detailed elements of the scheme which raise some concerns:

- Plans for works on the Exeter Street viaduct show significant large planters within the new widened footway. It is considered that these planters could be a significant obstruction to what will be a heavily used pedestrian thoroughfare. There is currently a wide clear footway on the viaduct. This will be reduced to a series of narrow walkways between the planters and building supports which conflict with current guidance on footway widths. Guidance on these issues advises that unrestricted widths for pedestrians should be at least 2m with additional widths considered where footfall is high, and widths should be greater at bus stops and adjacent to shops which need to be considered here. These details will need to be amended via condition and agreed through a Section 278 Highway Agreement.
- Information needs to be provided to demonstrate that the southern footway of the Viaduct is structurally capable of carrying the additional loading due to the raised levels and introduction of the planters, provide structural details of the load carrying capacity of the proposed central reservation works to replace the skylights, demonstrate the capability and long term performance of the proposed block paved treatment for the loading bay and bus stops. A condition is proposed to deal with this issue.
- On Bretonside some of the diagonal roof supports have been placed in the public footway which would have to be removed in their current format as they would be a hazard to pedestrians. Further details of this are required by condition.
- There is no public cycle parking shown in the scheme which should be provided on both Bretonside and Exeter Street frontages. This is another issue that is being resolved by planning condition.
- Bretonside public realm improvements. Works to upgrade the street scene in Bretonside are indicated through extensive resurfacing works, new street furniture and addition of street trees. While the principles of this are agreed there would need to be a review of all the details of the general highway layout, location of trees and other street furniture on Bretonside. A condition is again proposed to address this matter.

Traffic Impact Considerations.

62. The development is expected to generate most of its traffic during the weekend, particularly on a Saturday. There is not expected to be a significant traffic impact on weekdays during the am or pm peak hours however the traffic assessment provided covers both weekday and Saturday peak hours. The network already experiences significant congestion on Saturdays primarily created by demand for Drake Circus Shopping centre car park and the barrier entry system which frequently blocks back onto Charles Street and beyond.
63. Highway alterations proposed consist of reducing the westbound carriageway width to a single lane on the viaduct, removal of subways across the viaduct and the provision of a new pedestrian crossing and traffic signals on Exeter Street adjacent to Charles Cross Roundabout.
64. The development will generate additional traffic on the City Centre network which will add to existing congestion, particularly at weekends. However, the traffic modelling indicates that the loss of the westbound lane on the Viaduct and alterations to the pedestrian crossing at the western end does not result in significant traffic impacts.
65. The new street level crossing at the eastern end of the Viaduct and additional stop line on Charles Cross Roundabout will allow traffic to be managed more effectively, creating gaps in

traffic to ease congestion on Exeter Street West while allowing pedestrians to cross the road at street level. The continuous eastbound bus lane on the viaduct will be retained, although buses will now be required to stop at the pedestrian crossing which they are not required to do at the moment, which will potentially have some impact on eastbound buses. The application reports that the main area of traffic impact will be at the mini roundabout at the junction of Bretonside and Vauxhall Street which is likely to experience increased levels of congestion as a result of the development particularly on a Saturday. However, this is not considered to generate a 'severe' impact and therefore in accordance with NPPF is not considered to justify in a recommendation for refusal.

Mitigation

66. The development is well located to be accessed by a range of transport modes particularly public transport and cycling. In addition its central location means a significant proportion of visitors to the new leisure complex will already be visiting other city centre facilities reducing the overall demand for travel to the site. Existing and new visitors will be able to park at the new Drake Leisure car park easing pressure on the existing Drake Circus car park where traffic queues can build up at peak times.

67. The applicant has indicated an intention to upgrade the entry barrier system for the existing Drake Circus Shopping Centre car park which is accepted to generate vehicle delay which blocks back onto Charles Street at busy times. It has been requested that these works be included as part of the mitigation package for this application. While these works have commenced the applicant has declined to link completion of these works to the current application, as they are outside of the site.

68. Other specific measures are as follows:
 - Upgraded variable message signing on the approaches to the City Centre will be adapted to advise motorists of additional parking options.
 - Improved access control systems for both new and existing Drake Circus Car Park
 - Off-site highway works including enhanced footways and pedestrian crossings at both ends of the Viaduct
 - New cycle lane on Exeter Street westbound
 - Signalisation of Exeter Street (w) arm of Charles Cross Roundabout and yellow box marking
 - It has been requested that the applicant upgrades the junction of Buckwell Street Vauxhall Street replacing the existing signalised pedestrian crossing in the same location and allowing improved access from Buckwell Street
 - Travel Plan

69. In addition, but separate to this planning application, the Council has secured £2.1m of LEP funding to provide highway/public realm works in the vicinity of Exeter Street, Charles Cross and Charles Street linked to works at the History Centre although details of the PCC scheme are unknown at present.

70. A separate contribution towards the Council's public realm proposals in the area is also sought towards provision of the wider City Centre highway and public realm improvements. This is in addition to the upgrades referred to at Buckwell/Vauxhall Street and at the Car Park entrance improvements.

71. A highway agreement under the Highways Act 1980 is required to implement all works in the public highway and this will be agreed with the highway authority. The implementation of the replaced central reservation would require replacement of joints on the bridge deck which currently leak water. The maintenance of planters, trees and non-standard street furniture normally requires commuted sums to be paid to PCC via S278 Agreements as these create an additional maintenance cost to the Local Authority.
72. In summary the application is considered acceptable, in highway terms, but there is a lack of detailed information regarding certain aspects of the development and this has been requested by planning condition.
73. Therefore, in accordance with this response, conditions will be required and Officers will continue discussions with the applicant to ensure that the details as required are provided. Conditions and informatives are required to control all other matters accordingly.
74. With the aforementioned mitigation measures and infrastructure requirements it is considered that the proposal meets the requirements of proposal SH04 of the Sutton Harbour Area Action Plan and also meets Policies CS28 and CS34 of the Core Strategy.

Drainage

75. The Drainage Strategy submitted with the planning application considers the hierarchy of surface water disposal methods and concludes with proposals to discharge some attenuated surface water from the development into the combined sewer, with the surface water run off rate at the site being significantly reduced to a greenfield run off rate through use of green roofs and large areas of landscaping and planting. This would be a vast improvement on the existing situation whereby all surface water discharges to the combined sewer.
76. However, following consultation with the Environment Agency (EA) and South West Water (SWW), SWW stated that they would not allow surface water to return to the combined or foul sewer, due to both being near capacity and Plymouth being a critical drainage area, despite the proposed development incurring far less surface water run off than the existing development. The EA supported this view, stating in their response that connection should be made to a local Combined Sewer Overspill (CSO) or to a Surface Water connection in Tin Lane, as advised by SWW.
77. Further consultation with SWW and the EA has revealed that the original proposals will be acceptable, with improvement proposed to the existing drainage system through use of underground water chambers that will hold surface water run-off and disperse it into the system gently at a controlled rate, so not to overload the system.
78. Further to this, the demarcation chamber is to have an additional connection capped off for future use to allow the flow to be diverted from the combined sewer and into any new SWW storm sewer if the positioning and level of the proposed route allows. If this was to happen the existing connection to the combined sewer would be capped off thus removing all surface water flows from the combined system into a storm only sewer.

79. Both SWW and the EA have stated support for the above proposals. The application is thus considered to be compliant with Policy CS21 (Flood Risk) of the Core Strategy.

Other Issues

80. With regards to ecology, habitat, faunal and bat surveys have been undertaken at the site. The site is completely hard surfaced and as expected the surveys revealed that there is virtually no ecology present at the site. Through the landscaping improvements proposed at the site, together with the addition of a number of bird and bird bricks the proposed development is able to achieve biodiversity gains and is considered to be in accordance with CS19 (Wildlife) of the Core Strategy.
81. Concerning issues of sustainability and energy use, the submitted Energy Statement proposes that Photovoltaic Panels offer the most practical and viable solution for the Development with respect to reducing emissions. Initial evaluations suggest that the available roof area can provide a significant solar array of around 237KW, providing an indicative reduction in total carbon emissions of 6.6% (regulated and unregulated emissions). This would be for export rather than meeting the demand on site.
82. It has also been suggested that the development can accept a district energy network as and when it becomes on line in the future (although this would be mainly cooling led), but no details have been submitted to suggest how the development can be future proofed to allow this to happen.
83. Provision of routes for future pipework (including any legal consents required) under the viaduct from the main city centre block, to this development and adjoining buildings would help to reduce future costs for delivery dramatically and should be clarified at this stage.
84. Whilst the proposed solution for using solar PV only meets 6.6% of the 15% target, it is considered that further information on a potential future connection to a district heating network is required. This can be secured by planning condition. The installation of the PV cells referred to above and further information on the connection to a future district energy network is considered adequate to meet the requirements of policy CS20 (Sustainable Resource Use) of the Core Strategy.

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 proposal is not liable to pay the CIL, which only applies to residential development and retail superstores.

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.

Planning obligations have been sought in respect of the following matters:

- £100, 000 for improvements to the public realm and highway network in the immediate vicinity of the site.

The above obligation has been agreed with the applicants.

12. Equalities and Diversities

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 DDA 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 close to the city centre and the main public transport interchange on Royal Parade. The development also provides car parking and cycle storage.

13. Conclusions

The proposed development will see the existing Bretonside bus station site redeveloped, providing a leisure based complex including a multiplex cinema and cafes and restaurants. The existing commercial units at the site under the Exeter Street Viaduct will be stripped out and demolished.

Officers consider that the application is compliant with planning policy and helps to ensure delivery of Proposal SH02 (Bretonside bus station) of the Adopted Sutton Harbour Area Action Plan (2008). It is considered that the development would have significant physical, social and economic benefits that would have both a local and city wide impact.

Officers have also taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with national guidance and policy. The application is thus recommended for approval subject to conditions and the satisfactory completion of a Section 106 Agreement.

14. Recommendation

In respect of the application dated **30/01/2015** and the submitted drawings Plan – Lower Car Park Level – 0300 (*/*)

Plan – Upper Car Park Level – 0301 (*/*)

Plan – Ground Floor (+15.440) – 0302 (*/*)

Plan – First Floor – Cinema Lower (+20.465) – 0303 (*/*)

Plan – Second Floor – Proj Lower (+26.465) – 0304 (/)
Plan – Third Floor – Cinema Upper (+29.990) – 0305 (/)
Plan – Fourth Floor – Cine Proj Upper (+35.990) – 0306 (/)
Plan – Rooftop Unit (+39.515) – 0307 (/)
Plan – Roof (+39.065) – 0308 (/)
Section A-A – 0320 (/)
Section B-B – 0321 (/)
Section C-C – 0322 (/)
Section D-D – 0323 (/)
Section E-E – 0324 (/)
Section F-F – 0325 (/)
Section J-J; K-K; L-L – 0328 (/)
Elevation – Existing Exeter Str & Bretonside – 0340 (/)
Elevation – North East & North West – 0341 (/)
Elevation – South East & South West – 0342 (/)
Elevation – Triangular Building Nth; Sth & West – 0343 (/)
Viaduct Escape Stair Enclosures – 0350 (/)
Site Location Plan – As proposed – 6001 (F)
Site Location Plan – 6002 (/)
Site Plan - Existing – 6003 (/)

Plan – Existing Viaduct Ground Floor – 6004 (/), it is recommended to: **Grant conditionally subject to S106 Obligation, with delegated authority to the Assistant Director of Strategic Planning and Infrastructure to refuse if S106 not signed by the target date (14th May 2015) or through an agreed extension of time.**

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:

Plan – Lower Car Park Level – 0300 (/)
Plan – Upper Car Park Level – 0301 (/)

Plan – Ground Floor (+15.440) – 0302 (/)
Plan – First Floor – Cinema Lower (+20.465) – 0303 (/)
Plan – Second Floor – Proj Lower (+26.465) – 0304 (/)
Plan – Third Floor – Cinema Upper (+29.990) – 0305 (/)
Plan – Fourth Floor – Cine Proj Upper (+35.990) – 0306 (/)
Plan – Rooftop Unit (+39.515) – 0307 (/)
Plan – Roof (+39.065) – 0308 (/)
Section A-A – 0320 (/)
Section B-B – 0321 (/)
Section C-C – 0322 (/)
Section D-D – 0323 (/)
Section E-E – 0324 (/)
Section F-F – 0325 (/)
Section J-J; K-K; L-L – 0328 (/)
Elevation – Existing Exeter Str & Bretonside – 0340 (/)
Elevation – North East & North West – 0341 (/)
Elevation – South East & South West – 0342 (/)
Elevation – Triangular Building Nth; Sth & West – 0343 (/)
Viaduct Escape Stair Enclosures – 0350 (/)
Site Location Plan – As proposed – 6001 (F)
Site Location Plan – 6002 (/)
Site Plan - Existing – 6003 (/)
Plan – Existing Viaduct Ground Floor – 6004 (/)

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: CODE OF PRACTICE

(4) 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.

PRE-COMMENCEMENT: CONSTRUCTION TRAFFIC MANAGEMENT

(5) Prior to the commencement of development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of construction vehicle movements including number, type and size of vehicle; construction operation hours; routes being used by construction traffic; contractors parking arrangements and details of measures to encourage the use of public transport amongst contractors. Thereafter the construction of the development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason:

To ensure adequate traffic management at the construction stage 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.

PRE-COMMENCEMENT: STREET DETAILS - BRETONSIDE AND EXETER STREET

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

The Development shall not be occupied until the agreed works have 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.

PRE-COMMENCEMENT: ACCESS

(7) Before development on site commences, 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.

PRE-COMMENCEMENT: PROVISION OF SIGHT LINES

(8) No development shall take place until details of the sight lines to be provided at the junction between the means of access and the highway have been submitted to and approved in writing by the Local Planning Authority. The approved sight lines shall be provided before the development is first brought into use.

Reason:

To provide adequate visibility for drivers of vehicles at the road junction in the interests of public safety in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PRE-COMMENCEMENT: EXTINGUISHMENT OF HIGHWAY

(9) The construction of the development hereby permitted shall not commence until such time that an application under the provisions of Section 247 to the Town and County Planning Act has been made to the National Casework Team to extinguish the highway rights through the site and surrounding area of highway maintainable at public expense, (extent of HMPE to be extinguished to be agreed). No construction will be permitted on or adjacent to this highway until such time that the process to extinguish has 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.

PRE-COMMENCEMENT: ARCHAEOLOGICAL WORK

(10) No part of the development allowed by this permission shall be commenced until a methodology for an archaeological watching brief to be held on intrusive groundworks, has been submitted to, and approved in writing by the Local Planning Authority. The works shall be progressed in accordance with the agreed methodology.

Reason:

The site is considered likely to contain archaeological deposits that warrant appropriate investigation and/or recording in accordance with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Pre-damp proof course conditions

PRE-DAMP PROOF COURSE: MATERIALS

(11) Other than demolition, site clearance and ground works, prior to construction of that development block of the scheme, the following details will be submitted to and approved in writing by the Local Planning Authority:

- a. Details of the external materials of the buildings;
- b. Details of the design and location of any external building lighting proposed;
- c. Details of the proposed siting of any roof plant;
- d. Details of the proposed siting, design and external materials of any external and visible services or lift rooms, wall or roof vents, ducts, pipes, extracts, window cleaning apparatus or other accretions to the roof or elevations including photovoltaic panels;
- e. Details of boundary treatment.

The 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.

PRE-DAMP PROOF COURSE: SUSTAINABLE RESOURCE USE

(12) Other than demolition, site clearance and ground works, prior to the construction of that the development block of the scheme, details of the provision for tenants to connect to a future District Wide Heating System will be submitted to and approved in writing by the Local Planning Authority. Such future provision will be retained until such a time at which it is agreed in writing with the Local Planning Authority that the District Wide Heating System is no longer required.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment 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 and the draft Plymouth Plan policies.

PRE-DAMP PROOF COURSE: FINAL SURFACE WATER DRAINAGE SCHEME

(13) Other than demolition, site clearance and ground works, no construction shall take place until a detailed scheme for the provision of surface water and ground water drainage works has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- details of the drainage during the construction phase;- details of the final scheme in accordance with the Drainage Strategy dated January 2015 by Evolve and subsequent addendum Rev A dated 31st March 2015, including how the scheme can provide a connection into a future strategic surface drainage system (in order to remove surface water flows from the combined sewer) as well as the provision for exceedance pathways and overland flow routes;
- a timetable for construction;
- a construction quality control procedure;
- a plan for the future maintenance and management of the system and overland flow routes.

Prior to occupation of each phase 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 and timetable 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 during and after development, in accordance with Policies CS21 and CS34 of the Adopted City of Plymouth Core Strategy.

PRE-DAMP PROOF COURSE: LANDSCAPE DESIGN PROPOSALS

(14) Prior to the implementation of any landscaping works at the site full details of both hard and soft landscape works and a programme for their implementation shall be 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.); 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 landscape works are carried out in accordance with Policies CS18 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.

PRE-DAMP PROOF COURSE: SOFT LANDSCAPING WORKS

(15) Prior to the implementation of Soft Landscaping works, full details will be submitted to and approved in writing by the LPA. These details shall include:

- a. Planting plans, including the location of all proposed plants their species, numbers and densities, planting specification including topsoil depths, soiling operations, cultivation, soil ameliorants and plant protection;
- b. The exact location of planters to Exeter Street;
- c. The method of irrigation and drainage of planters;
- d. Details of tree pits.

These landscape works shall be implemented in accordance with the approved details prior to the occupation of the development.

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.

PRE-DAMP PROOF COURSE: PUBLIC ART

(16) Prior to the installation of any Public Art, a Public Art Brief will be submitted to and approved in writing by the Local Planning Authority. The Brief will include details or strategy for the involvement of local artists in the provision of public art in the development.

Reason:

To ensure that public art is incorporated into the development and that the 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.

PRE-DAMP PROOF COURSE: EMPLOYMENT AND SKILLS STRATEGY

(17) Other than demolition, site clearance and ground works, prior to commencement of construction, a Procurement Employment and Skills Strategy to cover the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The Procurement, Employment and Skills Strategy should:

- Include details of a local procurement strategy;
- Support construction apprentices
- Support additional training for the workforce, such as NVQs;
- Include proactive approaches to employing local construction workforce.

The development shall be carried out in accordance with the Procurement, Employment and Skills Strategy.

Reason:

To ensure that local people and businesses benefit from development within the City in accordance with the Council's growth agenda and Strategic Objective 6 and Policy CS04 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PRE-DAMP PROOF COURSE: LIGHTING

(18) Prior to the implementation of a lighting scheme for each development block, full details will be submitted to and approved in writing by the LPA and thereafter permanently retained.

Reason:

To ensure that adequate external lighting is provided for future occupiers of the site in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PRE-DAMP PROOF COURSE: CYCLE STORAGE

(19) Other than demolition, site clearance and ground works, prior to the construction of the development block of the scheme, details of the number and location of both open and secure and covered cycle parking spaces shall be provided and thereafter be retained 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.

PRE-DAMP PROOF COURSE LEVEL: EXETER STREET VIADUCT

(20) Notwithstanding the details shown for the Exeter Street Viaduct, before development on site commences past damp proof course level a revised scheme of public realm works shall be submitted to the LPA which reduces significantly the provision of planters on the southern edge of the viaduct providing enhanced footway provision for pedestrians, reduced street furniture and suitable paving materials in accordance with the structural constraints of the existing Viaduct Structure. An Approval In Principle Document in accordance with BD02/12 is required with relevant structural load carrying capacity assessment and drawings to support the proposals for the southern footway and the central reservation rooflights as well as addressing the associated maintenance issues. 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.

Pre-occupation Conditions

PRE-OCCUPATION: TRAVEL PLAN

(21) No part of the development hereby permitted shall be open for customer use until commercial Travel Plans have been submitted to and approved in writing by the Local Planning Authority. The Travel Plans shall seek to encourage employees 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 seek to operate the approved Travel Plans.

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.

PRE-OCCUPATION: ODOUR FROM KITCHEN EXTRACT

(22) Prior to the installation of any mechanical kitchen extract ventilation system, a scheme for the installation of the associated equipment to control the emission of fumes and odour from the premises, and to control the risk of re-entrainment and contamination of the building inlet air at point of exhaustion, shall be submitted for approved to the Local Planning Authority for approval in writing and the approved scheme shall be implemented before occupation of the development. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

Reason: To protect the residential and general amenity of the area from odour emanating from the operation of any mechanical extract ventilation system and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PRE-OCCUPATION: ELECTRIC CAR CHARGING

(23) No unit shall be occupied until the applicant has submitted to the Local Planning Authority for approval details of electric car park charging points within the development. From the date of the occupation of any part of the site, the applicant shall implement in accordance with the approved details.

Reason:

To accord with transport strategies for the City Centre and in the interests of the promotion of a sustainable transport strategy for the city centre in accordance with Core strategy policies CS28 and CS34.

PRE-OCCUPATION: CAR PARKING PROVISION

(24) The building shall not be occupied until the car parking area shown on the approved plans has been layout, drained and surfaced in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The parking areas shall not thereafter be used for any purpose other than the parking of vehicles. Space for a maximum of 420 cars be parked shall be provided.

The car parking provision hereby approved shall include provision of 6 in number electric car charging points.

Details shall be provided of the access control system of the proposed car park which shall be implemented in accordance with details to be submitted to and approved in writing by the LPA prior to commencement of construction.

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 and to promote sustainable modes of transport in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: PARKING CHARGES AND CAR PARK MANAGEMENT

(25) No use of the car park hereby approved shall commence until details of the parking charges /pricing structure and an on-site maintenance regime has been submitted to and agreed in writing by the Local Planning Authority. The agreed on-site maintenance regime and car park charges / pricing structure shall thereafter be strictly adhered to unless the written agreement of the Local Planning Authority is given.

Reason:

To accord with local parking policies and strategies for the City Centre and in the interests of the promotion of a sustainable transport strategy for the city centre and to avoid destructive competition in accordance with Core strategy policies CS28 and CS34.

PRE-OCCUPATION: CHARLES CROSS WORKS

(26) The use hereby permitted shall not commence until the improvements at Charles Cross Roundabout as shown on PBA plan referenced 30821-5501-005-D have been completed unless otherwise agreed.

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.

PRE-OCCUPATION: LANDSCAPING MAINTENANCE

(27) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be implemented 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.

PRE-OCCUPATION: VARIABLE MESSAGE SIGNING

(28) The development hereby approved shall not be occupied until details of the proposed location and specification of Variable Message Signing at two separate locations including Exeter Street providing information of the available capacity at the approved car park and the existing Drake Circus Shopping centre and City Centre car parks have been submitted and approved in writing by the LPA. The Development shall not be occupied until such signing is operational unless otherwise agreed in writing.

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 and to promote sustainable modes of transport in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: SIGNAGE

(29) Prior to the occupation of the development, full details of a signage strategy for the site shall be submitted to and approved in writing by the LPA, in consultation with English Heritage. The works shall be implemented as approved prior to the occupation of the development.

Reason:

To ensure that adequate signage is provided at the site in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PRE-OCCUPATION: LOADING AND UNLOADING PROVISION

(30) 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, and paragraph 32 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: OPERATOR MANAGEMENT PLAN

(31) Prior to the first operation of any tenant operated unit within the development hereby approved by any operator, that operator must submit for approval to the Local Planning Authority a management plan in respect of the premises and associated external areas under his control. The management plan must describe how the operator will control any impact to the residential and general amenity from the operation of his business, and how those controls will be implemented and monitored to verify their effectiveness.

Reason: To protect the residential and general amenity of the area from odour and/or noise emanating from the operation of any plant, machinery and equipment installed and from disturbance or nuisance caused by the general operation of premises within the commercial aspect of the development and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Other Conditions

MANAGEMENT PLAN REVIEW

(32) The operation of the premises hereby approved shall be managed in accordance with the individual operator's management plan, previously submitted to and approved by the Local Planning Authority, in perpetuity unless otherwise agreed in writing by the Local Planning Authority. Notwithstanding the approved management plan the document shall be reviewed annually and on any occasion when significant changes to the business take place or when substantiated complaints are received from local residents.

Reason: To protect the residential and general amenity of the area from noise or disturbance caused by the operation of the premises, including the external areas associated with it, and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and the National Planning Policy Framework, Section 11, Paragraph 123.

CUSTOMER AND STAFF TOILETS

(33) Toilet and hand washing facilities must be provided for use by customers and staff. Prior to the installation of the facilities the operator of the individual commercial space must submit for approval to the Local Planning Authority a plan identifying the number and position of the facilities within the commercial space, and details of the proposed numbers of staff and maximum customer capacity.

Toilet and hand washing facilities must be provided for use by customers and staff. The number of toilets and washing facilities must be sufficient in number to meet the requirements laid down in Approved Document G and BS 6465-1:2006 & A1:2009.

Toilets must not open directly into a room where food is prepared, stored or eaten, and must be fitted with an intervening lobby. The facilities must be adequately ventilated, with a minimum of 15 air changes per hour, to remove stale air and odour.

Reason: All catering establishments where the public is invited to eat and drink on the premises must provide adequate toilet facilities for customers and staff, to protect the general amenity from polluting effects and ensuring compliance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

FOOD DRAINAGE

(34) The drainage in any food preparation area shall be fitted with a grease separator in line with Building Regulations Approved Document H and prEN1825-1:2004, designed in accordance with prEN1825-2:2002, or other effective means of grease removal.

Reason: To protect the public and the residential and general amenity of the area from pollution caused by the general operation of the drainage system and to avoid conflict with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ECOLOGY

(35) The development hereby approved shall be implemented in accordance with the Ecological Mitigation and Enhancement Survey by Ecology Solutions Ltd date January 2015.

Reason:

To ensure wildlife habitats are protected, to comply with Policies CS19 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PUBLIC ACCESS

(36) Public access shall be maintained continuously at all times 24 hours a day between Bretonside and Exeter Street along two routes within the Application site to the east and to the west of the site as shown in drawing number xxx.

Reason:

In order to maintain public access through the site in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Informatives

INFORMATIVE: (1) DEVELOPMENT IS NOT LIABLE FOR A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION

(1) 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 (2)

(2) 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 a Planning Performance Agreement and has imposed planning conditions to enable the grant of planning permission.

INFORMATIVE: LICENSING ACT 2003

(3) All businesses operating any part of the development which is the subject of this planning consent must have regard to the requirements placed on them by their premises license. These may be more stringent than the planning conditions and may place restrictions on the number of outdoor covers that they are permitted to operate which conflicts with the number for which planning consent has been granted.

INFORMATIVE: MANAGEMENT PLAN CONSIDERATIONS

(4) The management plan that must be submitted to fulfil the conditions applied to the consent hereby approved must consider at least the following matters;

- An outdoor seating area management plan to control noise and in particular noise from the movement of outdoor furniture, use of furniture by patron, general noise made by patrons, glass policy, litter, etc.
- A pest prevention plan (including seagulls, rats & mice) for the external seating area and any patrons smoking area, to identify measures that will be taken to reduce the potential for pest access to food sources, which should include at least table clearance & housekeeping, cleaning, information to patrons and preventative pest control plans.
- A smoking area management plan to control of noise, litter, smoke drift and odour associated with this area.
- A noise management plan to outline how restrictions placed on the premises by way of conditions applied to this consent will be implemented and managed, for example opening restrictions, amplified and live music restrictions, noise levels from fixed plant, etc.
- An arrivals and departures management plan to control noise from of patrons arriving and leaving, including signage and the arrangements for taxi provision.
- A deliveries management plan to control how deliveries will be managed to avoid disturbance including unloading area and transfer of goods to the premises.
- A refuse management plan, including an access statement of the location for refuse storage, arrangements for the management of refuse disposal, and the refuse collection arrangements.
- Details of the complaints handling procedure.
- Any other appropriate actions relating to the commercial operation as necessary.