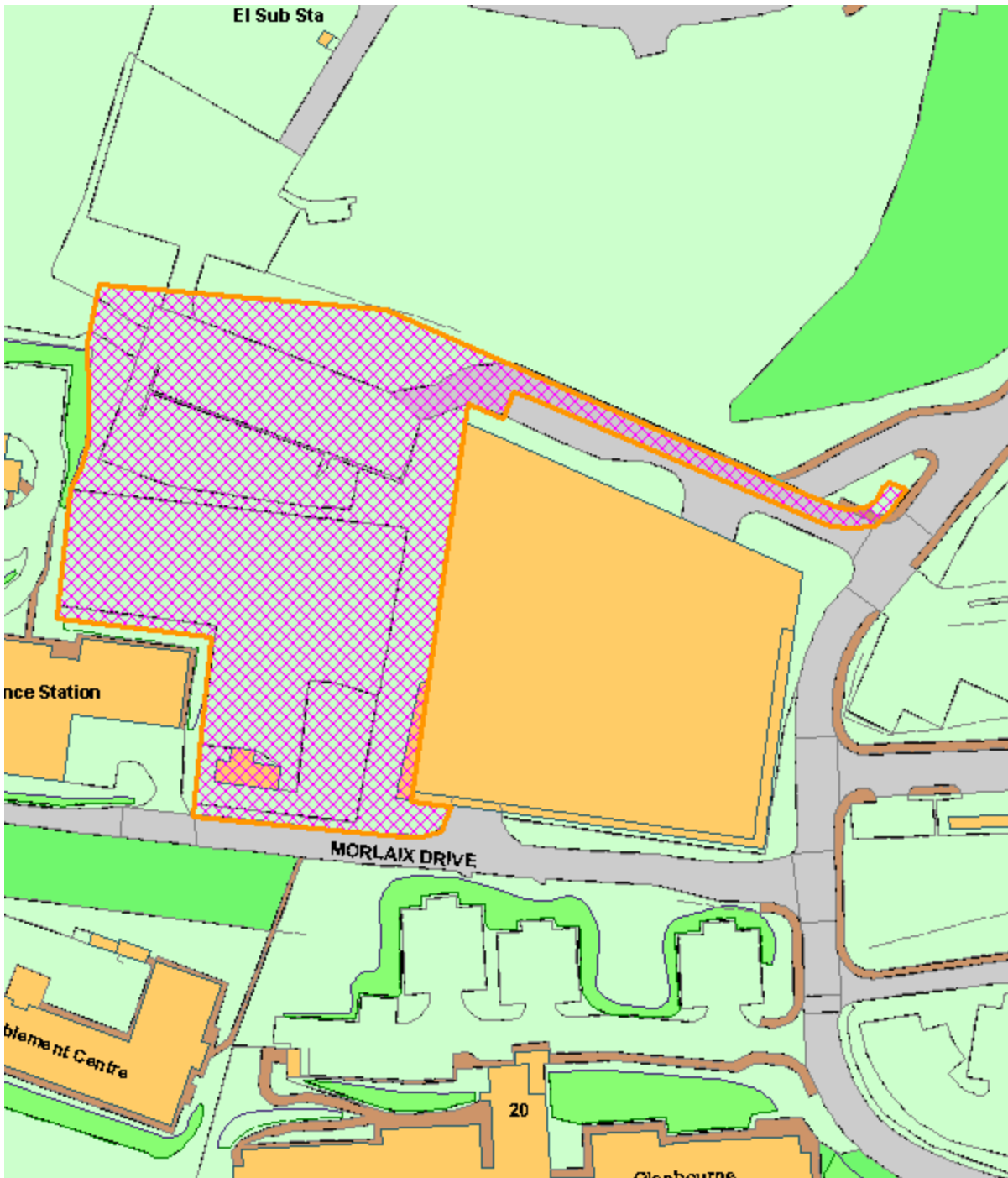


# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	17/00105/FUL	<b>Item</b>	<b>02</b>
<b>Date Valid</b>	31.01.2017	<b>Ward</b>	MOORVIEW

<b>Site Address</b>	North West Quadrant, Derriford Road Plymouth PL6 8DH		
<b>Proposal</b>	Demolition of substation and erection of multi-storey car park (including Class A1-A5 retail space) and office building (Class B1), together with extension to Roscoff/ Campus Lane, landscaping and associated works.		
<b>Applicant</b>	Mr Tony Christie		
<b>Application Type</b>	Full Application		
<b>Target Date</b>	<b>02.05.2017</b>	<b>Committee Date</b>	<b>29.06.2017</b>
<b>Extended Target Date</b>	<b>03.07.2017</b>		
<b>Decision Category</b>	Assistant Director of SPI		
<b>Case Officer</b>	Mr John Douglass		
<b>Recommendation</b>	Grant Conditionally Subject to S106. Delegated authority to Assistant Director of Strategic Planning and Infrastructure to refuse if S106 obligation is not signed in accordance with agreed timeframes		



The application has been referred to committee by the Assistant Director for Strategic Planning and Infrastructure for public interest reasons.

### **1. Description of Site**

The site comprises part of the large site known as North West Quadrant which lies between the hospital and Derriford Roundabout. The site was sold by the hospital in 2011 and following interim ownership by Wharfside Properties (Devon) Ltd was acquired in 2015 by AVIVA Investors Pensions Ltd.

Throughout this report the site is referred to as NWQ and the Plymouth Hospitals NHS Trust as PHNT.

The Rowans building to the north of the site has recently been refurbished and remains in use as a health facility by PHNT. The remainder of former healthcare buildings on the site have been cleared, leaving the site comprising largely of informal (gravel or similar) hardstanding, large parts of which are used as car parking for staff and visitors to the hospital. Significant mature trees and hedgerows are retained in places across the site, with more formal managed planting on the north eastern boundary and a Devon Bank wall around the northern boundary to Derriford Rd. Access to the Rowans and to staff parking areas is via Hospital Drive from Derriford Road. Vehicles entering or leaving the site via the single-lane Morlaix Drive can also cross the hospital Campus on Hospital Drive to access the parking area via the existing route (which is referred to as 'Main St' in the draft site-wide masterplan).

The wider site slopes fairly steeply from the north (Derriford Road) to the South (Morlaix Drive).

The application site is the most southern part of the NWQ site between the existing multistorey car park (formally known as Bircham Park, but commonly referred to as MSCP1), and land owned and operated by the Ambulance Trust. The site comprises a tarmac parking area to the north, which is currently unused and an unused hardstanding to the south (separated by a large hedgerow). Further south close to the southern boundary of the site (Morlaix Drive) is an electricity substation (to be demolished) and a mature Plymouth Pear, which is a rare tree protected under the Wildlife and Countryside Act of 1981. The street to the north of existing car park MSCP1 is known as 'Roscoff'.

## **2. Proposal Description**

The proposal is for the construction of a split level 600-space multi-storey car park (MSCP2) with parking over 10 storeys (19 levels), and an office building of 4689 sq m GIA (3579 sq m NIA) with accommodation over 6 floors plus lower ground floor.

The applicant proposes to construct the office in order to accommodate PHNT staff who intend to vacate the former Norwich Union building to the south west of the site (which lies outside the applicant's ownership).

The submitted Transport Assessment confirms that the new MSCP 2 will be for hospital staff use only, and will also provide 110 cycle parking spaces.

The buildings are separated at ground floor by a plaza space which extends to the east underneath the office, splitting the ground and first floors of the office building into two separate sections (north and south). Although the office is separated from the existing 'Bircham Park' car park ('MSCP1') by a linear north-south open space, a pedestrian bridge links the proposed plaza space to the existing terrace on the west side of MSCP1. It would therefore be possible to walk from MSCP2 across the plaza, through the office building and over the bridge to MSCP1.

Although the office is split into two elements at ground floor, above this it comprises a single floorplan accessed by two cores (one with lifts). The main pedestrian access to the offices is via a door on the north elevation facing the street, but there are also entrances from the plaza. The plaza itself is accessed 'at grade' from the footway of the proposed new street to the north 'Campus Lane', but can also be accessed by two sets of steps built into the landscaping scheme – one from the south between MSCP2 and the office, and one from the linear planting area which joins the plaza in the covered foyer area between the north and south office spaces.

The main pedestrian entrance/exits to MSCP2 are to Campus Lane at the north and to the plaza at the south, with a third to the plaza further north.

Vehicular access to MSCP2 will be from the north via an extension to Roscoff/Campus Lane. Two inbound lanes and one outbound lane are proposed. 16 disabled spaces are immediately accessible from the plaza, with a further two at the next level, where 6 motorcycle spaces are also proposed.

In the basement of the office building (alongside plant rooms) cycle parking is proposed in a secure store, with access to male and female toilets/showers. A small bicycle shop is also proposed. MSCP2 includes a retail unit of 118 sq m facing campus Lane. Bin storage and plant space is also proposed alongside the main vehicle entrance (and a further plant room is provided on the top floor of the office building).

The office building steps down the slope from Campus Lane to Morlaix Drive such that it is 6 storeys where it faces each (but has 7 storeys of accommodation in places). Although offering 9-10 floors of parking, the car park is the same height. The majority of the roofs of both buildings would feature green roofs, with a small accessible terrace facing south on the office roof, and solar PV over the green roof on the car park roof.

Externally, the office is proposed to be clad in an aluminium rainscreen cladding with full height fixed glazing and openable aluminium cladding panels, aluminium curtain walling and aluminium shopfront. MSCP2 will feature an exposed concrete frame clad with timber log screens. Details of both are shown on the 'façade detail' drawing. Climbing plants are also proposed to create a green façade on the south side of the office at lower ground floor.

The landscape strategy for the wider site is to connect buildings and facilities by way of a series of routes. The E-W routes are flatter and are therefore the primary routes that carry vehicular traffic alongside walking and cycling on generous footways. The proposal includes the creation of a new footway along the north side of Roscoff and a crossing point opposite the ravine garden to allow Roscoff to be crossed.

Steeper north-south routes across the masterplan area are to be designed primarily for pedestrians as linear garden spaces. Planting within the current application is primarily within the proposed linear garden space between the two car parks, where a fully accessible walking route links Morlaix Drive and Campus Lane as well as providing opportunities for

seating and relaxation. At the entrance to this space from Morlaix Drive the Plymouth Pear Tree would be protected.

The scheme involves the loss of several trees, including two identified to be of the highest quality (category A) and a significant hedgerow including several category B trees. A number of lower quality category C trees would also be lost. By way of compensation, 51 new trees are proposed. The full details of these are set out in a letter from the applicant's agent dated 22 May, which is available on the planning website.

### **3. Pre-application enquiry**

Pre-application advice was given under reference 16/01671/MAJ. This pre-application enquiry initially considered a masterplan and proposals for a wider development across the 'North West Quadrant' site. Advice was given on transport and design matters relating to a draft masterplan, as well as high level advice on matters such as surface water, trees and ecology. The relationship between the proposals and the emerging JLP 'Derriford Commercial Centre' was also discussed. At the time the applicant intended to pursue a comprehensive (outline or hybrid) application process. The applicant has subsequently decided to pursue individual applications on the North West Quadrant, resulting in this application.

During the pre-application enquiry both the masterplan and detailed proposals for MSCP2 (that have evolved into the current application) were presented to the Creating Excellence Design Review Panel. Although the panel requested further information and justification on aspects of the masterplan, they were generally supportive of the car park and office proposals. Panel comments suggesting the rationalisation of the car park (including the potential for reliance on a single access), and the desirability of an active use facing Campus Lane have been incorporated into the scheme.

### **4. Relevant planning history**

A major mixed-use, retail-led outline application for the site was submitted in 2009 (09/01899/OUT). The key consideration at the time was whether the application was capable of delivering the Derriford District Centre envisaged by Core Strategy policy CS07 and Area Vision 9, and by the Derriford and Seaton Area Action Plan which was emerging at the time. Following refusal of the application, an appeal was lodged and heard by a major public inquiry. The Secretary of State dismissed the appeal and upheld the Local Planning Authority's refusal in August 2013.

In parallel with 09/01899/OUT, a full planning application (08/01418/FUL) for a multi-storey car park (MSCP1/Bircham Park) was submitted. Following several revisions, the car park now constructed on site as that permitted by 12/00961/FUL on 23 August 2012.

During the ongoing pre-application enquiry for site-wide development, a request to protect trees on the site was received from the Hospital Environment Group. Site-wide TPO (reference 510) was implemented in July 2016.

Two further planning applications for development on the site have recently been received:

17/01166/FUL (which follows pre-application enquiry 17/00615/MAJ) proposes: '...erection of a Planned Care Centre, together with retail space (A1-A5), servicing provision, landscaping, roads and other infrastructure works". The application proposes construction on the site to the north of Roscoff and Campus Lane (to the north of the current application site and of MSCP1). The application is not yet valid.

17/01173/FUL seeks a 'time-limited planning permission for the erection of a Cardiology Unit together with planting and other infrastructure works' on land in the north eastern corner of the site. The application is not yet valid.

## **5. Consultation responses**

### Economic Development

Supports this application in respect of its significant commercial floorspace and parking contributions to the economic growth of the area.

### South West Water

Provides a plan of the water main (which will need to be diverted at the applicant's expense); notes with reference to the drainage hierarchy that the proposal to dispose of surface water drainage by infiltration is acceptable; and requests a planning condition as follows:

Foul drainage from the Development (and no other drainage) shall be connected to the public foul or combined sewer.

Reason:

To ensure the discharge of drainage from the Development shall not be prejudicial to the public sewerage system and ensure there are adequate public foul sewerage facilities to receive foul water flows, in order to safeguard the public and environment.

### Lead Local Flood Authority

No objection following clarifications received subject to conditions securing further detailed information.

### Environment Agency

No objection subject to a condition to control any unsuspected contamination found during development.

### Highway Authority

Interim comments raised a number of queries in response to which further information has been submitted. Following receipt of further updated information a final comment is awaited.

### Public Health

No objections

### Public Protection Service

No objection subject to conditions / advices covering: i/ the need for toilets in any establishment where the public are invited to sit and eat; control of noise from any (ventilation) plant and equipment; odour control in ventilation systems.

### Urban Design Officer

No objection. Following receipt of further information all previous queries have been resolved. Conditions are suggested to cover the following aspects of the scheme: external building envelope materials, full hard and soft landscape details (including street furniture, Plymouth Pear interpretation panel, roadside planting margin, raised beds including irrigation details, and tree pits - minimum 12 cu m of root infrastructure per tree), and landscape management plan.

### Low Carbon Team

Initially objected to the proposal but no further objection raised subject to conditions and S106 obligation as recommended which secure the Solar Photovoltaic (PV) panels offered and ensure that the office will be capable of future connection to a District Heating network, together with a financial contribution towards the establishment of a local District Heat network in lieu of further PV which would be necessary to meet the policy requirement fully.

### Historic Environment

No further archaeological investigation is necessary.

### Natural Infrastructure Team

The Tree Officer accepts the updated justification for the removal of trees, noting in particular that the woodland area is an important site feature which has a better chance of survival than the isolated trees (the Woodland area would be affected by revisions to retain the two trees). The site-wide Tree Strategy must, however, be implemented. The Ecological Mitigation and Enhancement Strategy (EMES) is considered acceptable.

Conditions are recommended to secure an Arboricultural method statement for works around Plymouth Pear (ref 334) and 3 Limes (ref 337a, b & c); protection of retained trees; a Construction Environment Management Plan; details of soft landscaping; Implementation of the submitted ecological appraisal; and a Landscape management plan.

## **6. Representations**

A total of 9 objections have been received.

Issues raised are as follows:

### Parking Provision

- Support for additional car parking (subject to access issues)
- Objection to additional parking (for sustainable transport reasons)

- Parking capacity in the surrounding area should be independently assessed and the car park sized appropriately
- The size of the car park should be maximised as demand for parking will continue to increase (people will always use their cars to get to work as there is no realistic alternative)
- The new car park should be for both visitor and staff use

#### Access and Vehicle Routing

- Access to the site must first be resolved to tackle congestion and avoid further traffic flow through the hospital campus.
- Some objectors call for a separate access to the site. Suggestions include the widening of Morlaix Drive, or a new access from the west or north west.
- The additional demand for car parking could jeopardise the Council's intentions to provide an effective public transport link via Morlaix Drive – the two proposals must be aligned

#### Sustainable Transport

- Objection to another car park – there are a huge number of unnecessary car journeys made and alternatives including buses and the expansion of the park and ride scheme should be prioritised to keep routes free for those who need to travel on the road (including emergency services)
- Additional electric car charging points should be added as the 8 existing charging points are full by very early in the morning.
- Resources for cyclist and pedestrians should be augmented

#### Trees and Landscaping

- The copse of trees separating the hospital from NWQ should be retained [this is largely outside the application site]
- As many mature trees as possible should be retained – especially the isolated stand of four at the north edge of the site. Trees are the only natural features on an otherwise barren site and are a valuable ecological asset
- As much tree planting as possible should be encouraged to screen hospital buildings
- The proposal's landscaping intent is acknowledged as laudable

#### Development Approach

- Development proposals for the site should be comprehensive to avoid problems likely from an incremental approach
- The plan needs proper consultation

The Hospital Environment Group (HEG) has also submitted a formal objection prepared jointly with senior management of PHNT.

HEG / PHNT object to the application in its present form because access to the new development will increase the flow of private cars and congestion in the Hospital grounds, and there is concern that the hospital site could become a major through route. They raise concerns that the facility will accommodate cars that currently park off-site in the grounds of the Norwich Union / Lone Eagle building facing Brest Rd, and will therefore bring them



through the campus. They call for a new access from the west to cater for both multi-storey car parks, and for access from the East and Morlaix Drive to be discontinued. They would also encourage the car park capacity to be increased to relieve pressure on the main hospital site, noting that it is designed only to cater for enough cars to facilitate further development of the NWQ site.

Concerns are raised about the phased approach to development and lack of a site-wide Environmental Impact Assessment. They also refer to their representation made to the JLP, which supported the wider development plans subject to separate vehicle access, preservation of the copse of trees and the provision of narrow road to create a pedestrian friendly environment

The green space, disabled parking, cycle and showers are however welcomed.

## **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) and [to be completed depending on location of development and whether there are any other DPDs in place such as AAPs and Waste DPD].

The Plymouth and South West Devon Joint Local Plan (the JLP) will replace the Core Strategy and other Plymouth Development Plan Documents as the statutory development plan for Plymouth once it is formally adopted.

Annex 1 of the National Planning Policy Framework (the Framework) provides guidance on determining the weight in relation to existing and emerging development plan policies.

- For Plymouth's current development plan documents, due weight should be given to relevant policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- For the JLP which is an emerging development plan, the weight is to be determined by the stage of its preparation, the extent to which there are unresolved objections, and its degree of consistency with the Framework.

The JLP is at an advanced stage of preparation having now been subject to a six-week period for representations, pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations. It is also considered consistent with the policies of the Framework, as well as based on up to date evidence. It is therefore considered that the JLP's policies have the potential to carry significant weight within the planning decision if there are

no substantive unresolved objections. However, the precise weight will need to be determined on a case by case basis, having regard to all of the material considerations as well as the nature and extent of any unresolved objections on the relevant plan policies.

Other material considerations include the policies of the Framework itself with guidance in National Planning Practice Guidance (NPPG). Additionally, the following Supplementary Planning Documents are also material considerations in the determination of the application: Sustainable Design in Plymouth (adopted 2009); Development Guidelines (First Review, adopted 2013); Planning Obligations and Affordable Housing (Second Review, adopted 2012).

## **8. Analysis**

1. This application has been considered in the context of the development plan, the approved Plymouth and South West Devon Joint Local Plan (from hereon referred to as the JLP), the Framework and other material policy documents as set out in Section 7.

### **Principle of Uses**

2. The spatial strategy for the city set out in the emerging JLP prioritise major growth in this area as one of Plymouth's primary economic node in order to drive a step change in the economy and housing delivery and to focus on accessible transport corridors where genuine transport choices can be provided to support growth. The Strategic Objective for this area in the emerging JLP also promotes a greater intensity of uses to create a walking and cycling environment. As set out below, the proposal is considered fully in accordance with this strategy.

3. The uses proposed are considered acceptable in principle. The transport impacts are considered in detail later in this section of report, but in summary the car parking is proposed on the basis of no net increase and will be conditional upon other parking elsewhere on the site ceasing when this car park opens.

4. The office is likely to be occupied by hospital staff but will not form part of the overall hospital use and must therefore be considered as a standalone office use in Use Class B1c. Similarly, although the retail uses proposed are relatively small their acceptability in principle must be considered against the policy tests set out in the NPPF, Core Strategy and emerging JLP.

5. In recognition of the need for retail and main town centre uses (including offices) to be subject to a 'sequential test', the application is supported by an office and retail town centre uses report. The sequential test is a requirement of NPPF policy 24; its purpose is to direct such uses towards locations designated by the development plan as town centres which are to be managed in order to remain 'viable and vital' hearts of communities. Guidance in the NPPG advises that application of the test should be proportionate and appropriate for the given proposal.

6. The applicant's statement refers to relevant paragraphs within the NPPF (24-26) as well as relevant policies of the Core Strategy (CS04, CS07) and emerging JLP. Although it notes that support for the proposal is drawn from the emerging JLP, it acknowledges that the site is presently outside a defined town centre. Policy PLY38 of the JLP is a material consideration of some weight that supports the proposal, but objections to the policy relating to the location of the proposed centre have been received from promoters of alternative district centre sites and PLY38 alone cannot therefore justify the proposal. Other factors of relevance, however, are the accessibility of the site in respect of its proximity to the public transport interchange outside the hospital, which is the second most accessible location in the city by bus (the NPPF considers office uses within 500m of a public transport interchange to be 'edge of centre' for the purposes of the sequential test). Core Strategy policy CS04 also supports proposals for new commercial development in the Derriford area (to the extent that they are complementary to the primary role of the City Centre as a regional hub), such that the Derriford area is enabled to become Plymouth's secondary office location. Accompanying diagram 4 also identifies this location as one of two 'key economic centres as part of bi-polar economy concept'.

7. In this case however it is not necessary to rely on emerging policy because the office will be occupied by teams that directly support clinical services and it therefore needs to be adjacent to the hospital campus. The NPPG confirms that such locational requirements can be taken into account, and the applicant is happy for the office use to be limited by condition to this type of occupation. On this basis, and given the policy basis outlined above no further sequential test analysis is needed and an impact test is not required. The proposed office use is therefore considered acceptable.

8. At 118sq m, the retail use proposed is very small in scale, and serves primarily to animate this frontage to Campus Lane as a continuation of the frontage to MSCP1. Officers have specifically sought the introduction of such uses here for design reasons. Irrespective of the emerging site allocation PLY38, this route is likely to become a key pedestrian route from the Derriford Roundabout (and shops and services in its vicinity) to the hospital, and the need to reduce car dependence by promoting a walkable environment is paramount. Furthermore, a retail use of this scale adjacent to a hospital which employs in the region of 6000 staff is unlikely to have any noticeable impact on other designated centres in the locality.

## **Transport**

9. The key transport considerations relate to traffic generation, vehicle routing, highway safety and the need for additional parking versus the promotion of sustainable alternative transport modes.

10. A clear difference of opinion exists in respect of whether more or less car parking should be provided, even amongst the small number of contributors who responded to the consultation. The Local Planning Authority recognises the need for car parking for both staff and visitors but has for many years been working with PHNT to encourage them to reduce the number of staff who arrive at the site by car through their staff travel plan. The

availability of car parking at the site is a critical and related determinant of staff travel choice. In simple terms an increase in staff parking is likely to lead to more staff arriving at the site by car.

11. The emerging JLP recognises the need for a balanced approach that optimised sustainable travel in suitable locations such as this: alongside identifying this as a focus for growth in recognition of its accessibility by a variety of transport modes (S01, S04), SPT1 promotes a sustainable society where sustainable, health promoting transport options are available to access local services and jobs; SPT9 promotes the provision of genuine alternative ways to travel from home to work and facilities, the provision of realistic sustainable transport choices, and the adoption of a hierarchy of transport modes. With reference to this hierarchy, SPT10 promotes a balanced programme of measures which will seek to encourage and facilitate greater modal shift towards sustainable modes of transport, and where infrastructure investment is needed, to support the improvement of sustainable transport choices for local people and businesses.

12. In practical terms, this policy approach is demonstrated through recent and current transport projects in this area. The Derriford Transport scheme, for example, improves the efficiency and therefore capacity of the highway whilst improving bus reliability and journey times. The new public transport interchange outside the hospital also improves the attractiveness of bus use by reducing bus travel times to the site and improving the passenger environment. The widening of Morlaix Drive identified as a future policy aspiration in the emerging JLP would further improve this by giving buses a faster, prioritised route into the site.

13. The strategy adopted by the applicant for the current application, which is supported by transport and planning officers, is to deliver a multi-storey car park which enables a more efficient use of the site to deliver wider growth objectives whilst maintaining the status quo in parking terms. This approach is also in-line with emerging policy DEV31 which asks that proposals limit/control the overall level of car parking provision at employment, retail and other destination locations. For this reason the car park is designed to deliver broadly the same number of parking spaces as already exist elsewhere on the site. A condition attached to the permission will ensure that the parking elsewhere on the site ceases when this car park opens.

14. The Highway Authority has confirmed that they raise no objection to the proposal on traffic generation grounds if no less than 575 car parking spaces on the wider site are ceased. The applicant's Transport Assessment (TA) argues that parking on the nearby Norwich Union site (where staff likely to occupy the future office are currently located) should be taken into account in this calculation. Officers are unable to accept this position because that parking relates to that building, and will remain with that building once it is vacated by PHNT. If the Norwich Union office were to be reoccupied once vacated, this would result in an increase in the number of cars parked in the area, and therefore an increase in vehicles on local roads contributing to congestion. The applicant has always argued that the proposal will result in no net increase in parking numbers, and has therefore been unwilling to carry out an assessment additional trips and their impact on the highway network. Approaching the

development in this way dictates that they are also unwilling to contribute to improvements to surrounding roads to offset this increased use. For these reasons officers cannot accept the inclusion of off-site parking in the 'no net increase' calculation. Officers are therefore of the view that a similar number of staff car parking spaces on land within the applicant's ownership must cease to allow for the 600 new staff spaces that are to be provided.

15. Officers have reviewed historic aerial photographs of the site, and consider that the 'Car Park E' area identified on the plan included in the initial TA submission accommodated around 565 parked cars. Whilst the submitted information is unclear about whether these are all staff, with associated ambiguity over the location of the 95 contractor parking spaces, the parking controls on site suggest that these are mainly staff (permit and barrier controlled) with a separate contractor Pay and Display car park. The applicant is willing to cease the use of this area for parking, and in addition it will clearly no longer be possible to use the surface level parking area where the new car park will be built (this is not currently in use, but could be brought into use at any time as it has historically been used for parking purposes).

16. Officers are of the view that the area of land (now marked as 'Car Park E (west)' on the submitted 'Car Park Release Plan') has historically accommodated more than 600 spaces, and therefore consider that the proposal will not result in a net increase in the number of cars parked across the wider site. On this basis, and subject to a condition securing this as proposed, no objection is raised. As the scheme will not increase the number of vehicles coming to the site, it is not necessary to consider the impacts on the surrounding highway network. Any changes to vehicle routing must, however, be considered, and this is a concern raised by objectors.

17. The principle concern is to avoid additional vehicles passing through the campus, and in particular there is a desire by both PHNT and officers to avoid additional vehicles on the section of Hospital Drive that separates MSCP1 and the copse of trees from the main hospital (adjacent to the disabled car park). High volumes of traffic on this route would serve to sever the campus from the new development preventing proper integration and posing a safety concern to the high number of staff and visitors who need to cross this route.

18. The site-wide masterplan demonstrates that a new access to the site to Derriford Road is proposed to its north west corner. Discussions that took place during the appeal in 2012 accepted an access in this position, albeit on a 'left in', 'left out' basis to prevent vehicles queuing to turn right into the site from Derriford Road impacting on the operation of the Derriford Roundabout (a right turn in was permitted for buses however). Development of the wider NWQ site on this basis (ie once 'Main St' is delivered) would mean that vehicles would enter the hospital campus from Derriford Road but would be able to access the NWQ site via Main St such that they wouldn't need to travel all the way down Hospital Drive to access the development via Roscoff.

19. The applicant agrees to conditions requiring the construction of new routes to the new car park and securing a package of 'access management' measures (including for example signage) to promote the use of this route. These measures will seek to ensure that

vehicles entering the new car park will enter via Derriford Road and travel to the car park via the proposed 'Main St' rather than via Hospital Drive or Morlaix Drive (as set out on a submitted plan). This route is the same as the route taken at present to car park E. These measures seek to address concerns from PHNT and officers about an increased use of Hospital Drive (the road that divides NWQ from the main hospital).

20. The conditions dictate that a further planning permission will be needed to enable the construction of this route before the car park can be used. This is accepted by the applicant, and officers confirm that the necessary road infrastructure is included within the recently submitted application for the next phase of development (the Planned Care Centre).

21. In light of the above, officers are satisfied that unacceptable increased use of Hospital Drive and Roscoff will be avoided, and on this basis no objection is raised to the access route to the car park. It is also notable that the proposals indicate a new pedestrian crossing over hospital drive which will enable pedestrians to cross Hospital Drive from the north side of Roscoff. This route will therefore be a more attractive route to the site from the bus interchange and will be aligned well with the hospital entrance in the event that changes to the PHNT disabled car park are made in future. A condition (agreed by the applicant) is proposed to secure this crossing and the northern footway prior to the occupation of the development.

22. The cycle parking proposed at lower ground floor level appears good quality, with two accesses from the footpaths in the ravine garden which link to Morlaix Drive and Roscoff. Although not overlooked it has the potential to be very secure and has immediate access to staff showers etc. The TA reports that 110 spaces are proposed. Although the SPD standard of 1 space per 30sq m would require 156 spaces for the proposed office, transport officers consider 110 spaces to be sufficient. A condition securing no less than 110 spaces is attached.

23. Representations demonstrate that the 8 existing electric car charging points installed into MSCP1 (by a council-led project) are heavily used and that more capacity is needed. The NPPF para 35 advises that Local Plans should include a requirement for electric car charging, and emerging JLP policy DEV31 requires development to provide for high quality, convenient facilities for zero emission vehicles (also acknowledged in paragraph 6.127).

24. Transport officers also ask the hospital travel plan be updated, and given that new floorspace for PHNT is proposed this request is justified. A pre-occupation condition is recommended.

25. As further details relating to the transport aspects of the proposal have recently been received, an addendum report will be used to update members of the committee on the highway authority's comments.

## Design

26. Pre-application discussion on the site-wide masterplan has been ongoing with the applicant in advance and in parallel to the submission of this application. This includes a presentation to the design review panel. The applicant describes their design approach as being 'to give NWQ its own strong character; a set of buildings in an urban 'campus' setting, that directly addresses the streets, plazas and gardens, and giving clear orientation and aspect'.

27. Although there remain some issues to work through, particularly in relation to vehicular access to potential retail/commercial plots closer to Derriford roundabout, there is broad agreement about the alignment of streets and particularly of Campus Lane / Roscoff. This route is designed to form part of the 'Seaton Arc', which policy PLY38 describes as a 'strong, legible pedestrian and cycling route from the hospital entrance and public transport interchange to the junction of Morlaix Drive with Brest Road'. An important design consideration about this route is that it is activated at street level with shopfronts and entrances to public and/or intensively used buildings. The current application conforms with that thinking and officers have no significant concerns about this part of the masterplan.

28. The layout of the scheme responds well to the site character and supports the patterns of pedestrian and cycle movement promoted by the emerging JLP. In orientating its main pedestrian accesses to Campus Lane / Roscoff, it encourages pedestrian movement along the 'Seaton Arc'. The inclusion of a retail unit within the car park facing Campus Lane will also reinforce this.

29. Alternative access points to the car park have been explored in order to limit the number of vehicles using this route, but in the absence of a scheme to widen Morlaix Drive there are no realistic alternatives. Officers also agree that the impact of traffic on the quality of this street will be limited by the fact that the main traffic flows into and out of the car park will be early in the morning and in the evening, outside the hours when pedestrian use will be highest. Vehicle routing is discussed in more detail in the transport section of this report.

30. Although secondary in nature, pedestrian access from Morlaix Drive is also available via the linear garden space and/or the steps to the MSCP1 terrace and the bridge to the office. Importantly this route permits a transition between Morlaix Drive and Campus Lane (via a high quality landscaped area).

31. Both buildings are of similar height at around 27m high from Campus Lane (although the car park is 9/10 storeys compared to the 6-7 storeys of the office building). This is around 12m (2.5 office storeys or around 4 levels of car parking) higher than the adjacent MSCP1 building.

32. A detailed visual appraisal has been submitted in support of the application. This concludes that i/ the topography of the surroundings limit the area from which the proposal can be seen; ii/ surrounding development and particularly the substantial vegetation that surrounds the site further screens the proposal; iii/ where visible it is generally viewed in the

context of the dominant visual mass of the main hospital building and iv/ the site is not readily visible from the Bircham Valley so will have a negligible impact on the existing rural character of this area. Officers raise no objection to the height proposed and consider that this supports the vision for the area in the emerging JLP to create an environment with a higher density more urban character.

33. In detailed terms, the building design is considered high quality. It is designed by the same architect as MSCP1 which officers recognise to be a good quality design. The design approach of MSCP1, whereby materials are overlaid over a grid to form a mesh, is extended into these proposals, albeit that the buildings now proposed have a stronger vertical emphasis. There is also relationship, and therefore a continuity, in the materials proposed, with the timber logs used on MSCP1 also being used on the proposed MSCP2. Their use maximises natural ventilation, and as they are spaced more closely at the lower levels, they screen cars more effectively where they can be seen most clearly.

34. The office is finished in a powder coated aluminium rainscreen cladding (some openable for ventilation purposes) with fixed vertical glazing panels.

35. Overall the design quality of the scheme is considered high and subject to usual planning conditions to control materials, officers support the scheme in design terms. In the absence of residential uses in close proximity, there are no amenity concerns.

### **Trees and Ecology**

36. The loss of trees has been the subject of objection from the Hospital Environment Group, who has raised concerns to the loss of a significant number of trees across the hospital site over the last year or so, most notably through the public transport interchange. Their concerns led to the implementation of a site-wide Tree Protection Order, which remains in place. Officers agree that the loss is regrettable, particularly the two Category A trees to the north of the proposed building (one of which lies outside the application site but on land within the applicant's control) and have therefore explored with the applicant at length whether or not these can be retained. The justification relates to their position relative to Campus Lane (the Seaton Arc), but also to the releveling of the site within the root protection areas that would be needed even if the necessary adjustments to the position of buildings could be achieved.

37. The Tree Officer reluctantly accepts their justification and notes the compensatory planting proposed. They request that the planting set out in the site-wide tree strategy is implemented. Whilst officers intend to secure the planting of three trees outside the application site on the north side of Campus Lane (by condition), it would not be reasonable to insist on further planting beyond the application site before further assessment of the masterplan and future plots has been undertaken. Furthermore, the submitted site-wide strategy involves further tree loss which has not yet been assessed or accepted and officers would prefer to consider the justification for any further losses on future plots only once more robust justification is available. The intention to plant significant numbers of trees



across the wider site is, however, noted and negotiations will continue with future applications to secure good quality new planting.

38. In this case the compensation proposed (51 trees) is considered adequate (the package has been prepared to be inline with the draft standards being prepared for future updated SPD), and although there will clearly be a negative impact in the short term until new planting has established, this is accepted in this case given the otherwise acceptable nature of the proposals and the wider regeneration benefits the scheme facilitates.

39. Crucially, the Plymouth Pear will also be safeguarded and adequate space will be made for its future growth. Works to create the northern footway will also be conditioned to minimise any damaged to the lime trees within the copse area immediately to the north.

40. A further condition secures that the trees are only removed in associated with the development proposed in order to avoid a situation where the trees are removed for the development does not proceed for some reason.

### **Low Carbon**

41. The Design and Access Statement reports that following a BREEAM pre-assessment the development is expected to be rated as 'Excellent'. It also reports that the buildings will exceed the 2013 Building Regulations standard for Carbon Dioxide emissions by 23%.

42. However, considering the proposals in accordance with the methodology of adopted policy CS20, the solar PV mounted on the car park roof would achieve only 10.4% against the policy's 15% CO2 reduction target.

43. Whilst officers could insist on additional solar PV to achieve the 15%, the preference is that the scheme helps to deliver a District Heating System in this area. This approach recognises that there is significant scope for a future network given that a large number of buildings with a significant heat load are located in an area where there is also a heat source. Discussions about the potential for future phases to help implement this network are ongoing in related pre-application enquiries. In light of this opportunity, officers' recommendation is that consent is granted subject to a financial S106 obligation of £40,000 to help deliver the District Heat network. This figure is equivalent to the cost of achieving the further 4.6% CO2 reduction needed to achieve the 15% policy compliance through off-site solar PV installations.

44. The applicant has agreed to this approach subject to a clause which would allow for them to help establish the network in other ways. This might include, for example, providing routes through the site for District Heat pipework, or space for necessary plant. Officers are happy to consider such proposals, and in the event that no agreement is reached, the £40,000 will be payable.

45. In either case, the office scheme will need to demonstrate that its heating strategy is compatible with future heat networks such that it can be readily connected to any future district heating system at an appropriate time.

## **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 Local Planning Authority has assessed that this development, although not exempt from liability under the Community Infrastructure Levy Regulations 2010 (as amended), will not attract a levy payment under our current charging schedule. The uses proposed are rated at £0/sq m for CIL purposes under the adopted CIL charging schedule, so no CIL is payable.

## **11. Planning Obligations**

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

Planning obligations in this case are required only to mitigate against the Carbon Dioxide emissions of the building in lieu of the full 15% requirement of CS20 being met through on-site solar PV. The contribution of £40,000 (discussed in more detail in the Low Carbon section of this report above) will be secured through a S106, and will include a clause which allows for the applicant to contribute to the establishment of a District Heat network in other ways to the satisfaction of the Local Planning Authority. The following Heads of Terms are recommended:

- Payment of £40,000 on first occupation of the office building towards the establishment of a District Heat Network in the vicinity of the application site, unless an alternative package of measures to assist in the establishment of such a networks to the satisfaction of the Local Planning Authority have first been agreed in writing.

## **12. Equalities and Diversities**

The car park includes 18 accessible car parking spaces, 16 of which are immediately accessible to the podium level. All levels of the office are accessible by lift, and despite the

significant level changes the footpath through the site is designed as a 'universally accessible walking route'.

### **13. Conclusions**

Officers conclude that the proposal is in line with emerging thinking set out in the JLP for the development of this area both within the area vision and the emerging site allocation for the Derriford Commercial Centre PLY38. It is also in broad alignment with the majority of emerging JLP policies. The proposals will free up the remainder of this strategic site for development by bringing together existing surface level car parking into a large multi-storey car park. Vehicle routing to the site will be similar to that existing, so no off-site measures are required. The tree loss is unfortunate and regretted, but officers ultimately conclude that this is necessary and subject to the compensatory planting proposed, is acceptable.

The proposal comprises phase 1 of a significant regeneration scheme that is in-line with emerging policy aspirations and meets the requirements of adopted planning policy. Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance. The scheme is therefore recommended for conditional approval subject to a S106.

### **14. Recommendation**

In respect of the application dated **31.01.2017**  
it is recommended to **Grant Conditionally Subject to S106**

### **15. Conditions / Reasons**

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

#### **1      **CONDITION: APPROVED PLANS****

Other CAR PARK E (WEST) Version: received 14/06/17

Tree Protection Plan 04676 MSCP2 TPP Version: A received 16/05/17

Facade Details APRIL 2017 Version: received 14/04/17

Demolition Works Version: received 22/12/17

Site Location Plan 1307-010-001 Version: 0 received 22/12/16

Site plan 1307-11-001 Version: 0 received 22/12/16

Lower Ground Floor Plan 1307-11-002 Version: 0 received 22/12/16

Ground Floor Plan 1307-11-003 Version: 0 received 22/12/16

1st Floor Plan 1307-11-004 Version: 0 received 22/12/16

Proposed Floor Plans 1307-11-005 Version: 0 received 22/12/16

5th Floor Plan 1307-11-006 Version: 0 received 22/12/16

Roof Plan 1307-11-007 Version: 0 received 22/12/16  
Proposed Elevations 1307-12-001 Version: 0 received 22/12/16  
East Elevation 1307-12-002 Version: 0 received 22/12/16  
West Elevation 1307-12-003 Version: 0 received 22/12/16  
Proposed Sections 1307-13-001 Version: 0 received 22/12/16  
Proposed Sections 1307-13-002 Version: 0 received 22/12/16  
Facade Details 1307-14-001 Version: 0 received 22/12/16  
Planting Plan TS050-1-GA-02 Version: 00 received 22/12/16  
Hardworks Plan TS050-1-GA-01 Version: 02 received 15/06/17

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.

## 2 **CONDITION: COMMENCE WITHIN 3 YEARS**

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.

## 3 **CONDITION: CONTAMINATED LAND**

### PRE-COMMENCEMENT

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:

o human health

o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes

o adjoining land

o groundwaters and surface waters

o ecological systems

o 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.

Justification: To ensure that any relevant health risks associated with contaminated land can be resolved during groundworks.

## 4 **CONDITION: ARBORICULTURAL METHOD STATEMENT**

### PRE-COMMENCEMENT

No development shall take place until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority in relation to the Plymouth Pear (ref:334) and the three Limes (ref:337 A, B and C shown on the submitted tree protection plan). The statement shall detail how trees are to be protected during construction. It shall include measures for protection in the form of barriers to provide a 'construction exclusion zone' and ground protection in accordance with Section 6.1 of BS: 5837:2012 Trees in relation to Design, Demolition and Construction - Recommendations. The measures contained in the approved statement shall be fully implemented prior to the commencement of the relevant parts of the work, and shall remain in place until construction work has ceased.

Reason:

To ensure that the trees on site are protected during construction work in accordance with Policy CS18 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 61,109 and 118 of the National Planning Policy Framework 2012 and Joint Local Plan Policy DEV30.

Justification: To ensure the trees are protected throughout the scheme.

## **5      **CONDITION: ACCESS (CONTRACTORS)****

### PRE-COMMENCEMENT

Before any other works are commenced, an adequate road access for contractors with a proper standard of visibility shall be formed to the satisfaction of the Local Planning Authority and connected to the adjacent highway in a position and a manner to be agreed with the Local Planning Authority.

Reason:

To ensure an adequate road access at an early stage in the development in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

Justification: To ensure an adequate road access at an early stage in the development in the interests of public safety.

## **6      **CONDITION: CODE OF PRACTICE****

### PRE-COMMENCEMENT

Prior to the commencement of the development hereby approved, a detailed Construction Environmental Management Plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of timings of works, access routes, locations of site compounds and contractor parking, storage, lighting and measures to reduce water, air and noise pollution. The development shall be constructed in accordance with the management plan.

Reason:

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

Justification: To ensure that the construction phase does not unduly impact on local amenity such as disturbance to other site users or disruption to traffic and parking.

## **7      **CONDITION: SURFACE WATER DRAINAGE****

### PRE-COMMENCEMENT

Further details of the following aspects of the surface water drainage system for the development hereby approved shall be submitted to and approved in writing prior to the commencement of development unless otherwise agreed in writing by the Local Planning Authority:

- a/ Confirmed details regarding the size, type, line and level of the existing surface water drainage system into which the development is to connect. This should extend from the point of connection to the downstream discharge point in the watercourse and should be confirmed on a drainage plan and associated longitudinal cross section through the drainage system.
- b/ A surface water exceedance flow plan, clearly identifying exceedance routes (especially those from the surcharged sewer) which take account of the requirements of any relevant landowners.
- c/ Evidence of the agreement of all landowners impacted by exceedance flows to the surface water exceedance flow plan.
- d/ Confirmation of the drainage infrastructure adoption and maintenance proposals.
- e/ Relevant extracts of a Construction Environment Management plan setting out how the surface water drainage system and wider water environment will be constructed during the construction (and any demolition) phase.

Construction stage details required by part e/ of this condition shall be implemented in accordance with that approval prior to the commencement of development. The surface water drainage strategy for the completed development shall be implemented in accordance with approved details prior to the first use of any part of the development.



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 the requirements of Policy CS21 of the Plymouth Local Development Framework Core Strategy (2006-2021) Adopted 2007.

Justification: To ensure the drainage provisions within the development are adequately provided for (including construction stage provisions) before development commences and does not cause undue problems to the wider drainage infrastructure

## **8      CONDITION: DETAILS OF CAR PARK ACCESS**

### PRE-COMMENCEMENT

No development shall take place unless otherwise agreed in writing by the Local Planning Authority until full details of the proposed vehicular access to the multi-storey car park, including details of the access ramp gradient, ticket barriers and visibility, have been submitted to and approved in writing by the Local Planning Authority. No use of the car park shall take place until the access has been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

Justification: To ensure that the design of the car park, including its level relative to the street, is acceptable in safety terms prior to the commencement of construction.

## **9      CONDITION: STREET DETAILS**

### PRE-COMMENCEMENT

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

footways that form part of the development shall be constructed in accordance with the approved details.

The northern footway to Roscoff, together with the pedestrian crossings of Hospital Drive and Campus Lane shown on approved drawing TS050-1-GA-01 Rev 02 shall be provided in accordance with further details to be approved prior to the occupation of the development hereby approved unless an alternative timetable is first agreed in writing by the Local Planning Authority.

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

## 10 **CONDITION: DISTRICT HEAT CONNECTIVITY**

### PRE-COMMENCEMENT / PRE-OCCUPATION

A report identifying how the development has been designed to be compatible with and allow future connection to a local district heating network (in line with current best practice) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the office hereby approved unless otherwise agreed in advance in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason:

In accordance with the Plymouth Local Development Framework Core Strategy (Adopted 2007) and the draft Joint Local Plan Policy DEV34 and relevant Central Government guidance contained within the NPPF.

Justification: To ensure that the office building has been designed to be compatible with district heating prior to construction.

## 11 **CONDITION: TREE REMOVAL ONLY WITH DEVELOPMENT**

### PRE-COMMENCEMENT

The removal of trees (protected by TPO410) hereby authorised shall be carried out only in accordance with the implementation of the permission hereby approved. Prior to the removal of the trees, evidence of a contract for the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. In the event that the development does not proceed within two years of the felling of the first tree, details of a package of compensatory planting shall be submitted to and approved in writing by the Local Planning Authority and planted in accordance with that approval within one year of the date of that approval (all unless otherwise agreed in writing by the Local Planning Authority).

Reason:

In order to avoid unnecessary felling of trees in accordance with policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (Adopted 1997).

Justification: Evidence of the imminent commencement of the main development is requested to avoid the unnecessary removal of trees.

## 12 **CONDITION: FURTHER DETAILS**

### PRIOR TO RELEVANT PART OF THE WORKS

The relevant part of the works hereby approved shall not take place until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority:

- a/ Detailed horizontal sections through typical facade treatments, including shopfronts or entrances as relevant
- b/ Detailed vertical sections through typical facade treatments, including shopfronts or entrances as relevant

The works shall be completed in accordance with 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, and paragraphs 61-66, 109, 110 and 123 of the National Planning Policy Framework 2012 .

### 13 **CONDITION: EXTERNAL MATERIALS**

#### PRIOR TO THE RELEVANT PART OF THE WORKS

The relevant part of the development hereby approved shall not commence until samples of the materials to be used in the construction of the external surfaces of the buildings have been submitted (or a sample panel erected and inspected on site) for approval and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

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

### 14 **CONDITION: HARD LANDSCAPING MATERIALS**

#### PRIOR TO THE RELEVANT PART OF THE WORKS

The relevant part of the development hereby approved shall not commence until details of the materials to be used in the construction of the hard landscaping works (including street furniture and the Plymouth Pear interpretation panel) have been approved in writing by the Local Planning Authority. Submitted details may include detailed drawings, manufacturer's specifications or samples (including sample panels erected and inspected on site) as relevant. Development shall thereafter be carried out in accordance with the approved details prior to the first occupation of the building unless an alternative timetable is submitted to and approved in writing by the Local Planning Authority.

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

15 **CONDITION: LOCATION AND OPERATION OF PLANT**

GENERAL / PRIOR TO COOKING EXTRACT

Plant and Equipment required for the operation of the buildings hereby approved shall be installed only in the areas identified for plant purposes on the approved drawings unless otherwise agreed in writing in advance by the Local Planning Authority. Noise (LAeqT) from the operation of any plant and machinery on the commercial premises hereby approved shall not exceed the background noise level (LA90) by more than 5dB, including the character/tonalities of the noise, at any time as measured at the façade of the nearest unit.

In the event that mechanical extract equipment is required in association with cooking on the premises, this shall not be installed unless details of the equipment are first submitted to and approved in writing by the Local Planning Authority. Details shall include position on the building, visual appearance, details of hours of operation of the equipment, details of noise levels, odour control measures, and the manufacturer's instructions along with a description of any cooking equipment proposed.

Reason:

To protect the visual and general amenity of the area from unsightly additions to the building and/or potential odour emanating from cooking activity in accordance with the requirements of policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

16 **CONDITION: NEW ACCESS ROUTE TO CAR PARK (GRAMPIAN)**

PRE-OCCUPATION

Use of the car park hereby permitted for vehicle parking purposes shall not commence until a new vehicle access route to the car park which does not rely on the use of the street Roscoff (to the north of the existing multi storey car park as shown on submitted plan number 130711003) has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority in advance. The primary access shall be in accordance with the details set out of drawing 1529/300 (Primary Access Route to MSCP2) submitted as part of Alan Baxter Associates Document Response to Plymouth City Council transport comments (dated 12 May 2017 ref 1529/300) unless alternative routing is agreed in writing in advance by the Local Planning Authority.

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

**17      CONDITION: CAR PARKING TO CEASE**

PRE-OCCUPATION

No use of the car park element of the development hereby approved for vehicle parking purposes shall take place until all car (or other vehicle) parking in the area marked Car Park E (West) (575 staff spaces) on the annotated aerial photograph submitted 14 June 2017 (filed as Car Park Release Plan) has ceased. Notwithstanding the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no vehicle parking (except that hereby approved) shall take place on the land marked Car Park E (West) (575 staff spaces) on the annotated aerial photograph submitted 14 June 2017 (filed as Car Park Release Plan) unless expressly approved through the granting of planning permission after the date of this permission.

Reason:

In order to ensure that the development does not lead to an unacceptable increase in vehicle trips on the highway network, and contributes to the promotion of sustainable travel alternatives in accordance with policy CS28 of the Plymouth Local Development Framework Core Strategy (Adopted 1997)

**18      CONDITION: CAR PARK ACCESS MEASURES**

PRE-OCCUPATION

Use of the car park hereby permitted for vehicle parking purposes shall not commence unless otherwise agreed in writing by the Local Planning Authority until a package of measures to direct vehicles into the car park via the route shown on plan 1529/300 Primary Access Route to MSCP2 (submitted as part of Alan Baxter Associates Document Response to Plymouth City Council transport comments - dated 12 May 2017 ref 1529/300) have been implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority in advance. Any measures requiring ongoing management and implementation shall thereafter be continued unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To prevent increased use of the roads known as Hospital Drive and Roscoff in the interests of creating a high quality public realm and ensuring pedestrian safety on the hospital site in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012, and policies PLY38 and DEV31 of the draft Joint Local Plan.

## 19 **CONDITION: ELECTRIC CAR CHARGING**

### PRE-OCCUPATION OF CAR PARK

Use of the car park hereby approved for vehicle parking purposes shall not commence until electric car charging facilities have been provided in accordance with details to be submitted to and approved in writing in advance by the Local Planning Authority. The details shall include the provision of:

- Fully installed and functional electric car charging points for the simultaneous charging of no less than 30 vehicles
- Ducting and power supply for the future installation of charging points to enable the simultaneous charging of no less than an additional 30 vehicles

The above provision shall include electric charging to a proportion of the accessible car parking spaces unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of reducing carbon dioxide emissions and encouraging sustainable travel in accordance with policy CS20 of the Plymouth Local Development Framework Core Strategy (adopted 2007), policy DEV31 of the draft Joint Local Plan, and National Planning Policy Framework paragraph 35.

## 20 **CONDITION: FURTHER CYCLE PARKING DETAILS**

### PRE-OCCUPATION

Further details of the proposed cycle parking provision, to include details of stands and security measures shall be submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be provided in accordance with that approval prior to the occupation of the office use hereby approved. No less than 110 cycle parking

spaces shall be provided. In the event that it is not possible to adequately accommodate 110 cycles in the store shown on the approved plans, details of additional cycle parking facilities shall be submitted to and approved in writing by the Local Planning and provided in accordance with that approval prior to the occupation of the office use hereby approved (unless otherwise agreed in writing by the Local Planning Authority).

Reason:

In order to deliver adequate cycle parking for the development in accordance with policy CS28 of the Plymouth Local Development Framework Core Strategy (adopted 2007), and policy DEV31 of the draft Joint Local Plan and the Development Guidelines SPD (First Review adopted 2013).

## 21 **CONDITION: CAR PARKING MANAGEMENT STRATEGY**

### PRE-OCCUPATION

Prior to the first use of the multi-storey car park for car parking purposes a Car Parking Management Strategy for the car park shall be submitted to and approved by the Local Planning Authority. The strategy shall include specific measures relating to the use and control of the proposed multi-storey car park (enforcement, charging, hours of operation etc). The car park shall thereafter be managed in accordance with the approved management plan unless a variation is submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the use of the car parking spaces is properly controlled in order to support the aims and objectives of the Derriford Hospital Travel Plan in securing a greater level of modal shift towards the use of sustainable modes of transport and hence reduce the number of single car journeys being made on the highway network to comply with policy CS28 of the Plymouth Local Development Framework Core Strategy (Adopted 2007) and policy DEV31 of the emerging JLP.

## 22 **CONDITION: TRAVEL PLAN**

### PRE-OCCUPATION

The office hereby permitted shall not be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The said Travel Plan shall seek to encourage staff and all site users to use modes of transport other than the private car to get



to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the Travel Plan; and the name, position and contact telephone number of the person responsible for its implementation. From the date of first occupation of the office the occupier shall operate the approved Travel Plan. The Travel Plan may take the form of an updated hospital-wide Travel Plan if required.

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, policy DEV31 of the draft Joint Local Plan, and paragraphs 32 and 34 of the National Planning Policy Framework 2012. The applicant should contact Plymouth Transport and Infrastructure for site-specific advice prior to preparing the Travel Plan.

## 23 **CONDITION: PEDESTRIAN/CYCLE ACCESS**

### PRE-OCCUPATION

The buildings shall not be occupied until a means of access for pedestrians and cyclists has been constructed in accordance with the approved plans.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraph 32 of the National Planning Policy Framework 2012.

## 24 **CONDITION: SOLAR ARRAY**

### PRE-OCCUPATION

The office hereby approved shall not be occupied until a solar PV array with an output of no less than 89.11 kWp has been installed and made fully operational as part of the development hereby approved.

Reason:

To reduce Carbon Dioxide emissions from the development as required by policy CS20 of the Plymouth Local Development Framework Core Strategy (adopted 2007), the draft Joint Local Plan Policy DEV34 and relevant Central Government guidance contained within the NPPF.

## 25 **CONDITION: SOFT LANDSCAPING WORKS**

### PRE-OCCUPATION

Further details of the proposed planting works shall be submitted to and approved in writing by the Local Planning Authority. Details shall be in accordance with approved plans TS050-1-GA-02 (Planting Works General Arrangement) and TS050-1-GA-03 (Living Roof General Arrangement), and shall include the tree planting to the north of Campus Lane shown on approved plan TS050-1-GA-01 Rev 02 (Hardworks General Arrangement). Details shall include 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, tree pit details (including a minimum of 15 cu m of supportive roof infrastructure), and plant specification including handling, planting, seeding, turfing, mulching and plant protection.

Works shall be implemented in accordance with approved details prior to the first occupation of the development hereby approved unless an alternative timetable is agreed in writing by the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

## 26 **CONDITION: BIODIVERSITY**

### PRE-OCCUPATION

Unless otherwise agreed in writing in advance with the Local Planning Authority, the development shall be carried out in accordance with the mitigation and enhancement measures outlined in the submitted Ecological Appraisal (dated December 2016) prior to first occupation.

Reason:

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in the NPPF paragraphs 109, 118.

27 **CONDITION: LANDSCAPE MANAGEMENT PLAN**

PRE-OCCUPATION

A Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The Plan shall include the long term objectives of the landscape scheme, and must set out how these objectives will be met. The Management Plan must indicate the ownerships and responsibilities of all landowners. The Landscape Management Plan should also set out all maintenance operations for the initial 5 years following completion. Landscaping shall thereafter be managed in accordance with the approved details.

Any tree or planting which is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective within a period of five years from the date of the planting (or any replacement already planted for the same), replacement planting of the same species and size shall be planted in the same location unless alternative details are first agreed in writing by the Local Planning Authority.

Reason:

To ensure that due regard is paid to the continued enhancement and maintenance of amenity is afforded by the changed landscape 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.

28 **CONDITION: EXTERNAL ARTIFICIAL LIGHTING**

PRE-OCCUPATION

Details of any external lighting proposed shall be submitted to and approved in writing by the Local Planning Authority, and provided in accordance with that approval, before the use hereby permitted begins.

Reason:

To ensure that a safe and secure environment is provided and the details of the development are acceptable and in keeping with the standards of the vicinity in accordance with Policies CS22, CS32 and CS34 of the Plymouth Local Development Framework Core Strategy (Adopted 2007).

**29      CONDITION: OFFICE OCCUPATION**

GENERAL

The office hereby approved shall be occupied only by Plymouth Hospital NHS Trust or by related organisations whose main business relies on close proximity to Derriford Hospital.

Reason:

In accordance with the application and in the absence of a sequential test required by policy 24 of the National Planning Policy Framework to demonstrate that there are no sequentially preferable sites for this 'main town centre' office use.

**30      CONDITION: STAFF PARKING ONLY**

GENERAL

The car park hereby approved shall be used for the parking of vehicles by staff of Plymouth Hospital NHS Trust only.

Reason:

In accordance with the application in the interests of managing hospital-related vehicle movements in accordance with policy CS28 of the Plymouth Local Development Framework Core Strategy (adopted 2007), and policy DEV31 of the draft Joint Local Plan.

**31      CONDITION: MAXIMUM CAR PARKING PROVISION**

PRE-OCCUPATION

The car park hereby approved shall contain no more than 600 car parking spaces.

Reason:

In the opinion of the Local Planning Authority the level of car parking provision must be limited in order to prevent additional congestion on the surrounding highway network and assist the promotion of sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, policy DEV31 of the draft Joint Local Plan and paragraph 32 of the National Planning Policy Framework 2012.

## **Informatives**

### **1      INFORMATIVE: (£0 CIL LIABILITY) DEVELOPMENT DOES NOT ATTRACT A COMMUNITY INFRASTRUCTURE LEVY CONTRIBUTION**

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

### **2      INFORMATIVE: S106 PERMISSION**

This permission is subject to a planning obligation - please refer to Section 106 agreement for details.

### **3      INFORMATIVE: FURTHER PLANNING PERMISSION NEEDED BEFORE THIS CAR PARK CAN BE OCCUPIED)**

Please note that a further planning permission is needed to satisfy condition 16 attached to this consent (construction of a car park access road). The car park cannot be lawfully used until permission has been granted and access road constructed. If the access route is to differ from that set out in the plan referred to in condition 16, a condition discharge application for condition 16 will be required.

### **4      INFORMATIVE: COLLABORATION ON ACCESS MANAGEMENT MEASURES**

It is expected that access management measures required by a condition attached to this consent will need to be prepared in collaboration with PHNT.

**5      INFORMATIVE: PUBLIC PROTECTION SERVICE ADVICE**

The Public protection service advise that any establishment where the public are invited to sit and eat must provide toilet accommodation.

**6      INFORMATIVE: NO FOUL CONNECTION**

South West Water advise that foul drainage from the Development (and no other drainage) shall be connected to the public foul or combined sewer.

**7      INFORMATIVE: CONDITIONAL APPROVAL NEGO**

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