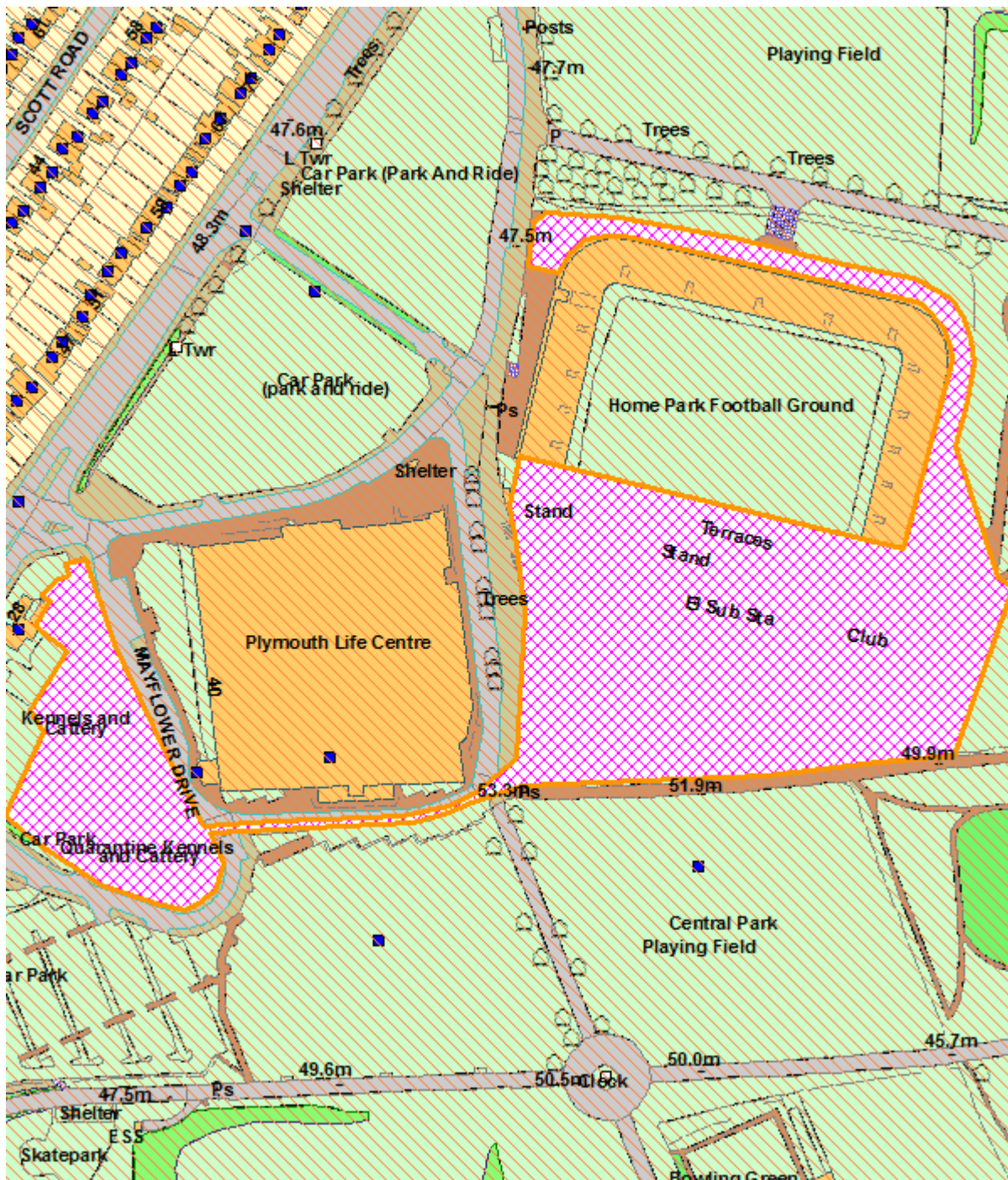


PLANNING APPLICATION OFFICERS REPORT



Application Number	17/01684/OUT	Item	02
Date Valid	22.08.2017	Ward	PEVERELL
Site Address	Home Park Football Ground Outland Road Plymouth PL2 3DQ		
Proposal	<p>Hybrid Application comprising two parts: (Part 1) Full Planning Permission for the refurbishment and extension to Home Park Stadium Grandstand (including ancillary area within the ground) (Class D2) and Erection of New Ice Arena (Class D2) with associated car parking, landscaping, public realm and highways access. (Part 2) Outline Planning Permission for mixed use development including Food and Beverage Units (Class A3/A4), Offices (Class B1), Gymnasium (Class D2), Hotel (Class C1) and Veterinary Surgery (Class D1) with all matters reserved except highways access and parking</p>		
Applicant	Mr Tony Hopwood		
Application Type	Outline Application		
Target Date	21.11.2017	Committee Date	14.12.2017
Extended Target Date	21.12.2017		
Decision Category	Major - More than 15 Public Comments		
Case Officer	Mr Chris King		
Recommendation	Grant Subject to S106 Obligation with delegated authority to Assistant Director for Strategic Planning & Infrastructure to refuse if timescales are not met		



I. Description of Site

The planning application comprises of two sites measuring 2.94ha located to the east and west of the Life Centre within Central Park. This site is approximately 1.5miles north of the City Centre, and 1.2miles from the Manadon Roundabout Junction with the A38.

The principle site is referred to as Higher Home Park (HHP) and measures 2.32ha (including the whole Stadium). It is located to the east of the Life Centre and includes the Home Park Football Stadium and its associated car park. The car park contains temporary buildings that are used mainly for club administration and hospitality, ancillary to the existing Mayflower main grandstand. It is located close to the western boundary of Central Park, which is bounded by Outland Road.

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

north of the site; open parkland on the former Zoo Field to the east; Gilbert Lane to the south; and the Milehouse Park and Ride loop road to the west.

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

The secondary site is referred to as the Western Gateway Site (WGS) and measures 0.62ha. It is located between the Life Centre and Outland Road. The site is currently occupied by a Vets surgery and a small staff car park associated with the Life Centre. South of the site is an existing car park for those using the Life Centre and Central Parks facilities and to the north of the site is the Milehouse Park and Ride.

The site is part of a triangular piece of land which is bounded by Outland Road to the west and Mayflower Drove (north-east and south). The site is relatively level and includes a range of trees of different quality and specimens. Part of the site is allocated as Neighbourhood Greenspace within the Joint Local Plan. The closest residential properties are on the western side of Outland Road, between the Milehouse Junction and Seagrave Road.

2. Proposal Description

The Local Planning Authority has been asked to consider a Hybrid Planning Application comprising two parts:

Part 1: Full Planning Permission for the refurbishment and extension to Home Park Stadium Grandstand (including ancillary area within the ground) (Class D2) and the Erection of New Ice Arena (Class D2) with associated car parking, landscaping, public realm and highways access within Higher Home Park.

Part 2: Outline Planning Permission for mixed use development including Food and Beverage Units (Class A3/A4), Offices (Class B1), Gymnasium (Class D2), Hotel (Class C1) and Veterinary Surgery (Class D1) with all matters reserved except highways access and parking.

As noted, this planning application is a Hybrid and it is split between two sites, Higher Home Park (HHP) and the Western Gateway Site (WGS) with the following proposed uses and quantum in each location:-

Higher Home Park:-

Mayflower Grandstand Refurbishment (Class D2) – 1340sqm additional space

Ice Arena (Class D2) - 4035sqm

Food and Beverage Units (Class A3) – 990sqm

Unit 1 – 320sqm

Unit 2 – 340sqm

Unit 3 – 330sqm

Offices (Class B1) – 2980sqm

Gymnasium (Class D2) – 2065sqm

Western Gateway Site:-

Food and Beverage Units (Class A3)

Unit 1 – 280sqm

Unit 2 – 280sqm
Unit 3 – 280sqm
Hotel (Class C1) – 4800sqm
Veterinary Surgery (Class D1) – 300sqm
Offices (Class B1) – 1080sqm

Phasing

The applicant indicates a phased approach to the development, as explained in the submitted 'Addendum (2) To Design & Access Statement'. The phasing of the development is as follows:-

Phase 1 – This will see the redevelopment and refurbishment of the Mayflower Grandstand, the provision of the new Ice Arena, landscaping within Zoo field, on and off site drainage improvements, temporary surfaced car park and public realm. Full planning permission has been sought for all these elements.

Phase 2 – This will see the development of Western Gateway Site by demolishing the existing kennels and construct new veterinary surgery and offices with hotel, A3/A4 and café proposals and associated parking. This element is currently outline, therefore it cannot commence until a reserved matters application has been submitted to, and approved by the Local Planning Authority.

Phase 3 - This will see the development of the commercial units, office space and gymnasium at Higher Home Park and include the completion the external paved public realm. This element is currently outline, therefore it cannot commence until a reserved matters application has been submitted to, and approved by the Local Planning Authority

Phase 4 – This final phase will see the completion of the Stadium works (Stage 2) through the development of the south-east and south-west corner infill sections of Grandstand. Full planning permission has been sought for all these elements.

A phasing plan has been provided to the Council which has been referred to in the imposed conditions for clarity.

3. Pre-application Enquiry

This planning application was the subject of a pre-application enquiry (17/01036/MAJ) where officers provided advice on the principle of development, quantum of uses, design, layout, highways (parking and access) drainage and ecology.

Given the scale and nature of the development, officers consider that the pre-application was insufficient, with many matters unresolved to the satisfaction of the Local Planning Authority prior to the submission of this planning application.

4. Relevant Planning History

17/01553/ERS103 - Redevelopment of Football Stadium, provision of Ice Arena with associated development (mixed uses) and provision of Hotel with associated Development (mixed uses). EIA found not to be required by the Local Planning Authority.

13/00942/FUL - Redevelopment to include the provision of a new south grandstand incorporating ancillary club retail and hospitality facilities, the erection of a 10 screen multiplex cinema (with IMAX), ice arena, 121 bed hotel, medical centre, 3293sq metres of restaurant/café floorspace (Use Class A3), 1725sq metres of retail floorspace (Use Class A1), community facilities and associated car parking, access, landscaping, servicing and works. Granted with S106 Agreement

12/02260/ESR1 - Request for screening (and scoping if needed) opinion for

Environmental Impact Assessment for development including new grandstand, ice arena, cinema, hotel, and associated retail. EIA found not to be required by the Secretary of State.

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

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

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

5. Consultation Responses

Economic Development Department – No Objections

Environment Agency – No Objections, with all drainage matters delegated to Lead Local Flood Authority

Friends of Central Park (FoCP) – No Objections to the planning application subject to suitable mitigation.

Highways England – No Objections following the submission of the revised Transport Assessment. Originally recommended a Grampian condition to prevent occupation of the office space until Forder Valley Link Road was delivered.

Lead Local Flood Authority – No Objections subject to Conditions

Local Highways Authority - No Objections subject to Conditions

Low Carbon Team – No Objection subject to suitable conditions

Natural Infrastructure Team – No Objection subject to suitable conditions and the signing of a S106 package to mitigate the loss of 'Neighbourhood Greenspace'

Police Architectural Liaison Officer – No Objections subject to design alterations and conditions

Public Protection Service – No Objections subject to conditions

Public Transport Team – No Objections subject to appropriate mitigation

Plymouth City Council Parking Team – No Objections subject to appropriate mitigation

Safety Advisory group (SAG) / Building Control – Applicant has been working with the SAG group / Building Control to ensure that the development is satisfactory. Neither consultee has raised any issues or formal objections to the Local Planning Authority.

South West Water – No Objections

Sport England – No Objections following clarification of the technical details relating to Ice Sports.

Urban Design Officer – No Objections following the submission of revised plans to overcome identified issues such as layout, public realm and materials

6. Representations

Due to the scale and nature of the application, the applicant has submitted a Statement of Community Involvement. This outlines the various events and engagements that the applicants have undertaken over the months prior the submission of the planning application. Notwithstanding any alterations sought by the Local Planning Authority, the applicant has attempted to respond to concerns raised at these forums within the initial submission.

During the initial 21 day consultation period and the days after the Local Planning Authority received 111 letters of representation from the community. Of these letter, 60 support the proposal, 49 object to the proposal and 2 are neutral. The letters are summarised as follows:-

Support

Highways and Parking

- Parking is not excessive

- Stadium is accessible to 70-79% of Plymouth residents by public transport
- Believes transport links to Outland road could successfully subsidise the lack of car parking and could have the bonus of reducing traffic congestion/pollution.
- The suggested impact of increased traffic has been widely overstated & purely a red herring to derail the application. Many of those objecting don't even live in Plymouth.
- Traffic would only lightly increase in the area as will the parking as the P&R system would be working better.
- Benefits to Plymouth far outweighs traffic issues.

Design and Uses

- Will complete the site as the areas being redeveloped are currently 'Wasteland'.
- Development is likely to improve standard of presentation of the Western Gateway Site.

Amenity/Community Value

- Plan will improve the area, especially for the Mayflower celebrations
- Fantastic development for residents and visitors.
- Multi use environment suitable for all the family.
- Development will enhance Central Park and support Life Centre. * Hotel will be a welcome addition in this area of the city & ice rink tremendous facility for young people.
- Will enable PAFC to become self-sufficient. Plans also contain some great additions to Plymouth's leisure facilities at limited expense to Central Park.
- This development will bring so much to the city of Plymouth & its surrounding areas. It is well thought out with added extra of an ice rink will bring extra revenue into the area. It will enable youngsters from Devon & Cornwall to use it as they would normally have to travel a long way to use one.
- Good development for people outside of city centre.
- Welcomes Grand Stand refurbishment.
- The ice rink is much needed as is the modernisation of the surrounding landscape that complements the Life Centre.

Economy

- Will bring growth to the city and the Football Club will benefit
- Puts Plymouth on the map with corporate entertainment & conferencing
- Gives credibility to the club through modernisations.
- The city needs this leisure facility.
- Excited by the fact that it would bring 400 new jobs to our city.
- Extra support for club means extra revenue for trade and business in and around the city of Plymouth.
- Benefits to business community are significant both from the construction industry and users of the enhanced facilities. Provides confidence to existing businesses and these facilities generate reinforcements of existing and new investment. Devon & Cornwall Business Council would strongly endorse the project.
- Plymouth needs a leisure centre that will bring revenue to the area.
- Plans would bring much needed jobs to the area.
- Grand Stand development would update the old stand and put PAFC and the city back on the map
 - would benefit the rest of the city with extra people spending more in the area.
- Would be a great asset for the forthcoming 2020 celebrations as it could host many more events.
- Will bring Home Park into the 21st century and put the club on a good financial footing. A successful Plymouth Argyle is good for the city especially as it no longer has an airport.
- Mayflower stand is no longer fit for purpose & development of HP must go ahead to help

club progress.

- All elements except offices are in accordance with the AAP. Location of Conference facilities are good and greatly needed for the city – conference facilities offer opportunity for city's leading sports
- team to generate additional revenue hopefully leading to success/raising profile of Plymouth both nationally and internationally.
- Whole proposal offers substantial economic benefit opportunities to people of Plymouth. Any traffic increase at Manadon will be short term with the Forder Valley link road due 2020. New offices will enhance Plymouth's offering /opportunities for economic growth.

General

- Pleasing development
- Will benefit visiting supporters.
- Benefit to PAFC and community as a whole will vastly outweigh any minor concerns
- Would be very constructive for young people.
- If this application is turned down it would be a major loss to the city.
- Supports application but “horrified” and “furious” by the actions of the Argyle Fans Trust (AFT) objecting to the plans after not consulting fans who support the redevelopment – they are trying to represent their own views rather than those of all Argyle supporters.
- Improved facilities at Home Park, the opportunities could be extended much further, as seen with the Exeter Chiefs
- Food outlets/gym enhance services on offer. Hotel – would reduce shortage of beds already identified by PCC and compliments conference facilities. All brownfield projects.
- Supports Grand Stand refurbishment as long as facilities for the disabled are met with guidelines in building regulations and disabled people are consulted on the changes.

Officers Summary: - The supportive letters cite the Grandstand development as nothing but beneficial for PAFC. Both parts of the hybrid proposal would bring city growth and improved employment prosperity for businesses and people in the surrounding area (and for Plymouth in general). Many supporters believe the club will benefit significantly from ‘modernisation’ such as the planned conference facilities putting the complex (and Plymouth) on the map in terms of business attraction and football investment. Plymouth's transport connectivity (e.g. Citybus and P&R) accommodates the extra influx of onsite activity. The mixed use activities proposed would be good for youngsters and the wider demographic (appealing to more groups and individuals than before). Support for the ice rink was referenced several times and other onsite activities create a benefit to the existing Life Centre.

Object

Highways and Parking

- Inadequate parking to service office spaces & mixed land use.
- The impact on traffic will be bad & introduce issues of parking.
- No designated spaces for disabled people which is in breach of Equality Act 2010.
- Additional pressure on P&R & street parking, especially on match days.
- Lack of parking and traffic management.
- Cycle routes in area concerned do not meet standards. City's “sprawling network of advisory cycle routes” sounds disparaging and misleading.
- Objects to parking arrangement, lack of thought to access and Disabled drivers.
- Developer should consider second storey car park & consult PCC P&R car park.
- It is unclear where everyone will park.
- P&R will be under strain if additional parking is not implemented.
- Objects unless ample parking is provided and surrounding area is provided with residents only zone.
- The impact on traffic will be bad & introduce issues of parking.
- Lack of disabled parking/drop off points are concerning.

- Park & Ride (P&R) is not there to provide support for commercial development – will deny residents.
- Traffic concerns and insufficient parking, no disabled spaces.

Design and Uses

- Ice arena is an inadequate replacement for Pavilions facility (the proposed seating is well below the levels needed to attract professional team and cannot be expanded).
- Too much development in small area.
- Objects due to character & appearance.
- Objects to hotel as it would be larger and bulkier to what is already there.
- Ice rink and commercial development would be an overdevelopment of the site, and the site would be characteristically high rise/urbanised which alters its existing character.
- No need for office space and no need for gym (as there is already one in the Life Centre).
- How many trees will be felled for this development?
- Plymouth Argyle Disabled Supporters Association (PADSA) raises various concerns over inclusion.
- Is an encroachment on public space/amenity for commercial reward before putting the users of the park and surrounding area first.
- Additional buildings in part two are not suitable for the area.
- Life Centre already provides gym facilities.
- Hotel would be better elsewhere and offices are wholly inappropriate
- Must be improvement on facilities for disabled in GS.
- Disappointed that disabled toilets are still situated outside for those whom will be sitting in the GS.
- Supports skating rink & hotel but other units are not part of the leisure and Central Park should remain green area of leisure for all to enjoy.
- The Office block, fast food do not belong and will contribute to parking mayhem.

Amenity/Community Value

- Not good for local residents
- Increased litter in park as a result of fast food
- Proposed land use doesn't fit in park
- Visual pollution
- Detrimental to house value and peaceful enjoyment of my home

General

- Football club would be hemmed in for further development due to proximity of buildings, this is not in clubs interest
- Ice arena is an inadequate replacement for Pavilions facility (the proposed seating is well below the levels needed to attract professional team and cannot be expanded).
- The plans are misleading and inaccurate.
- Not in Argyle's interest – only that of the developer.
- Competing food units, unneeded hotel & offices as well as P&R issues.
- Should only allow development that benefits the football club.
- Hinder Home Park expansion and strain on surrounding area.
- The hybrid application is a way of leveraging planning support for full development plans
- Skating rink should be further outside the city.
- Development is contrary to the policies of the AAP, Core Strategy and JLP
- Applicant appears to have overlooked completely how many fans have come from outside Plymouth
- Urge PCC to require that the applications are resubmitted as separate PAFC and Akkeron proposals
- Should be two separate applications. Applicant is pressuring PCC into accepting part

- ACV
- Main reason of objection is that HHP plot is on PCC's list of Assets of Community Value – plan does not fit in with ACV status
- Argyle Fans Trust objects to current hybrid application as some of the plans neither benefit PAFC or its fans; and there are elements in the existing application which do not fit in the social and community benefit criteria laid down in the ACV.

Officer Summary: - Even within the objection letters there is no objection for the Stadium Grandstand and would be a welcome expansion to the club's facilities by multiple stakeholders. However the second part of the plan which includes offices, food outlets, an ice rink and conferences facilities are strongly objected to by some stakeholders. The most cited reason for objection is the lack of car parking in the proposed development. Residents are concerned with overflowing car parking on match days which would mean congestion in surrounding streets as well as traffic congestion on major routes (e.g. A386).

Other objectors are concerned that the proposed development will alter the park's characteristics (e.g. from a place of fitness/sport to a commercialised site). Many state that the proposed ice rink is insufficient for a number of reasons: too small, not appropriate for the location etc. Many see the plans as an overdevelopment of the site which will hinder the future expansion of PAFC. The inclusion of the hotel is often objected due to its large size and not relating to park characteristics and on-site sporting activities.

The Park and Ride car park is often cited as potentially suffering as a result of the proposed expansion (e.g. increased pressure on service and lack of parking). Many objection letters note that this should be submitted as two separate applications and the commercial aspect of the proposal does not fit in with the Central Park Area Action Plan (CPAAP), Joint Local Plan (JLP) or Asset of Community Value (ACV).

Following the submission of revised plans demonstrating amendments to the scheme, the planning application was advertised for a further 14 days. During this period, and at the time of writing the report the Local Planning Authority has received a further 31 letters of representation from the community. Of the further letters, 13 people support the application, 9 people object to the planning application and 9 people are mixed in their views. In most cases where the views are mixed, people support the stadium improvements but not the commercial elements of the development. No new issues have been raised at this stage, other than to highlight that the previously raised issues have not been adequately addressed as part of the revisions and that the quantity of information to review is confusing.

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 The Central Park Area Action Plan

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 I 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 submitted to the Planning Inspectorate for Examination, pursuant to Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations. It is considered to be a sound plan, consistent with the policies of the Framework, and is 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, particularly if there are no substantive unresolved objections. 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, guidance in National Planning Practice Guidance (NPPG). Additionally, the following planning documents are also material considerations in the determination of the application:

- Development Guidelines Supplementary Planning Document 2013
- Sustainable Design Supplementary Planning Document
- Planning Obligations and Affordable Housing Supplementary Planning Document
- Central Park Area Action plan 2007
- Central Park Masterplan 2017

8. Analysis

1. This application has been considered in the context of the development plan, the submitted Plymouth and South West Devon Joint Local Plan, the Framework and other material policy documents as set out in Section 7.

2. This planning application turns upon the following Policies of the Local Development Framework Core Strategy, including the relevant Proposals of the Central Park Area Action Plan (CPAAP):-

CS01 - Development of Sustainable Linked Communities

CS02 - Design

CS04 - Future Employment Provision

CS08 - Retail Development Considerations

CS12 - Cultural / Leisure Development Considerations

CS18 - Plymouth's Green Space

CS19 – Wildlife

CS20 - Sustainable Resource Use

CS21 - Flood Risk

CS22 – Pollution

CS28 - Local Transport Considerations

CS32 – Designing Out Crime

CS33 - Community Benefits / Planning Obligations

CS34 - Planning Application Considerations

Proposal CP01 (Life Centre), Proposal CP02 (Home Park), Proposal CP03 (A Transport Interchange) and Proposal CP04 (Park Enhancements) of the CPAAP.

3. The planning application also turns upon the following Policies of the submitted Plymouth and South West Devon Joint Local Plan:-

SO3 - Delivering growth in Plymouth's City Centre and Waterfront Growth Area

SO11 - Delivering high quality development
SPT1 - Delivering sustainable development
SPT4 - Provision for employment floorspace
SPT6 - Spatial provision of retail and main town centre uses
SPT9 - Strategic principles for transport planning and strategy
PLY19 - Central Park - Strategic Green Space Site
PLY58.2 – Home Park
DEV1 - Protecting health and amenity
DEV2 - Air, water, soil, noise and land
DEV3 - Sport and recreation
DEV16 - Providing retail and town centre uses in appropriate locations
DEV20 - Place shaping and the quality of the built environment
DEV24 - Landscape Character
DEV26 - Strategic Landscape Areas (Plymouth Policy Area)
DEV28 - Protecting and enhancing biodiversity and geological conservation
DEV29 - Green and play spaces (including Strategic Green Spaces, Local Green Spaces and undesignated green spaces)
DEV30 - Trees, woodlands and hedgerows
DEV31 - Specific provisions relating to transport
DEV33 - Waste Management
DEV34 - Delivering low carbon development
DEV37 - Managing flood risk and water quality impacts
DELI - Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy

4. As explained in section 2 of this report, this hybrid planning application proposes development within two sites located east and west of the Life Centre in a phased approach. It is considered that this application raises a number of key planning issues;

- The principle of the development and its impact upon the park;
- Design and layout matters;
- Transport and Parking;
- Nature conservation (impact on ecology and protected species);
- Impact upon trees;
- Drainage and surface water management issues,
- Landscaping, and,
- Renewable energy.

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

Principle of Development – Impact on the Park

6. The Adopted Central Park Area Action Plan (2008) (CPAAP) applies the principles and objectives of Area Vision 7 (Central Park) of the Core Strategy in more detail. Within the CPAAP, Proposal CP01 (Life Centre) and CP02 (Home Park) of the CPAAP seeks the delivery of numerous forms of development within the park. These two proposals are most relevant to this planning application as the planning application sites are within the Proposal map boundary. Proposal CP04 (Park Enhancements) is also relevant to this applicant as the applicants redline boundary encroaches within it. However it should be noted that this area is within the applicants control, and as part of the planning application landscaping works are proposed within this area as part of Phase I of the development.

7. Whilst the Life Centre has now been completed, numerous other elements of Proposal CP01 are yet to be delivered, and none of the aspirations within Proposal CP02 have been delivered. This

planning application seeks the delivery of numerous components of both proposals CP01 and CP02 however it does seek to locate the uses in different areas. Officers must consider if the alternative locations within the CPAAP for the proposed uses are acceptable given that they conform to the overall aspirations of the CPAAP.

8. Although the CPAAP is the adopted development plan document for the area it is officers' view that it should remain flexible if suitable alternative solutions to the deliver the aspirations of the CPAAP can be demonstrated. Such an approach was taken when considering the previously planning application in 2013. In this specific case, the applicant has presented an alternative, but not a dramatically different solution to achieving (and completing to some extent) the aims of Proposals CP01 and CP02. Therefore, and to promote the delivery the CPAAP, it is officers' view that the proposed locations and quantum of uses, specifically the Hotel and the Offices are considered to be acceptable.

9. Notwithstanding the assessment of the CPAAP, the Plymouth and South West Devon Joint Local Plan has identified the importance of the park through policy PLY19. Its states that 'Central Park will be a premier Park for the People of Plymouth, and it will become an outstanding venue of regional and national significance for active recreation and formal sport, culture, art and the natural environment'.

10. In addition to PLY19, the JLP specifically allocates Higher Home Park (HHP) (PLY58.2) as a development site, proposing the 'Completion of Stadium Improvement and Appropriate Ancillary Uses'. Members are advised that the applicant for this planning application submitted representations in direct relation to PLY58.2, requesting alterations to the site boundary, and expansion of other uses within the site. The Regulation 22 submission to the Planning Inspector has made note of these, and makes the following recommendations:-

- Expansion of Acceptable Uses:- No suitable proposals have been identified for the site during the plan preparation process. The City Council agrees that the site provides an opportunity for development appropriate to its context at Central Park; however, this can be brought forward through the development management process;
- Expansion of Allocation Boundary to include Western Gateway Site (WGS):- The expansion of the site boundary is not agreed given lack of information about the suitability and deliverability of a wider development, although this is a matter that could be considered through the planning application process. However, a minor modification could be agreed with sets out that enabling as well as ancillary uses could be acceptable where they are complementary to the sporting use of Home Park and the wider recreational use of Central Park.

11. The Western Gateway Site (WGS) is located outside of both PLY19 and PLY58.2 site boundaries. The northern half of this triangular piece of land is completely unallocated (Vets Surgery and ground) however the southern half which includes Life Centre Parking and a collection of trees has been allocated as 'Neighbourhood Greenspace'. As such, policy DEV29.2 is a material consideration, stating that:-

12. 'The acceptability of development on or adjacent to other green spaces, including neighbourhood green spaces, will be assessed in relation to the impacts of development on the function(s) and characteristics of the green space and taking account of the plan's green space and play accessibility standards. Development will be resisted on sites where the functions and characteristics of the greenspace will be lost and mitigation is not possible'.

13. In this case, and given that only a small proportion of the 'Neighbourhood Greenspace' will be lost for development, and that the redevelopment of this area will not compromise the functions and

characteristics of the allocation, officers consider the development acceptable. Nonetheless, and in consultation with the Natural Infrastructure Team officers have secured a financial contribution of £250,000 towards the delivery of the Central Park Masterplan to significantly enhance the strategic greenspace offer to residents. This financial contribution will also compensate for the encroachment of the development into Proposal CP04 as noted above.

Principle of Development – Town Centre Uses

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

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

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

- Strategic Objective 5 (Delivering Regeneration) recognises Central Park as a location where there is opportunity to provide improved leisure facilities,
- Area Vision 7 (Central Park) proposes to create an outstanding venue of regional and national significance for active recreation, health, art, education culture and the environment. Proposal CP01 and Proposal CP02 of the CPAAP are of most relevance as already highlighted in paragraphs 6-8 of this report.

- Policy CS05 (Retail Development Considerations) sets out the considerations the Council will use when assessing proposals for retail development in the City. These include the need for the development, compliance with the sequential approach and not having an unacceptable adverse impact on the vitality and viability of existing centres
- Policy CS12 (Cultural/Leisure Development Considerations) sets out the measures the City Council will take to enhance the City's cultural and leisure offer. The policy recognises the development of a cultural/leisure cluster at Central Park focused around the Life Centre.
- 16. The Plymouth and South West Devon Joint Local Plan has been submitted to the Planning Inspectorate for examination. If approved it will become the Local Planning Authorities Statutory Development Plan for the city setting out strategic policies and area visions for the key areas of growth and development in Plymouth, superseding the existing Core Strategy. The most relevant parts of the Joint Local plan are:
 - Strategic Objective 2.2 (Strengthening Plymouth's role in the region) sets out supporting further investment in strategic services for the region, including the city's regional health, higher and further education, strategic sports, attractions, hospitality, and cultural facilities
 - Strategic Objective 11.3 (Delivering high quality development) supports a diverse and strong economy, enabled by protecting and providing a good supply of sites
 - Policy DEVI6.3 (Providing retail and town centre uses in appropriate locations) sets proposals for retail, leisure and office development in edge of centre and out of centre locations must be accompanied by an impact assessment where the floorspace exceeds the thresholds set out below. Any proposal which would have a significant adverse impact on the investment in and/or the vitality and viability of an existing centre or prejudice the deliverability or investment in a proposed centre will not be permitted:-
 - Retail development creating new or additional floorspace greater than 500m² (gross) in the Plymouth Policy Area.
 - Leisure and office development creating new or additional floor space greater than 2,500m² (gross).

17. The applicant has submitted a 'Town Centre Assessment' to support the planning application, which includes a sequential test. This considers the appropriateness of the town centre uses in this location and considers any adverse impacts of granting planning permission for this development. The submitted assessment undertakes a thorough assessment of the Core Strategy, The Central Park AAP, the Joint Local Plan and the NPPF. Officers have reviewed the submitted assessment which indicates that the development would not have a significant adverse impact on the City Centre, or any other identified 'town centres'.

18. Officers have considered the Proposals CP01 and CP02 of the CPAAP, and that the previous planning application, which although considerably larger than this application was found not to be significant in its impact towards the City Centre even though it proposed a significant level amount of A1 Retail Floor Space.

19. The development proposes circa 2000m² of A3 uses which is almost 50% less than what was proposed in the previously approved planning application. Officers consider this ancillary

development to the leisure facilities being proposed, which is welcomed in the both CPAAP and the Joint Local Plan providing it does not prejudice the primary sporting/recreational offer of Central Park. In officers' view the quantum of A3 uses within Phase 2 and Phase 3 will not have a significant adverse impact on other parts of the city and will support the principle elements of the development hereby proposed creating a destination serving the wider community.

20. The proposed Office space forms a significant amount of the proposed new floorspace, and as such the applicant has set this out in their submitted assessment. The application proposes 4060m² of new B1 office space spread over both the Higher Home Park and Western Gateways sites. The level of proposed Office space exceeds the 2500m² threshold identified in the NPPF and Joint Local Plan where a Sequential Test is required.

21. It should be noted that CP01 (Life Centre) of the CPAAP promotes employment uses in the form of Offices (providing in the region of 5,380 m²). Of the new office space being provided, 25% of will be located with Proposal CP01, with 75% located within CP02. The principle is therefore considered acceptable; however a sequential test has been submitted and assessed by officers.

22. The submitted Town Centres statement has undertaken an assessment of alternative sites within the city to accommodate this development, and in officers view has adequately justified the reasons for the acceptability of this location. The submitted 'Town Centres Assessment, para 6.1 states that the applicant has provided a reasoned justification that the proposed uses, primarily the Office Space is acceptable, concluding that 'there is an acknowledged deficiency in the range and quality of B1 (a) and (c) spaces and sites in both the Eastern Corridor (within which the application sites lie) and the Western Corridor. This is confirmed by ARUP in the Employment Land Supply which was commissioned by Plymouth City Council and has been submitted as evidence for the Joint Local Plan.

23. The applicants report also concludes the following points when considering the range of Main Town Centre Uses being proposed:-

- 'There is growing demand for additional serviced hotels and our analysis, developing that provided by Colliers International, confirms a need for up to 12, 100 bedroom hotels by 2031. The proposal would make a contribution towards meeting this need while still allowing existing hotels to trade viably'.
- 'The Council has an aspiration to provide additional health and well-being centres which includes gyms, and it predicts that by 2031 there will be a need for an additional 20 gyms/health centres in Plymouth'.
- 'There are no sequentially preferable sites within the local and district centres to accommodate the scale and nature of this application as a whole'.
- 'The City centre contains a range of sites but all require a comprehensive approach to redevelopment and are led in whole or in part by the need to secure city centre retailing. The applications at Home Park do not envisage any retail space other than the ancillary club shop'.

24. The Joint Local Plan policies does not identify any unsuitable uses in the location of this planning application, therefore it is for the development management process to determine if these certain uses (and quantum) is acceptable in accordance with any other relevant policy considerations. The Economic Development Department have been consulted as part of this application, lending their support to the proposal due to the significant creation of Jobs. Importantly, they do not object to the location of the proposed Office space, and have not indicated that this would have an adverse impact on any 'Town Centres', stating that 'Economic Development is very supportive of the proposals contained in this application which are considered to have a very significant profile raising and job creation potential both in their construction and operational phases'.

25. It is therefore officers' view that the quantum of proposed office space in this location of the city would not be contrary to existing or emerging policies outlined above, in so far as it would not result in a significant adverse impact. Furthermore, and given that the CPAAP seeks a greater amount of new employment space (such as Offices) in this location the principle of the development is considered acceptable.

26. The proposed quantum, of uses in this location is therefore considered acceptable to the Local Planning Authority, in the same way that the previous planning permission was considered acceptable. Officers' therefore consider the development would accord with the Core Strategy, the Joint Local Plan and the NPPF.

Principle of Development – Asset of Community Value (ACV)

27. 'The Community Right to Bid' allows communities to nominate buildings or land for listing by the local authority as an asset of community value. An asset is listed if its principal use furthers (or has recently furthered) their community's social well-being or social interests (which include cultural, sporting or recreational interests) and is likely to do so in the future. When a listed asset comes to be sold, a moratorium on the sale (of up to six months) may be invoked providing local community groups with an opportunity to make a bid to buy the asset on the open market. The decision to list the application site as an ACV was made on the 23rd February 2016.

28. With regard to this application, planning applications have to be determined in the normal way in accordance with the development plan unless material considerations indicate otherwise. At present there is no direct case law stating what weight should be attached to an ACV listing. The weight to be given to any material consideration is a matter for the decision-maker, subject to the decision being reasonable in all circumstances. However the primary purpose of ACV listing is to afford the community an opportunity to purchase a property, not to prevent otherwise acceptable development.

29. Accordingly whilst the ACV listing is considered by officers to be a material consideration, it is not in officers' view so significant as to be a reason for refusing the application. The fact that the application includes provision for community facilities does in the view of officers reduce the significance of the weight to be attached to the ACV as a material consideration. This gives the community the first option to buy the site should the current owner choose to dispose.

Design and Layout – Higher Home Park (HHP)

30. The principle development with Higher Home Park includes the refurbishment and enlargement of the Mayflower Grandstand and the erection of the new Ice Arena, forming Phase I of the development.

31. Phase 3 of the development will see the addition of the HHP Commercial Units, Office Space and Gym, whilst Phase 4 will see the completion of the south west and south east corners of the stadium.

HHP Site

32. Excluding the existing Mayflower Grandstand, the HHP site is an area of ad-hoc temporary buildings ancillary to the football stadium and car park with a capacity for approximately 108 vehicles. The site is bounded by Gilbert Lane and a mature hedgerow to the south, informal and unmanaged shrubs/trees to the east separating the site from 'Zoo Field' in the east, and the Mawson Axis/Life Centre to the West. The site slopes from west to east with no formal drainage currently in operation meaning surface water uncontrollably flows into 'Zoo Field and towards Barn Park. Currently the only access into the site is via Mawsons' Axis to the east directly into the HHP car park.

Mayflower Grandstand proposals and ancillary development

33. Phase I of the planning application sees the demolition of the temporary buildings at Higher Home Park (offices, shop and ticket office) to commence the redevelopment of the Mayflower Stand, including, but at a later date the southern corners of the stadium (Phase 4). Significant upgrades and alterations to modernise the stand are proposed, increasing the gross internal floor area to accommodate the uses that were housed in the temporary buildings, as well as increase the conferencing facilities of the Football Club.

34. The existing building located in the south eastern corner of the ground which currently houses a corporate suite and ground safety ground box will be demolished, replaced by the new players changing area and associated facilities at pitch level. The ground safety control box will be relocated at high level at the south eastern end of the New Mayflower Stand.

35. The development will upgrade and enhance the disabled supporter's facilities; and will include accessible seating positions for wheelchair users and their carers. The location of the viewing positions for disabled supporters will be raised at mid terrace giving an elevated location easily accessible from ramped access at either end of the stand. 4no Disabled toilet facilities will be available for supporters at convenient locations within the New Mayflower stand. It is understood that all facilities will comply with the latest guidance contained within the Accessible Stadia Guidance.

36. The current traditional and famous façade that houses the entry turnstiles in the south west corner will be converted into the new club shop. The perimeter wall will be maintained and the existing openings being glazed windows and doors for the new shop. This is welcomed by officers.

37. The ground spectator capacity after Phase I will be approximately 17,860 rising to 20,000 when the corner builds are in place (Phase 4). The corporate hospitality and conferencing facilities will cater for approximately 800 covers on non-match days across the length of the completed New Mayflower Stand. The significant increase in conferencing facilities is supported in principle however significant work has been undertaken to find a management strategy to make this acceptable. This includes the requirement to implement an 'Event Management Plan' and a redesign of the Milehouse Park and Ride layout.

38. The new proposals follow the existing scale and mass of the Old Mayflower Stand given that the new works primarily follow a renovation/restorative program. In terms of height, the existing structure will be stripped back cleaned and repaired with a new roof built from existing steel columns and beams. The new extended portion of the stand will be to the south overlooking the existing car park area and will be on 2 storeys with the new roof meeting the existing profile of the New Mayflower Stand. The Grandstand roof will be extend towards the east of the ground cover the existing access stairs and also enable the housing of the new control room.

39. The existing south eastern corner 2 storey house which contains a corporate suite and first floor control room is to be demolished in favour of a single storey players changing room area at pitch level in stage I. At a later date corner infill seating to both remaining corner (South East and South West) will be built in Stage 2 and to follow the existing scale and mass of the Barn Park and Devonport ends of the ground.

40. The external appearance of the new Mayflower Grandstand will follow the existing club corporate colours which are dark green, black and white. Externally facing the boundary the façade of the building will be dark green cladding with proportionate windows where necessary together with curtain wall glazing to the conference suites and club offices through 2 storeys and brise-soleil incorporated as this façade faces due south. The New main entrance to the corporate suite is located at the south west corner of the ground with an emphasised 2 storey glazed in height covered portico. At the request of officers, Plymouth Limestone has been incorporated to demonstrate local

distinctiveness. Officers have no objections to the proposed materials which will be a significant improvement on the existing appearance of the Grand Stand.

41. During non-match days, pedestrians will have free access through the site between Mawsons Axis and Zoo Field. During match days however, a barrier system between the ground fencing and the Ice Arena will prevent pedestrians walking through the site before, during and after the game, however in turn this will create a large 'fanzone', allowing the club to control large numbers of fans within the ground, keeping the piazza area clear. This has been designed in consultation with the Safety Advisory Group (SAG) and is considered an important feature of the development. High quality finishes will be secured to ensure an outstanding community environment. Officers had to negotiate the removal of vehicles from this area, and appropriate security features will be required to reduce the risk of crime and terrorism.

42. The removal of the ad-hoc temporary buildings is welcomed as at present they do not create a positive environment, and the external appearance of the grandstand is tired. The proposed modifications to the foot print, volume, roof and external appearance of the Grand Stand is considered acceptable, and will not result in a negative impact towards the HHP site or the wider Central Park environment. The impact towards the Life Centre, the Park and Ride and Outland Rd is not considered harmful.

43. Officers consider that the program of works (as explained above) will create a positive football facility that re-uses/retains important heritage features and successfully introduces modern improvements to the benefit of the club and its supporters. On completion of all the stadium works (Grandstand and corners) the stadium will appear complete producing a consistently high quality sporting/leisure environment, both within the complex, and from wider views.

Ice Arena

44. The New Ice Arena, also included in Phase I is to be located towards the South East corner of HHP, between 8m-20m from the boundary with Gilbert Lane to south and approximately 26m from the existing footpath running north-south in Zoo Field to the east. The building will have a footprint of 2930m², measures in 80m length (east-west), 37.5m in width (north-south) and has a max height of 13.5m. The Ice Rink will measure 1400m², complying with International Standards for the ongoing use of recreational and competitive Ice activities/sports.

45. The building is a large rectangular box designed for its principle purpose however some architectural expression has been given to the north east and north-west corners improving its overall form. The main entrance to the building is located in the north-west corner, leading directly into piazza area. Externally, the building proposes a reasonably contemporary material palette which is acceptable. The indicative footprint, scale and massing of the building, as demonstrated in the supporting information is supported officers. However, a condition will be imposed requiring the submission of samples to ensure that the materials are fit for purpose and location.

46. At ground floor level the building will accommodate the Ice Rink and all ancillary areas, such as player and staff changing rooms, skate hire facilities, ancillary shop, lockers, WCs, storage, plant etc. At first floor level tiered seating for 1100 spectators is proposed, as well as numerous meeting rooms WCs and a Bar/Café. A generous amount of circulation space is provided within the building which is welcomed by officers.

47. The internal layout will provide adequate facilities pursuant to the leisure use, and will allow for competitive Ice Sports to be held subject to a site wide management plan. Sport England has not objected to the development, providing that the facility accords with its requirements as which have been noted in their consultation response.

Phase I Temporary Car Park Arrangements

48. As indicated in in plan I7422-APP09 a temporary car park is proposed to serve the Stadium and the Ice Arena until such time as the HHP commercial units are brought forward following Reserved Matters applications. However, and in the event that Phase 3 of the development is not brought forward through reserved Matters application, a condition has been imposed to guarantee a high quality final scheme to replace the temporary car park with good quality parking, hard and soft landscaping, as well as additional improvements between HHP and the Life Centre (Mawson Axis).

49. A temporary member's bar is proposed on the Phase I temporary car park, which will be removed once the phase I stadium works are complete and it can be re-accommodated in a new facility in the south east corner of the site. Details of the temporary bar are reserved by condition.

50. The temporary car park is considered acceptable providing suitable parking for this phase of the development. The temporary members bar is also acceptable subject to details, however a time limit condition will be imposed to ensure that it does not become a permanent bar, so that adequate parking is provided long term.

51. In the event that the Office building (Phase 3) is not implemented, officers have imposed a condition requiring a final hard and soft landscaped public realm scheme to safeguard the urban environment within HHP and adjacent to the Life Centre.

HHP Commercial

52. Phase 3 of the application seeks outline consent for a commercial building that will adjoin the western elevation of the proposed Ice Arena. It will be located where the Phase I Temporary car park is proposed, creating a pedestrian Piazza at surface level between the building and the Mayflower Grandstand. The commercial building will have to be positioned so as not to obstruct the entrance to the Ice Arena.

53. The outline proposals show A3 Café/restaurant uses at ground floor level with the B1 Office and D2 Gymnasium on the upper floors. This will create an active frontage into the Piazza area (north) and onto Mawson Axis (West). If constructed then a new controlled car park for 57 vehicles (including 6 accessible) will be provided to the rear of the development (between south elevation and Gilbert lane) to accommodate employees of the new development. The service access for the buildings will be also be via this point keeping the Piazza almost entirely free from vehicle traffic.

54. The planning application seeks outline consent for the quantum of uses, access and parking with all other matters such as layout, massing and appearance reserved. Nonetheless, the applicant has provided an indicative footprint and some massing images, showing its potential impact in the LVIA. A footprint of 1418m² is proposed, with an approximate width of 26m (north to south) and length of 54m. This footprint is a very workable solution that should be endorsed if a Reserved Matters application is submitted, allowing adequate parking to the south and pedestrian Piazza zone to the north.

55. The indicative massing is similar in scale to the Ice Arena, and as shown in the LVIA would be predominantly obscured by the mature tree in Gilbert Lane. Its impact, in conjunction with the Ice Arena is not considered significantly overbearing or dominant. Appropriate materials will be sought through the reserved matters applications to ensure it harmonises with the Grandstand, Ice Arena, Life Centre and the general park environs. All other issues are to be dealt with at the Reserved Matters stage.

Design and Layout – Western Gateway Site (WGS)

56. Phase 2 of the development focus solely on the Western Gateway, which seeks outline consent for a Hotel, new Veterinary Surgery, Food and Beverage Units and some Office space and an

associated car park for 90 vehicles. The supporting information shows a modern building clearly that will be designed to accommodate the approved uses and the indicative scale is comparable to that of the Life Centre.

WGS Site

57. The majority of the site is the existing veterinary surgery, which extends from Outland Road along Mayflower Drive to the Life Centre. The remainder of the site, separated by an existing hedge is currently Council owned land and includes a small car park accommodating 15 spaces linked to the Life Centre. The Western Gateway Site is an island of land, surrounded by Outland Road to the west, and Mayflower Drive on all other boundaries. The site is west of the Life Centre, south of the Milehouse Park and Ride and north of the Life Centre car park. Adjacent to the existing vets building is an older building currently used as a solicitors however this is outside of the redline, as is a group of mature trees which are to be retained. The site is relatively flat, falling gently from north to south.

Proposal

58. This part of the planning application seeks outline consent with all matters reserved except quantum of uses, access and parking. Originally the layout proposed two buildings separated by an access onto Mayflower Drive. A self-contained single storey café unit was located in the north of the site occupying the location of the existing vets, with its own 'drive in' style car park. The principal building was positioned further southeast, unacceptably obscuring the front elevation of the Life Centre by not respecting the building line. Although the building layout is a Reserved Matter, officers considered it important that the applicant demonstrated a more suitable approach. Officers support the proposed uses and the proposals to improve the quality of the urban environment.

59. The application now demonstrates an elongated block running from north to southeast of the site, entirely within the vets site with the parking/landscaping within the remainder of the site area. Following review of the layout and Landscape Visual Impact Assessment (LVIA) officers suggested that the building should be moved in a North West direction, to provide greater presence fronting Outland Road and to lessen the impact on the principle elevation (south) of the Life Centre. Importantly, the quantum of development proposed by the applicant could be achieved in this new configuration; however the final layout, mass and appearance will be dealt with by future Reserved Matters applications.

60. The proposed uses could provide a significant increase in the level of activeness at street level spilling out onto Mayflower Drive (east). The nature of the uses will attract an increased level of footfall along this route so improved pedestrian footways are proposed. A planting scheme along the boundary will be required to ensure that the rear of the building will be well screened from street view at ground level, and suitable details will need to be submitted to ensure that this area does not have a 'back of house' feel, creating a good urban environment. In addition, the proposals will look to enhance the street scene and improve biodiversity. All these specific issues will be dealt with through the Reserved Matters.

61. The Mayflower Drive access has been retained using an undercroft access through the building meaning a greater number of parking spaces have been retained as a turning head is not required due to the primary access in the south. By pushing the entire building north a car park with its own access has been created at the southeast end of the building, in tandem with improved pedestrian access to and from the Life Centre and Life Centre Car Park. The principle access to the site from the south is in an almost identical location to the access that serves the existing Life Centre staff car park the proposed levels of parking being provided meets the developments demand. Officers support the location of the access and the proposed level of parking.

Local Highways Authority

62. Highway and Parking has been the principle issue with respect to this planning application, and considerable dialogue has been undertaken with the applicant's project team since the application was first submitted and further information, and clarification on matters, has been submitted as a result.

63. Members should note that officers have worked with the applicant to overcome the concerns raised by local residents as outlined in section 6 of this report. Due to the extensive communications between the Highway Authority and the Applicant officers consider that the proposal is acceptable in principle and there are no objections by the Local Highway Authority, subject to the following.

Highway Modelling

64. A Transport Assessment was submitted in support of the proposal. This included traffic modelling of the main junctions in the vicinity of the site, along Outland Road. The development trips were calculated and agreed, and applied to the highway network in the application year and future years, as is normal procedure.

65. The results demonstrated that the existing highway network is capable, in all scenarios, of accommodating the development traffic without any alterations to the highway.

Phase 1 - Higher Home Park

66. The application will be constructed in four phases whereby Phase 1 will refurbish the Stadium to replace the Mayflower Stand with new associated facilities. The stadium will also provide conference facilities. Phase 1 will also include an Ice Arena and car parking for 115 cars, the majority of which will be temporary, at Higher Home Park (HHP).

67. In order for the development to be acceptable the applicant was requested to demonstrate that the proposal provides the necessary levels of parking to meet demand. The current PAFC car park currently provides approximately 108 parking spaces and it is understood that the majority of cars parked daily are staff associated with the football ground. In order to retain the ability for such persons to park the applicant proposes to provide parking around the concourse of the stadium. This land is entirely in the applicant's control, and can be managed accordingly, to retain staff parking at the club.

68. The existing PAFC car park will, upon completion of phase 1, be constructed as a temporary car park providing 115 spaces. This level of parking has been demonstrated to meet demand of the Ice Arena and stadium. The staff parking, on the concourse will provide 46 spaces. Replacing the current parking will leave 62 spaces (of the existing 108) to be re-provided, thus ensuring no loss of parking to the stadium. During the day the Ice Arena parking demand peaks at 25 and therefore phase 1 parking demand, on an average day, will be 87 spaces (62+25) required. This leaves 28 spaces available for any small conference type events at HHP.

69. The Local Highways Authority has reviewed the letters of representation that have been submitted by various parties in which they have raised concerns over the reduction in parking at PAFC and a lack of parking for any conferences / events. Parking figures have been quoted in such representation but they have failed to take account of accessibility reductions which are provided in the Development Guidelines SPD. At this location parking standards are reduced in line with an accessibility score and in this instance the required parking is reduced to 55% of the maximum standards. Furthermore the PAFC parking has been relocated to the concourse or accounted for within the proposed development.

70. By way of applying the City Council parking standards for conference facilities, from the Development Guidelines SPD, it can be calculated that 28 parking spaces is suitable to cater for an event with 250 attendees (based on 1 space per 5 attendees and reduced in accordance with accessibility guidance, at 55%). Any event attracting more visitors than this will be unable to park at HHP.

71. Therefore the applicant has sought off-site parking, and controlled by way of an Event Management Plan. The Plan should be subject to a Grampian planning condition and the trigger for when it is required to implement the Plan will be any event larger than 250 attendees. A draft plan has been submitted and the content is considered acceptable to officers, and an in principle agreement with City Bus (adjacent to the Milehouse junction) has been provided. The applicant will introduce measures to ensure that attendees park off-site and will need to register for the event at the off-site location. Transport to the conference facilities, from the off-site location, will also be provided as required.

72. As such, parking for Phase 1 is considered to meet demand and appropriate intervention measures can be implemented for any events that require the Event Management Plan to come into force.

Phase 2 - Western Gateway Site

73. The phase 2 development, at WGS, is considered to be self-sufficient in its parking provision and the applicant provided a demand led evidence base which demonstrates that the proposed provision will meet the necessary demand. The proposed accesses do not give rise to highway safety

Phase 3 – Higher Home Park Commercial

74. Phase 3 will build on the site of the temporary car park, provided for phase 1, and will reduce the number of spaces from 115 to 57. Parking studies have indicated that this level of parking will be fully occupied by the office staff, associated with phase 3, and therefore the parking at HHP, at this time fails to meet the required standards.

75. The applicant provided a survey of use of the adjoining Park and Ride site (P&R) which concluded that on an average day there were approximately 145 spaces empty. The potential overspill from the development, after Phase 3 and 4 are completed, could use up any spare capacity that is available at the P&R and this could impact on the operation of the P&R service.

76. Therefore the applicant has provided a draft scheme to re-mark the P&R car park, thus maximising the potential number of spaces that can be provided. The draft design demonstrates that the number of parking spaces could be increased by approximately 80 spaces, as well as motorcycle and increased disabled parking. This will increase the number of spare spaces at the P&R to approximately 225 on an average day. The final plan should be approved prior to the commencement of Phase 3 and will be secured by Grampian condition.

Peak Demand Issues and Management

77. On a non-conference / event day the HHP and WGS development (once all phases are complete) could generate a parking demand of 125 cars overspill and as such the use of the upgraded P&R will cater for this overspill, whilst retaining capacity to enable growth of the P&R service. It should be noted that this represents a worst case scenario as on a weekend the office elements of the development will not be operational. It is therefore considered appropriate by officers to require the approved works to the P&R site to be completed prior to Phase 3.

78. In coming to the Local Highways Authorities conclusion of the suitability for the overspill to use the P&R car park, it has been mindful of the fact that should a similar development have been proposed in the City Centre it is highly likely that no car parking would be available and any attendees would be directed to use City Centre car parks, local transport services or indeed the

P&R site. Officers therefore consider the use of the P&R site acceptable for parking.

79. In order to ensure that parking is used in an appropriate manner, and to prevent overspill into pedestrian areas it will be necessary for the applicant to provide a Car Park Management Strategy. It would be preferable for this to take account of the controls at the nearby Life Centre to ensure compliance between the sites. This detail is reserved by condition.

80. It is not appropriate to carry out similar parking reviews on a match day as football matches are controlled under separate legislation under the guidance of the Safety Advisory Group and specific measures are put in place during a match to provide parking and any necessary enforcement. Furthermore it is highly likely that the developments hereby proposed will be used by those attending, or associated, with a match. Certainly the conference facilities will be used for hospitality purposes during these times so will not generate trips in their own right.

Details of Works

81. Access to HHP will be provided in a temporary, but appropriate form, making use of the existing access rights that exist. Once all development is complete the applicant will be required to upgrade the surfacing from the P&R perimeter Road to the site access. The works must conform to the surfacing treatment undertaken as part of the Life Centre. The Phase I access works must be of suitable standard and maintained accordingly and secured through condition.

82. It is understood that access rights exist between the P&R perimeter road and the stadium concourse, indeed this route is used for maintenance vehicles, and therefore in order to formalise the arrangement an 'Except for buses & access' signplate should be added to the existing 'no entry' road signs (to replace the current 'Except buses' signs). This will be secured by condition.

83. In terms of the general site layout at HHP and WGS the proposal provides suitable access arrangements with access to car parks provided in a suitable manner. At the WGS there will be rear access for service vehicles, utilising the access points for the car parks. HHP has a service area located to the rear of the car park.

84. Within the curtilage of the sites the applicant will surface the pedestrian environment and officers' will be reviewing the proposed works to ensure a high quality design. The areas in question are not Public Highway but it is appropriate to request conditions to ensure that the works are suitable.

85. The application includes provision of cycle storage at HHP and shows 18 spaces will be provided (5 internal for staff and 13 for visitors). Furthermore the plans indicate 12 spaces internal to the stadium. All external cycle parking will be secure and covered. Appropriate conditions will be attached to any consent in this regard. The WGS site is only submitted in outline form at this time and therefore details of cycle storage will be required within any subsequent Reserved Matters application.

Travel Plan

86. In order to promote non car use by staff, and also benefit any visitors, the applicant is required to produce a Travel Plan. The Plan should include measures to reduce car use and promote sustainable choices for staff. Public information on non-car based access options to the site should be detailed and it is appropriate for notice/information boards to be located in public areas to inform visitors of choices available to them. The Travel Plan should include details of a Travel Plan Coordinator, who will monitor the Plan and liaise with PCC Officers accordingly.

Construction Phase

87. Due to the complexity of constructing such a large development with regard to public areas and the P&R site a detailed construction code of practice is required. This will identify, for example, construction routes and contractors access. A plan will be required for each phase of the proposed development and conditions should be set accordingly. It is noted that the construction phase plans are not yet available but securing public areas should be integral to any such plans. To summarise the applicant has provided all necessary assessment to demonstrate that the Local highway network can adequately function with the development traffic applied to the network in baseline and future assessment years.

88. The proposed level of parking has been calculated based on accumulation and demand and has been shown to be suitable until commencement of Phase 3 of the proposed development. At this time the applicant will be required to implement improvements to the P&R site to increase the number of spaces, in accordance with approved plans.

89. During an event or conference at HHP an Event Management Plan will be triggered by any such activity which generates more than 250 attendees. During such events parking will be provided off-site and transport to and from the off-site parking will be provided as necessary. Controls will be in place to prevent on-site parking during these times. A Travel Plan and a Car Park Management Strategy will be required, by condition, and construction must be controlled by way of a bespoke Code of Practice.

90. The proposal meets the aspirations and Policy requirements as identified within the Core Strategy (in particular Policies CS28 and CS34) and the Central Park AAP (Proposal CP02). The development also accords with Policy DEV31 of the Joint Local Plan. As such, subject to conditions, there are no objections to the proposal from the Local Highways Authority.

Drainage

91. The application covers three sites as part of the development: Western Gateway, Higher Home Park and Home Park Stadium. All three sites are situated in Flood Zone 1 and at a low risk of tidal flooding or fluvial flooding.

92. According to Environment Agency surface water flood risk mapping, the site is at a very low risk of surface water flooding from a 1% AEP (1 in 100 year return period) event.

93. The site is located in a CDA (red), and is not in a PFRA Flood Risk Area.

94. Unmanaged surface water runoff from the Stadium site and Higher Home Park site can contribute to localised flooding around Inverdene and Barn Park Road. Unmanaged surface water runoff from the Western Gateway site can contribute to localised surface water flooding in Outland Road.

95. A surface water strategy has been proposed where the Western Gateway site is proposed to discharge to an existing SWW public sewer at an attenuated rate of 5 l/s, with attenuation storage provided using an underground tank located beneath the parking area. A drainage plan submitted as part of the FRA&DS shows the proposed connection to a surface water sewer in Outland Road.

96. Modelling results for the Western Gateway site have been submitted that support the design standard of 1 in 100 year return period (1% AEP) with a 40% allowance for climate change.

97. The Higher Home Park / Stadium site is proposed to discharge surface water at an attenuated rate to a trench soakaway adjacent to eastern boundary. The trench soakaway is located in Third Party land. Attenuation storage is provided with two underground cellular attenuation tanks. This is acceptable in principle.

98. There are two outfalls proposed to discharge to the trench soakaway. One outfall discharges surface water from the Higher Home Park area at a proposed peak discharge rate of 8.1l/s. Attenuation storage is provided with an online tank 12.0m x 16m x 1.5m deep providing a storage capacity of 273.6m³.

99. A second outfall to the trench soakaways discharges surface water from the Home Park stadium area at a proposed peak discharge rate of 15.3l/s. Attenuation storage is provided with an online cellular tank 11m x 34m x 1.5m deep giving a storage capacity of 532.95m³.

100. The trench soakaway is located outside the developments site and is proposed to be 80m long with a 1m wide base and 1 in 4 side slopes. The design of the soakaway is based on an infiltration rate of 1.9×10^{-5} m/s, derived from infiltration tests. The trench slopes towards the north and is proposed to link to a wider drainage scheme in the future.

101. Modelling results have been submitted for the proposed drainage strategy that show the scheme has been designed for a 1 in 100 year return period (1%AEP) event with an allowance of 40% climate change.

Recommendations for Higher Home Park and Home Park Stadium

102. For the infiltration trench, a ground investigation study including an assessment of the underlying geology should be undertaken to assess and confirm the anticipated path the water will take having been discharged to the proposed soakaway. This is to confirm that water will not follow a pathway that ultimately impacts upon third party land or property. This will be secured by condition.

Recommendations for the Western Gateway Site

103. SWW should be consulted for any drainage strategy that proposes to connect to the existing SWW sewerage system and written confirmation from SWW should be submitted, including agreed surface water discharge rates before the drainage proposals are accepted. This may be limited to 1 in 10 year greenfield run off rates, with on-site attenuation required to store surface water volumes over and above these rates to a 1 in 100 year return period standard of protection. This will be secured by condition.

Recommendations for Both Sites

104. In an extreme event that exceeds the design standard, a surface water exceedance flow route should be identified on a plan that shows the route exceedance flows will take both on and off site and demonstrating that these flows do not increase the risk of flooding to properties on and off the site and or to Third Party Land including the Public Highway. Exceedance flows should be intercepted and contained on site as far as this is reasonably practicable and safe to do so, ensuring that flows are directed away from public access areas. This will be secured by condition.

105. A construction environment management plan incorporating method statements should be submitted to demonstrate how the new drainage system and water environment is protected during the construction phase and will be secured by condition.

Natural Infrastructure: Biodiversity and Landscaping

106. The whole site is identified in the Greenscape Assessment (2000/2004) as Central Park, Site No. E11. It is listed as being of District Importance for agricultural/food-growing and natural habitats / biodiversity; City importance for visual amenity, separation/buffer and access corridors/links; and Regional importance for informal recreation, and sports/other organised activities.

107. NPPF paragraph 74 states that 'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

108. Policy CS18 (1), in accordance with NPPF paragraph 114, states that the Council will protect and support a diverse and multi-functional network of green space and waterscape, through identifying ... a network of strategically and locally important Greenscape Areas, Development on or adjacent to these Greenscape Areas will not be permitted where it would result in unacceptable conflict with the function(s) or characteristics of that area.

109. JLP Policy DEV29 states that the LPA will protect and support a diverse and multi-functional network of green space. The following provisions apply:

- Development that would result in an unacceptable conflict with the function(s) or characteristic of Strategic Green Spaces and Local Green Spaces (Plymouth Policy Area) will be resisted. In these areas development will normally only be permitted where it enhances the value of the green space, for example through sports, allotment and play provision, lighting, cafes, educational uses and sustainable transport routes.
- The acceptability of development on or adjacent to other green spaces, including neighbourhood green spaces, will be assessed in relation to the impacts of development on the function(s) and characteristics of the green space and taking account of the plan's green space and play accessibility standards. Development will be resisted on sites where the functions and characteristics of the greenspace will be lost and mitigation is not possible.

110. Officers consider that the development is not contrary to these policies; with benefits of the scheme outweigh the harm. In addition, the agreed £250k contribution to Central Park is of benefit to the whole community, and in accordance with policies CS32 of the Core strategy and DEL1 of the Joint Local Plan.

Higher Home Park

111. A preliminary Ecological appraisal has also been written for Home Park and Higher Home Park Sites, and is incorporated into the Ecological Mitigation and Enhancement Strategy (EMES) dated 23/8/17. The planning application demonstrates improved soft and hard landscaping in the east of the HHP site adjacent to Zoo Field and its delivery will be conditioned to enhance the relationship of the site to Central Park.

112. As stated in pre-application comments, the hedge/trees consisting of Oak, Ash, Elm, Hawthorn and Elder running east-west to the south of the proposed ice rink proposal, need to be protected during construction and maintained and enhanced.

113. The tree survey and Tree Protection Plan indicate that there will be loss of 3 Ash:-

- 2 Category 'B' from within the site where the vehicle turning area is proposed.
- 1 Category 'C' tree from within the tree/hedge line that has a defective union.

114. The rest of the trees will be retained. To protect the trees/hedge during construction of the adjacent parking spaces then a no dig- porous surface will be needed as indicated on the Tree Protection Plan to ensure no roots are damaged and to improve the trees access to water and nutrients.

115. A tree protection condition, pre-commencement Arboricultural Method Statement for the installation of the parking area will need to be applied as detailed below. The Ecological Mitigation and Enhancement Strategy will need to be conditioned to ensure biodiversity net gain is achieved, and the loss of trees on site is compensated for either within the site as indicated on the Tree Protection Plan to the east of the football stadium, but if this is not achievable then off site in the wider Central Park in locations to be agreed.

Western Gateway Site

116. A Preliminary Ecological Appraisal (PEA) has been written for the Western Gateway (Vets Site) dated 19/10/17. This report contains recommendations for features such as green walls, invertebrate habitat creation, bat and bird nesting boxes. These should be included in the full EMES which will be a reserved matter.

117. The area of the actual proposed hotel contains few trees of merit, mainly self-sown Sycamore, Ash, Buddleia, Elder and Palm. However, the extended parking area will result in the loss of additional trees in the neighbourhood greenspace between Outland Road and the existing parking area. This area of trees have a value as a group, however those closest to Outland Road are more mature and have higher amenity value. They are not protected currently because they belong to PCC. The fact they are not protected does not mean they are not important in terms of amenity.

118. The mature part of the group are particularly prominent at the entrance to the Life Centre car park on one of the main routes in and out of the City. The Tree Protection Plan indicates that most of trees closest to Outland Road will be retained. The approximate number of trees to be lost are:-

* 8 category 'B' to form parking area and 1 category 'C'. The 4 Maple and Poplar are the more significant in terms of amenity of this group.

* Approximately 8 category 'C' in the proposed location of the hotel and 1 category 'B'. All of these are of poor quality and mainly young. Their removal will have a low impact.

119. The above trees are generally younger than those closer to Outland Road, with the exception of the Poplar and 4 Maple. Their loss will need to be mitigated for in part by replacement planting in the car park area and with specimen trees as indicated at the southern end of the hotel. If this is not achievable then compensatory planting off site in the wider Central Park will be sought in locations to be agreed.

120. The emerging JLP Policy DEV30 and Tree Canopy Cover assessment evidence base aims to retain existing high amenity trees and increase City wide canopy cover. If they are lost then there will need to be significant planting scheme to ensure net gain in canopy cover.

121. A tree protection condition and a condition requiring a mitigation tree planting/landscaping plan will need to be added to ensure it forms part of any subsequent reserved matters application.

Renewable Energy

122. As stated in the submitted Energy Strategy Rev. C, Phase 1 of the development (Mayflower Grandstand and Ice Arena) will not only be designed to ensure compliance with Approved Document Part L (2013), both in terms of CO2 emissions and risk of overheating, but will be a leading example of a sustainable leisure development.

123. To enable this, the following energy strategy will be implemented to limit the environmental impact of the development. The energy strategy is being developed in line with established sustainable design principles following a three tiered energy hierarchy:

Be Lean

124. Heat losses and gains through the external fabric of the Mayflower Stand and Ice Arena buildings will be limited by the use of best practice U-values reducing the thermal transmittance of the building envelope and help to significantly reduce heating and cooling demand and result in lower heating energy consumption.

125. It is expected that 'be lean' measures will produce a 5% reduction in CO₂ emissions beyond Part L (2013) through an 80% heat recovery from the ice rink chillers.

Be Clean

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

127. The CHP is to provide 90% of the hot water demand, this equates to a reduction in regulated CO₂ emissions of 7.7% beyond Part L 2013.

Be Green

128. Solar power will be collected through photovoltaic (PV) panels mounted at roof level along with the Air source heat pumps will further reducing the carbon emissions generated by the development. Air source heat pumps appear to offer the best fit "be green" solution offering a 6.3% reduction beyond Part L 2013. This is in addition to the PV Panels appearing to offer the second best fit 'Be Green' solution offering a 1.1% reduction beyond Part L 2013 based upon a panel area of 98m².

129. These two "Be Green" technologies offer a total be "Be Green" solution capable of a total 7.4% saving. The total LZC contribution is anticipated to be 15%.

130. Overall the results indicate that a 20% reduction in regulated carbon emissions is achievable when compared to the Part L 2013. This is equivalent to a 9.1% reduction in regulated and unregulated CO₂ emissions. Therefore Phase 1 of the development will accord with existing and emerging policy.

131. Sustainable Resource will be a Reserved Matter for Phase 2 and Phase 3 of the planning application. Phase 4 of the development (Stadium Corners) have no individual requirement for an Energy Statement, and are covered under the assessment for the Grandstand.

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 application will not attract the Local Community Infrastructure Levy due to the nature of the development

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 negotiated with the applicant in order to make the development acceptable, and are to be in the following manner:-

- £250,000 towards Strategic Greenspace for the Central Park Masterplan. Two trigger points for this have been agreed:-
- £125,000 payable on commencement of Phase 2 of the development, referred to as the Western
- Gateway Site (Hotel, Veterinary Surgery, Office, Restaurants and Café)
- £125,000 payable on commencement of Phase 3 of the development, referred to as the Higher
- Home Park Commercial (office, Restaurant and Gym)

- Improvements to the pelican crossing at Seagrave Road / Outland Road and these works shall upon practical completion of Phase 1 of the development hereby approved. The agreed works are as follows
- Replacement of all tactile paving;
and o Installation of new
dropped kerbs.

- A Management fee of £2001 (£667 per triggered obligation) shall

12. Equalities and Diversities

The planning application makes numerous provisions within its design to adequately accommodate all members of the community, including satisfactory levels of accessible parking to serve the development, and commitment to increase accessible parking within the Milehouse Park and Ride through its redesign.

To ensure that all this is adequately followed through, an 'Accessibility Compliance' condition will be imposed to demonstrate that all necessary infrastructure will be put in place to meet the requirements of Part M of the building regulations, when considering access. This will also consider dementia friendly development principles.

13. Conclusions

This application proposes a complex development that seeks to deliver many unfulfilled elements of the Central Park Area Action Plan which is welcomed by the Local Planning Authority.

Significant negotiation has taken place between officers and the applicant during the application stage to find solutions to the principle issues (parking, layout and drainage) to make the planning application acceptable, and to significantly reduce the harm of the development towards Central Park and the surrounding area.

The scheme promotes the re-development of brownfield land, bringing welcome investment into the city, and it is officers view it will introduce high quality development to support, not prejudice, the ongoing function of Central Park.

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 the Local Development Framework Core Strategy (including the Central Park Area Action Plan), the Plymouth and South West Devon Joint Local Plan and national guidance and is therefore recommended for condition approval subject to the signing of a S106 agreement.

14. Recommendation

In respect of the application dated **22.08.2017**
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:

I **CONDITION: APPROVED PLANS**

Masterplan I7442-APP09 - received 15/11/17

Phasing Plan I7442 APP01 - received 28/11/17

Drainage 500 Rev P3 received 28/11/17

Drainage 501 Rev P3 received 28/11/17

Ecological Enhancement Plan TE0158/EMES/A Rev A received 15/08/17

Phase I Survey Map TE0158/EMES/A Rev A received 15/08/17

Tree Constraints Plan 04913 TCP Rev A received 12/10/17

Tree Protection Plan 04913-AIA.TPP-NORTHERNGATEWAY - received 12/10/17

Site Location Plan I7442-EX01 Rev A received 12/10/17

Floor Plans PA-KT-PI-00-DR-A-I628-L-02-00 Rev P7 received 12/10/17

Floor Plans PA-KT-PI-01-DR-A-I628-L-02-01 Rev P9 received 12/10/17

Floor Plans PA-KT-PI-02-DR-A-I628-L-02-02 Rev P9 received 12/10/17

Floor Plans PA-KT-PI-03-DR-A-I628-L-02-03 Rev P8 received 12/10/17

Roof Plan PA-KT-PI-04-DR-A-I628-L-02-04 Rev P7 received 12/10/17

Sections PA-KT-PI-XX-DR-A-I628-L-03-01 Rev P8 received 12/10/17

Sections PA-KT-PI-XX-DR-A-I628-L-03-02 Rev P7 received 12/10/17

Sections PA-KT-PI-XX-DR-A-I628-L-03-03 Rev P7 received 12/10/17

Proposed Elevations PA-KT-PI-XX-DR-A-I628-L-04-01 Rev P5 received 12/10/17

Other PA-KT-PI-XX-DR-A-I628-L-05-01 Rev P5 received 12/10/17

Other PA-KT-PI-XX-DR-A-I628-L-05-02 Rev P3 received 12/10/17

3D Views PA-KT-PI-XX-MR-A-I628-L-08-01 Rev P8 received 12/10/17

3D Views PA-KT-PI-XX-MR-A-I628-L-08-02 Rev P7 received 12/10/17

3D Views PA-KT-PI-XX-MR-A-I628-L-08-03 Rev P7 received 12/10/17

Floor Plans PA-KT-P2-00-DR-A-I628-L-02-10 Rev P6 received 12/10/17

Floor Plans PA-KT-P2-01-DR-A-I628-L-02-11 Rev P6 received 12/10/17

Floor Plans PA-KT-P2-02-DR-A-I628-L-02-12 Rev P5 received 12/10/17

Floor Plans PA-KT-P2-03-DR-A-I628-L-02-13 Rev P6 received 12/10/17

3D Views PA-KT-P2-XX-MR-A-I628-L-08-10 Rev P6 received 12/10/17

3D Views PA-KT-P2-XX-MR-A-I628-L-08-11 Rev P6 received 12/10/17

3D Views PA-KT-P2-XX-MR-A-I628-L-08-12 Rev P6 received 12/10/17

Other PA-KT-P2-03-DR-A-I628-L-70-01 Rev P8 received 12/10/17

Roof Plan PA-KT-P2-04-DR-A-I628-L-02-14 Rev P6 received 12/10/17

Floor Plans PA-KT-P2-XX-DR-A-1628-L-02-50 Rev P6 received 12/10/17
Sections PA-KT-P2-XX-DR-A-1628-L-03-10 Rev P6 received 12/10/17
Proposed Elevations PA-KT-P2-XX-DR-A-1628-L-04-10 Rev P5 received 12/10/17
Masterplan 17442-APP01 - received 15/11/17
Masterplan 17442-APP02 - received 15/11/17
Masterplan 17442-APP03 - received 15/11/17
Masterplan 17442-APP04 - received 15/11/17
Masterplan 17442-APP05 - received 15/11/17
Masterplan 17442-APP06 - received 15/11/17
Masterplan 17442-APP07 - received 15/11/17
Ground Floor Plan 17441 SD 01 Rev A received 04/09/17
Floor Plans 17441 SD 02 Rev A received 04/09/17
Roof Plan 17441 SD 03 Rev A received 04/09/17
Sections 17441 SD 04 Rev A received 04/09/17
Sections 17441 SD 05 Rev A received 04/09/17
Elevations 17441 SD 07 Rev A received 04/09/17
Elevations 17441 SD 08 Rev A received 04/09/17
Visualisations 17441 SD 11 - received 04/09/17
Sections PA-KT-PI-XX-DR-A-1628-L-03-01 Rev P7 received 04/09/17
Tree Protection Plan 04913-AIA.TPP-HIGHERHOMEPARK Rev B received 24/10/17
Elevations 4962-15JAN17-14 - received 15/08/17
Elevations 4962-15JAN17-15 - received 15/08/17
Elevations 4962-15JAN17-16 - received 15/08/17
Elevations 4962-15JAN17-17 - received 15/08/17
Elevations 4962-15JAN17-18 - received 15/08/17
Sections 4962-15JAN17-19 - received 15/08/17
Sections 4962-15JAN17-19 - received 15/08/17
Floor Plans PA-KT-PI-00-DR-A-1628-L-02-00 Rev P5 received 15/08/17
Floor Plans PA-KT-PI-03-DR-A-1628-L-02-03 Rev P6 received 15/08/17
Floor Plans PA-KT-P2-00-DR-A-1628-L-02-10 Rev P4 received 15/08/17
Floor Plans PA-KT-P2-02-DR-A-1628-L-02-12 Rev P3 received 15/08/17
Floor Plans PA-KT-P2-03-DR-A-1628-L-02-13 Rev P4 received 15/08/17
Other PA-KT-P2-03-DR-A-1628-L-70-01 Rev P6 received 15/08/17
Other PA-KT-P2-XX-DR-A-1628-L-02-50 Rev P3 received 15/08/17
3D Views PA-KT-P2-XX-MR-A-1628-L-08-50 Rev P1 received 15/08/17
Existing Floor Plans PA-KT-XX-GF-DR-A-XX-1628-L0220 Rev P1 received 15/08/17
Existing Elevations PA-KT-XX-GF-DR-A-XX-1628-L0420 Rev P1 received 15/08/17

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

Phase 1 and Phase 4 of the development as shown on the approved Phasing Plan, DWG 17442 APP01 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: APPROVAL OF RESERVED MATTERS

PRE-COMMENCEMENT

Approval of the details for Phase 2 (Western Gateway Site) and Phase 3 (Higher Home Park Commercial) (hereinafter called "the reserved matters") as shown on the approved Phasing Plan DWG 17442 APP01 shall be obtained from the Local Planning Authority in writing before any development is commenced other than Phase 1 and Phase 4

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

4 CONDITION: SUBMISSION OF RESERVED MATTERS (PHASE 2)

Plans and particulars of the reserved matters referred to in condition 3 above specifically for Phase 2, relating to the Design, Scale, Mass, Layout and Appearance, Hard and Soft Landscaping and Landscape Management, Arboricultural Method Statement, Ecological Mitigation and Enhancement Strategy, Renewable Energy Production, Drainage, Ventilation and Extraction, Energy Plant (Air Quality and Noise Assessment), Refuse and Waste Management and Servicing Details shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

5 CONDITION: SUBMISSION OF RESERVED MATTERS (PHASE 3)

Plans and particulars of the reserved matters referred to in condition 3 above specifically for Phase 3, relating to the:- Design, Scale, Mass, Layout and Appearance, Hard and Soft Landscaping, Renewable Energy Production, Drainage, Ventilation and Extraction, Energy Plant (Air Quality and Noise Assessment), Refuse and Waste Management and Servicing Details, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

6 CONDITION: TIME LIMIT FOR SUBMISSION

Application for approval of the reserved matters pursuant to Phase 2 and Phase 3 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990

7 CONDITION: TIME LIMIT FOR COMMENCEMENT

Phase 2 (Western Gateway Site) and Phase 3 (Higher Home Park Commercial) hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

8 CONDITION: CODE OF PRACTICE

PRE-COMMENCEMENT

Prior to the commencement of each Phase of the development hereby approved, a detailed management plan for the construction phase of development shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall also include details of any on or off site construction compounds. 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 Policies CS22, CS28 and CS34, of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV2 and DEV31 of the Plymouth and South West Devon Joint Local Plan.

Justification: To ensure that the construction phases of this development are adequately managed so as to not cause unnecessary harm or disruption to the environment

9 CONDITION: CONDITION: SUSTAINABLE RESOURCE USE (PHASE I)

PRE-COMMENCEMENT

Phase I of the development shall be completed in accordance with the submitted Home Park - Mayflower Stand and Ice Arena Energy Strategy Rev. C, dated 10th October 2017 prepared by Hoare Lea consultants. This proposes a range of measures to achieve the carbon savings. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

Unless otherwise agreed previously in writing with the Local Planning Authority, prior to any development taking place, the applicant shall provide to the Local Planning Authority details of the locations of the on-site renewable energy production methods (in this case Photovoltaic Cells) for approval. The on-site renewable energy production methods shall be provided in accordance with these details prior to the first occupation of the development and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to offset at least 15% of predicted carbon emissions for the development in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, the draft Joint Local Plan Policy DEV34 and relevant Central Government guidance contained within the NPPF.

Justification: to ensure the proposed renewable energy provisions are adequately delivered to meet the policy objectives of the Council

10 CONDITION: ARBORICULTURAL METHOD STATEMENT (PHASE 1 AND PHASE 3)

PRE-COMMENCEMENT

No development pursuant to Phase 1 and Phase 3 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 installation of the parking to the north of the tree/hedge line. The statement shall detail how trees are to be protected during construction through the use of a porous no-dig construction techniques for adjacent parking spaces. It shall include measures for protection in the form of barriers to provide a 'construction exclusion zone' and ground protection in accordance with Section 6.1 of BS: 5837:2012 Trees in relation to Design, Demolition and Construction - Recommendations. The measures contained in the approved statement shall be fully implemented and shall remain in place until construction work has ceased.

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

Justification: to ensure the trees are protected throughout the scheme

11 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 commence until conditions 1 to 3 below have been complied with.

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:

- 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 o ecological systems
- archaeological sites and ancient monuments;
- 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.

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 Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV2 of the Plymouth and South West Devon Joint Local Plan and paragraphs 120 - 123 of the National Planning Policy Framework 2012.

Justification: to ensure that the land on which the development is occurring is safe and does not give rise to any unnecessary health implications in the future

12 **CONDITION: PROGRAMME OF WORKS**

PRE-COMMENCEMENT

Prior to commencement of each Phase hereby approved no development shall take place until a Programme of Works has been submitted to and approved in writing by the Local Planning Authority. The Programme of Works for each phase shall specify the submission of details pursuant to conditions 23, 24, 25, 26, 27, 28, 29, 30, 32 and 48 (where required) and agree the timing of implementation of those conditions. The agreed Programme of Works shall be strictly adhered to unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that specific works are implemented in a timely manner and to the satisfaction of the Local Planning Authority in accordance with Policies CS02, CS18, CS19, CS21, CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV20, DEV28, DEV29, DEV31 and DEV37 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

Justification: to agree a timeframe for the submission of, and delivery of necessary works and information that is both acceptable to the applicant and the Council

13 **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, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

Justification: to ensure that the construction phase adequately accommodates contractors needs without prejudicing the safety and amenity of the environment

14 **CONDITION: ACCESSIBILITY**

PRE-COMMENCEMENT

Prior to the commencement for each Phase of the development hereby permitted, the applicant, developer or their successor shall submit an 'Accessibility Compliance' statement demonstrating that the development will adequately provide the necessary infrastructure so that all members of the community can utilise the proposed facilities without prejudice. This statement will consider relevant sections of Part M of the Building Regulations, including dementia friendly development through the provision of adequate accessible parking, access, toilet and change facilities and signage.

Reason: To ensure that the development adequately meets the needs of all members of the community in accordance with Policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV20 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

Justification: to ensure that the development is designed and laid out appropriately to overcome all accessibility issues

15 CONDITION: CONDITION: STREET DETAILS

PRE-CONSTRUCTION

No Construction works pursuant to Phase 1 shall take place until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads, footways and pedestrian areas forming part of the development have been submitted to and approved 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, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

16 CONDITION: PARK AND RIDE IMPROVEMENTS (GRAMPIAN)

PRE-CONSRUCTION

Notwithstanding the submitted 'Draft revised Milehouse Park & Ride Layout', Construction work pursuant to Phase 3 of the development hereby approved shall not commence until a final layout plan has been submitted to and approved in writing by the Local Planning Authority for the proposed improvements, to increase the number of spaces up to the absolute maximum, to the Milehouse Park and Ride site. The works shall be implemented and completed in accordance with the approved layout prior to the commencement of construction works for Phase 3 of the development hereby approved.

Reason:

So that adequate parking to meet the developments demand is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

17 CONDITION: TEMPORARY MEMBERS BAR ENCLOSURE - DETAILS

PRE-CONSTRUCTION

The Temporary Members Bar Enclosure shown on plan I7442-APP09 shall not be constructed until details including size, hours of use, servicing and management arrangements have been submitted to and agreed by the Local Planning Authority.

Reason:

To ensure that this bar facility is of an adequate standard for the location in accordance with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

18 CONDITION: EXTERNAL MATERIALS (ICE ARENA)

PRE-CONSTRUCTION

The construction of the Ice Arena shall not commence until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policies CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

19 CONDITION: PROVISION OF DRAINAGE (GRAMPIAN)

PRE-CONSTRUCTION

Notwithstanding the submitted drainage details, no construction works pursuant to Phase I of the development hereby approved shall start until scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) For the infiltration trench, a ground investigation study including an assessment of the underlying geology should be undertaken to assess and confirm the anticipated path the water will take having been discharged to the proposed soakaway. This is to confirm that water will not follow a pathway that ultimately impacts upon third party land or property.
- b) A surface water exceedance flow route should be identified on a plan that shows the route exceedance flows will take both on and off site and demonstrating that these flows do not increase the risk of flooding to properties on and off the site and or to Third Party Land including the Public

Highway. Exceedance flows should be intercepted and contained on site as far as this is reasonably practicable and safe to do so, ensuring that flows are directed away from public access areas

c) A construction environment management plan incorporating method statements should be submitted to demonstrate how the new drainage system and water environment is protected during the construction phase.

d) SWW should be consulted for any drainage strategy that proposes to connect to the existing SWW sewerage system and written confirmation from SWW should be submitted, including agreed surface water discharge rates before the drainage proposals are accepted. This may be limited to 1 in 10 year greenfield run off rates, with on-site attenuation required to store surface water volumes over and above these rates to a 1 in 100 year return period standard of protection.

In accordance with the agreed programme of works as required by condition 12 of this planning permission, it shall be demonstrated to the satisfaction of the Local Planning Authority that all relevant on and off site parts of the drainage 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 adequately deal with on and offsite surface water in accordance with Policy CS21 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV37 of the Plymouth and South West Devon Joint Local Plan and paragraphs 94 and 100-103 of the National Planning Policy Framework 2012 .

20 **CONDITION: AIR QUALITY**

PRE-INSTALLATION

1. Prior to installation, full details of the proposed energy plant required for Phase I must be submitted for approval by the Local Planning Authority. Any alterations to the energy plant that may impact on pollution levels will need to be approved by the Local Planning Authority.

2. Prior to installation, a detailed air quality assessment, taking into account the details of the required energy plant for Phase I, shall be submitted for approval by the Local Planning Authority.

Reason:

To ensure that the development does not have a detrimental impact on air quality and to comply with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (20062021) 2007, Policies DEV1, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

21 **CONDITION: COMPLETION OF ROADS AND FOOTWAYS AFTER PHASE 3**

PRE-OCCUPATION

All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under condition 15 'STREET DETAILS' of this planning permission before the first occupation of Phase 3, hereby approved.

Reason:

To ensure that an appropriate and safe access is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

22 **CONDITION: REINSTATEMENT OF FOOTWAY**

PRE-OCCUPATION

The buildings on Phase 2 shall not be brought into use until the existing footway crossing (to become redundant) has been removed and the footway reinstated.

Reason:

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, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

23 **CONDITION: CAR PARKING PROVISION**

All car parking areas shown on the approved plans shall be drained and surfaced in accordance with the approved details of each phase of the development hereby approved, and that area shall not thereafter be used for any purpose other than the parking of vehicles. The works shall be completed in accordance with the agreed programme of works as required by condition 12 of this planning permission.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

24 **CONDITION: CYCLE PROVISION**

Space shall be laid out within each phase of the development in accordance with details previously submitted to and approved in writing by the Local Planning Authority for bicycles to be securely parked, and in accordance with the agreed programme of works as required by condition 12 of this planning permission. The secure areas for storing bicycles shown on the approved plans shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

25 **CONDITION: LOADING AND UNLOADING PROVISION**

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 and in accordance with the agreed programme of works as required by condition 12 of this planning permission.

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 Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

26 **CONDITION: TRAVEL PLAN**

A Travel Plan for each phase hereby permitted shall be submitted to and approved in writing by the Local Planning Authority in accordance with the agreed programme of works as required by condition 12 of this planning permission. The said Travel Plan(s) 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 agreed in the programme of works the occupier shall operate the approved Travel Plan.

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

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

Reason:

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 and Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

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

27 **CONDITION: CAR PARKING MANAGEMENT STRATEGY (CPMS)**

A site wide Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the Local Planning Authority in accordance with the agreed programme of works as required by condition 12 of this planning permission. The CPMS shall provide information in relation to allocation of parking across the entire site and shall include specific measures relating to control, management and enforcement of parking, with specific concern to events and in conjunction and compliance to the neighbouring Life Centre and Park and Ride sites.

Reason:

To ensure that appropriate measures are in place for large conferencing events so as not to prejudice the public highway or public parking provision within the area in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

28 CONDITION: EVENT MANAGEMENT PLAN (EMP) (GRAMPIAN)

Notwithstanding the submitted Draft Event Management Plan Heads of Terms, and in accordance with the agreed programme of works as required by condition 12 of this planning permission, hereby approved, a Full Event Management Plan (EMP), shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall outline the requirements and provisions necessary to ensure that an effective plan is enforced during any event at Higher Home Park which attracts more than 250 delegates. The EMP shall include details of off-site parking, appropriate transfers and management / enforcement processes to ensure compliance of the EMP.

Reason:

To ensure that appropriate measures are in place for large conferencing events so as not to prejudice the public highway or public parking provision within the area in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

29 CONDITION: LANDSCAPE MANAGEMENT PLAN

A Landscape Management Plan for each Phase (excluding Phase 4) shall be submitted to and approved in writing by the Local Planning Authority in accordance with the agreed programme of works as required by condition 12 of this planning permission. The plan will include the long term objectives, indicate the ownerships and responsibilities and set out maintenance operations for the first year following implementation of the scheme and for a further 4 years following establishment.

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, Policies DEV28 and DEV30 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

30 CONDITION: LANDSCAPE WORKS AND IMPLEMENTATION (PHASE 1)

Landscape works shall include planting plans including the location of all proposed plants their species, numbers, densities, ground preparation and tree pit details. All landscape works shall be carried out in accordance with the approved details and the works shall be carried out in accordance with the agreed programme of works as required by condition 12 of this planning permission.

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, Policies DEV28 and DEV30 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

31 **CONDITION: PHASE I SUBMISSION OF FINAL SCHEME (GRAMPIAN)**

In the event that a Reserved Matters application relating to Phase 3 of the development hereby approved is not submitted and agreed by the Local Planning Authority within the given time frame as required by condition 6 of this permission; or in the event that an application for Reserved Matters has been submitted and approved for Phase 3 but is not implemented within given time frame as required by condition 7 of this permission then the applicant, developer or their successor shall submit and implement a detailed Final Parking Layout and Public Realm Scheme to complete the Higher Home Park site and the land between Higher Home Park and the Life Centre.

Reason:

To ensure that these areas are finished to a high standard using good quality materials in accordance with Policies CS02, CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

32 **CONDITION: ACCESS CONSTRUCTION BEFORE COMPLETION**

Phase I of the development shall have a 'temporary' means of vehicular and non-vehicular access constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority in accordance with the agreed programme of works as required by condition 12 of this planning permission. The access arrangement must provide a suitable surface, drainage and lighting scheme with amendments to signing (including TRO amendments if required) as necessary. The approved access arrangements must be maintained to a suitable standard at all times.

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, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

33 **CONDITION: PHASE 3 IMPLEMENTATION RESTRICTION**

Unless otherwise agreed writing, Phase 3 of the development hereby approved shall not be implemented unless all elements detailed in Phase I of the development hereby approved have been implemented. For clarity, this means the redevelopment of the Mayflower Grandstand (inc. ancillary developments) and the new Ice Arena.

Reason:

Phase 3 would be unacceptable as an isolated development and would be contrary to policies CS01, CS02 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

34 CONDITION: CAR PARKING RESTRICTION

No part of the site shall at any time be used for the parking of vehicles other than that part specifically shown for that purpose on the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the opinion of the Local Planning Authority the level of car parking provision should be limited in order to assist the promotion of more sustainable travel choices in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

35 CONDITION: NOISE

The plant selected for final use will not increase the noise climate above the figures quoted within the noise impact assessment submitted by the applicant. The selected plant shall have no tonal element, measureable at any nearby residential receptors.

Reason:

To protect nearby residents and the general noise climate of the area from unwanted disturbance by noise and to comply with policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV2 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF

36 CONDITION: MEZZANINE FLOORSPACE

No additional floorspace shall be created by the addition of additional floors or a mezzanine in any of the Use Class B1 or A3 units within Phase and Phase 3 of the development hereby permitted without the prior written approval of the Local Planning Authority.

Reason:

In order to provide an acceptable form of development, to comply with policies CS06, CS07, CS08 and CS12 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and Policies DEV16 and DEV17 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF.

37 CONDITION: BIODIVERSITY

Unless otherwise previously agreed in writing with the Local Planning Authority, Phase I of the development shall be carried out in accordance with the Ecological Mitigation and Enhancement Strategy (dated 23/8/17) which shall include a Construction Environment Management Plan and Landscape Ecology Management Plan.

Reason

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with Policies CS01, CS19, CS34 the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies SPT11 and DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 109, 118 of the NPPF

38 CONDITION: EXISTING TREE/HEDGEROWS TO BE RETAINED/PROTECTED (PHASE I and PHASE 3)

In this condition "retained tree or hedgerow" means an existing tree or hedgerow which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the commencement of development.

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

B: If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or pruned in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

C: The erection of barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with the approved plans Dwg Ref:04913-AIA.TPP- HigherHomePark RevB and/or in accordance with Section 6.2 of BS 5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that trees or hedgerows retained are protected during construction work and thereafter are properly maintained, if necessary by replacement, in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV30 of the Plymouth and South West Devon Joint Local Plan and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012

39 CONDITION: EXISTING TREE/HEDGEROWS TO BE RETAINED/PROTECTED (PHASE 2)

In this condition "retained tree or hedgerow" means an existing tree or hedgerow which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the commencement of development.

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

B: If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or pruned in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

C: The erection of barriers and ground protection for any retained tree or hedgerow shall be undertaken in accordance with the approved plans Dwg Ref: 04913-AIA.TPP-NorthernGateway and/or in accordance with Section 6.2 of BS 5837:2012 Trees in Relation to Design, Demolition and Construction -Recommendations before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that trees or hedgerows retained are protected during construction work and thereafter are properly maintained, if necessary by replacement, in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV30 of the Plymouth and South West Devon Joint Local Plan and paragraphs 61, 109 and 118 of the National Planning Policy Framework 2012

40 CONDITION: LAND QUALITY - REPORTING OF UNEXPECTED CONTAMINATION

In the event that contamination is found at any time when carrying out the approved development (Phase 1 - 4) that was not previously identified; it must be reported in writing immediately to the Local Planning Authority. 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 this condition has been complied with in relation to that contamination.

An investigation and risk assessment shall be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme shall be prepared in accordance with the requirements of condition 2 above, 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 shall be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the environment, future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors; and to avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV2 of the Plymouth and South West Devon Joint Local Plan and paragraphs 120 - 123 of the National Planning Policy Framework 2012.

41 **CONDITION: OPENING HOURS - ICE ARENA**

The Ice Arena hereby permitted in Phase I shall not be open to customers outside the following times: 0600 hours to 2359 hours Mondays to Sundays and Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV1, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraph 123 of the National Planning Policy Framework 2012.

42 **CONDITION: OPENING HOURS - PERMANENT MEMBERS BAR**

The Permanent Members Bar hereby permitted in Phase I shall not be open to customers outside the following times: 0900 hours to 2300 hours Mondays to Saturdays inclusive and 0900 hours to 2230 hours on Sundays and Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV1, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraph 123 of the National Planning Policy Framework 2012.

43 **CONDITION: OPENING HOURS - GYM**

The Gym hereby permitted in Phase 3 shall not be open to customers outside the following times: 0600 hours to 2359 hours Mondays to Sundays and Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework

Core Strategy (2006-2021) 2007, Policies DEV1, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraph 123 of the National Planning Policy Framework 2012.

44 **CONDITION: OPENING HOURS - A3 CAFÉ/RESTAURANT UNITS**

The A3 Café/Restaurant units hereby permitted in Phase 2 and Phase 3 shall not be open to customers outside the following times: 0900 hours to 2300 hours Mondays to Saturdays inclusive and 0900 hours to 2230 hours on Sundays and Bank or Public Holidays.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV1, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraph 123 of the National Planning Policy Framework 2012.

45 **CONDITION: SITE WASTE MANAGEMENT PLAN**

All phases of the development hereby approved shall be constructed and operated in accordance with the submitted and approved Site Waste Management Plan unless otherwise agreed in writing.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects, including noise and disturbance likely to be caused by persons arriving at and leaving the premises, and avoid conflict with Policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV1, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraph 123 of the National Planning Policy Framework 2012.

46 **CONDITION: SECURITY GLAZING**

All ground floor and easily accessible glazing must incorporate one pane of laminated glass to a minimum thickness of 6.4mm or glass successfully tested to BS EN 356:2000.

Reason:

To ensure a high quality safe environment in accordance with Policies CS02, CS28, CS32 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy DEV20 of the Plymouth and South West Devon Joint Local Plan and guidance contained within the NPPF

47 **CONDITION: EXTERNAL LIGHTING STANDARDS**

All street lighting for adopted highway, footpaths and car parks must comply with BS 5489-1:2013.

Reason:

To ensure a high quality safe environment in accordance with Policies CS02, CS28, CS32 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV1, DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained with the NPPF

48 **CONDITION: SIGNING STRATEGY**

In accordance with the agreed programme of works as required by condition 12 of this planning permission the applicant shall submit details of direction signing to and from the facilities for all modes of transport and shall consider signing requirements on both the local and strategic road networks.

Reason:

In order to ensure that the development is adequately signed for all modes of transport in the interest of highway safety and convenience, in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV20 and DEV31 of the Plymouth and South West Devon Joint Local Plan and guidance contained with the NPPF

49 **CONDITION: RESTRICTION ON PERMITTED CHANGES OF USE**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order revoking and re-enacting that order with or without modification), no change of use of the proposed A4 unit within Phase 1 of the development, or the A3 units within Phase 2 and Phase 3 of the development to a use falling within Classes A1 or A2 of Part 3 of Schedule 2 to that order shall be carried out without the consent in writing of the Local Planning Authority.

Reason:

The Local Planning Authority considers that, in the particular circumstances of the case, the use of the premises for the purpose specified is appropriate, but that a proposal to use the premises for any other purpose would need to be made the subject of a separate application to be considered on its merits in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, Policies DEV16, DEV17 and DEV20 of the Plymouth and South West Devon Joint Local Plan and guidance contained with the NPPF

50 **CONDITION: TEMPORARY MEMBERS BAR ENCLOSURE - TIME LIMITATION**

The temporary members bar shown on plan I7442-APP09 shall cease to operate and be removed from this location within 1 year from the date of its erection, or on completion of the Phase 1 Stadium Works (whichever comes first) after which the area shall be returned for the parking of vehicles only, unless otherwise agreed in writing.

Reason:

To ensure that the area does not become a permanent 'ad-hoc' bar facility and to provide adequate levels of parking to meet the demands of the development in accordance with Policies CS02, CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policies DEV1 and DEV20 of the Plymouth and South West Devon Joint Local Plan and guidance contained with the NPPF

Informatives

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

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).

2 INFORMATIVE: CONDITIONAL APPROVAL WITH NEGOTIATION

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.

3 INFORMATIVE: ILLUSTRATIVE DETAILS

In granting this outline planning permission, the Local Planning Authority has had regard to the details shown for illustrative purpose on the submitted plans and drawings, and would expect the principles shown to be reflected in any subsequent application for the approval of reserved matters.

4 INFORMATIVE: SECURITY BOLLARDS

Fixed bollards should have been successfully tested to PAS 68-1:2013

Rising Bollards should have been successfully tested to PAS 68-2:2013

5 INFORMATIVE: TRAVEL PLAN

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

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

6 INFORMATIVE: CODE OF PRACTICE

The management plan shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web pages, and shall include sections on the following:

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

7 INFORMATIVE: ROLLER SHUTTERS AND GRILLES

If fitted shutters and grilles should meet the minimum standard and certification to LPS 1175: Issue 7 security Rating 1 or STS 202: Issue 3, Burglary Rating 1

8 INFORMATIVE: PUBLIC HIGHWAY APPROVAL

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

9 INFORMATIVE: SAFETY ADVISORY GROUP

The applicant shall continue to liaise with the Safety Advisory Group throughout the preparation of any information or details required by condition in relation to this planning permission.

10 INFORMATIVE: SUPPORTING DOCUMENTS

The following supporting documents have been considered in relation to this application:

ADDENDUM TO FULL DESIGN AND ACCESS STATEMENT

AIR QUALITY Rev1 28/07/2017

ATTENUATION STORAGE 1

ATTENUATION STORAGE 2

DESIGN AND ACCESS STATEMENT

DESIGN AND ACCESS STATEMENT ADDENDUM 1

DESIGN AND ACCESS STATEMENT ADDENDUM 2

ECOLOGICAL APPRAISAL - FINAL

ECOLOGICAL ENHANCEMENT PLAN TE0158/EMES/A

ECOLOGICAL MITIGATION AND ENHANCEMENT STRATEGY - HHP

ECOLOGICAL MITIGATION AND ENHANCEMENT STRATEGY - WGS

ENERGY STRATEGY REV C

EVENT MANAGEMENT PLAN FOR HOME PARK CONFERENCING EVENTS - HEADS OF TERMS (DRAFT)

EXTENDED PHASE I SURVEY MAP TE0158/EMES/A

FLOOD RISK ASSESSMENT AND DRAINAGE STATEMENT

HIGHER HOME PARK PERSPECTIVE VIEWS 17431-SD13

INTERNAL SKETCH VIEWS 17441 SD 11

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

LANDSCAPE AND VISUAL IMPACT FIGURE SET

MASSING VIEWS 17431-SD12 B

MILEHOUSE PARK AND RIDE REVISED CAR PARK LAYOUT (DRAFT)

NOISE ASSESSMENT REPORT

PAFC SITE WASTE MANAGEMENT PLAN

PAFC PARKING ASSESSMENT - FURTHER INFO

PERSPECTIVE VIEWS 17431-SD10 C

PERSPECTIVE VIEWS 17431-SD14

PERSPECTIVE VIEWS 17441 SD 09

PHASE I GEO-ENVIRONMENTAL ASSESSMENT
PHOTOMONTAGE SET - REV B - OCTOBER 2017
PLYMOUTH CITYBUS: DAYTIME PARKING AGREEMENT
PRELIMINARY ECOLOGICAL APPRAISAL- FINAL
STAGE 2 - 3D RENDER VIEWS PA-KT-P2-XX-MR-A-I628-L-08-50-PI
STATEMENT OF COMMUNITY INVOLVEMENT PI
SUPPORTING TOWN CENTRE ASSESSMENT (AUGUST 2017) - INCLUDING APPENDICIES 1-12
TRANSPORT STATEMENT W17138-TA-01 / Version 5 & ADDENDUM TO TRANSPORT
ASSESSMENT
TREE CONSTRAINTS PLAN 04913 TCP A
TREE PROTECTION PLAN HHP 04913-AIA.TPP-HIGHERHOMEPARK B
TREE PROTECTION PLAN WGS 04913-AIA.TPP-NORTHERNGATEWAY
TREE SURVEY
VENTILATION AND EXTRACTMENT STATEMENT

II INFORMATIVE: WILDLIFE & COUNTRYSIDE ACT 1981

Please note that it is an offence under the Wildlife and Countryside Act 1981 to disturb nesting birds. The months to avoid are March to August.