

# COLIN CAMPBELL COURT, PLYMOUTH, PL1 1PZ

## Site Planning Statement

This Planning Statement provides guidance for the redevelopment of this site. It does not establish policy, but assists the development process by bringing together key planning and design issues.

**Site area: approx. 1.8 hectares**  
**Ownership: PCC and Various**

This is a major site in the City's West End currently providing a mix of retail units and other town centre uses, residential flats and a large surface level car park. The site has extensive active frontages to Western Approach and Union Street and is prominently located on one of the City Centre's main junctions. It also has frontages to the central City Centre shopping streets – New George St, Market Avenue and Frankfort Gate.

The site is strategically important for Plymouth defining the western edge of the City Centre. The site has been identified as a regeneration priority for many years. It is recognised for its ability to anchor the West End of the city, to provide for an intensification of uses and people and to create a more positive first impression of the city. The City Centre Masterplan reaffirms the site as a top priority for redevelopment, setting this within the context of other development opportunities which exist in the area and as part of a new City Centre neighbourhood.

The City Council, with support of the Homes and Communities Agency, has made strategic land acquisitions (in addition to its existing ownership) to help to facilitate the redevelopment of the site. Demolition works on part of the site are programmed to commence in 2017 to help bring forward redevelopment.



*Site Photos: Top left – view across public car park; Top right – view along Frankfort gate; Bottom left – view along Western Approach; Bottom right – Art deco Colin Campbell House.*

## Development Principles

### Planning Policy Context

The site forms the main part of a wider area identified for mixed-use regeneration in Policy CC08 of the adopted City Centre and University Area Action Plan (AAP) (2010). The emerging Plymouth and South West Devon Joint Local Plan will replace the Core Strategy and AAP. Policy 42 in the Plymouth Plan Part I (approved September 2015) specifically supports the delivery of improvements to the City Centre and strengthening the role of the West End alongside delivering a vibrant mix of uses to diversify the City Centre. The Colin Campbell Court site is a key part of this regeneration strategy. The evidence base document that supports this approach is the Plymouth City Centre Development Study (2014). The site is also identified as a priority project for major intervention in the Plymouth City Centre Masterplan.

### Land Uses

The site is able to accommodate a wide range of complementary uses as part of a comprehensive redevelopment scheme. Plymouth Plan part I and the City Centre Masterplan envisage a significant residential focus for the site with town/city centre and other active uses on lower floors. The site offers the opportunity for a range of residential units including flats, town houses, self-build (custom/self-finish units) as part of the mix of tenures and types provided for in redevelopment proposals. Opportunities also exist for this area to support a range of retail uses of different scales from smaller units which complement and strengthen the offer of the West End, to larger format retail stores which could act as an anchor for this area of the City Centre. Other uses could include restaurants and cafes, offices and a hotel. Redevelopment should also include high quality public realm, new and upgraded pedestrian and cycle routes and creative solutions to parking which continue to support City Centre trading. Improvements to the local highway network and key junctions should also form part of redevelopment proposals.

While the range of uses is flexible, as a minimum the site should include:

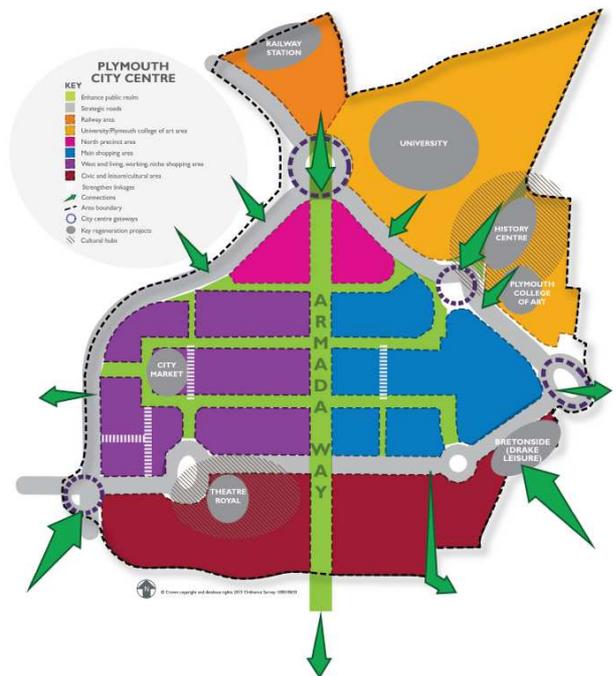
- A range of housing opportunities including different types and tenures
- Retail, town centre and other active uses on lower floors
- High quality public realm
- Car parking to serve the needs of the West End

*Illustrative view along Union Street (City Centre Masterplan, LDA Design)*



The Council's policy on affordable housing is set out in Policy CS15 of the adopted Core Strategy and its Planning Obligations and Affordable Housing Supplementary Planning Document. National government policy is now seeking to bring forward starter homes on appropriate sites, although the detailed regulations are awaited. Whilst the policy starting point at present remains how any proposed development meets the requirements of CS15, and the provisions of the SPD, the City Council supports starter homes in principle on this site. The precise percentage of starter homes will be subject to negotiation, consistent with the wider regeneration objectives for this site.

*Plymouth Plan figure 8 (Colin Campbell Court site bottom left)*



### Layout

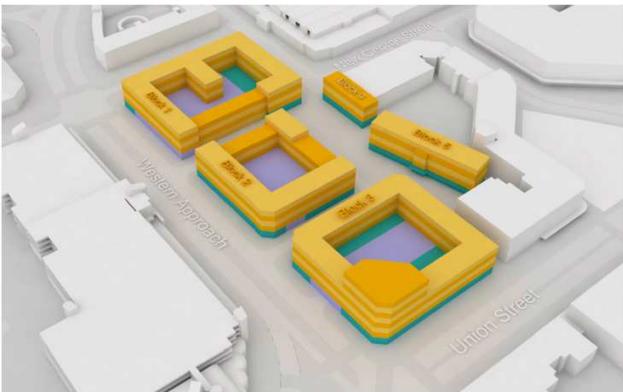
- Redevelopment should provide a more intense form of development with defined perimeter blocks with a clear network of streets and routes increasing the permeability of the site.
- Development should create strong street frontages both within the site, to the wider City Centre including Frankfort Gate, Market Avenue/New George Street and along Western Approach and Union Street, creating a clearly defined edge to the West End, maximising opportunities for active ground floor uses which result in a greater level of activity and intensity.
- Alignment to the city grid pattern should be provided which incorporates a greater choice and legibility of pedestrian and cycle routes.
- Consideration should be given to the opportunity to retain and refurbish existing higher quality buildings where it is practical and viable, in particular the Art Deco Colin Campbell House – the only major example of Art Deco architecture in Plymouth and one of the few City Centre buildings to survive the Blitz.
- Development should provide high quality public realm including green landscaping to create an attractive environment for living in and visiting.

## Development Principles (cont'd)

### Height, Scale and Massing

- The site presents the opportunity for taller buildings than currently on site. Building heights should respond positively to the scale of existing and proposed buildings, streets and spaces. Accented height and landmark buildings may be appropriate to mark key corners. An average height of between 6-8 storeys should be sought.
- When considering taller buildings, it will be important that the visual prominence of the site is acknowledged and key views into the site are addressed through design and layout to ensure the visual impact of development creates a positive contribution to the local street scene and wider urban context of the City Centre.
- Proposals should present a positive first impression of Plymouth and the City Centre and should improve the relationship between the site and key routes of Western Approach, Frankfort Gate and Union Street. Street level activity and natural surveillance should be optimised.
- The site can sustain significant massing of development blocks, but this should not impact the aspirations for improvements to connectivity through the site. Development must ensure a comprehensive approach to the urban form of the site.
- Where increased height is introduced the street depth should reflect this to ensure a quality built environment.

Indicative Massing Option (City Centre Masterplan, LDA Design)

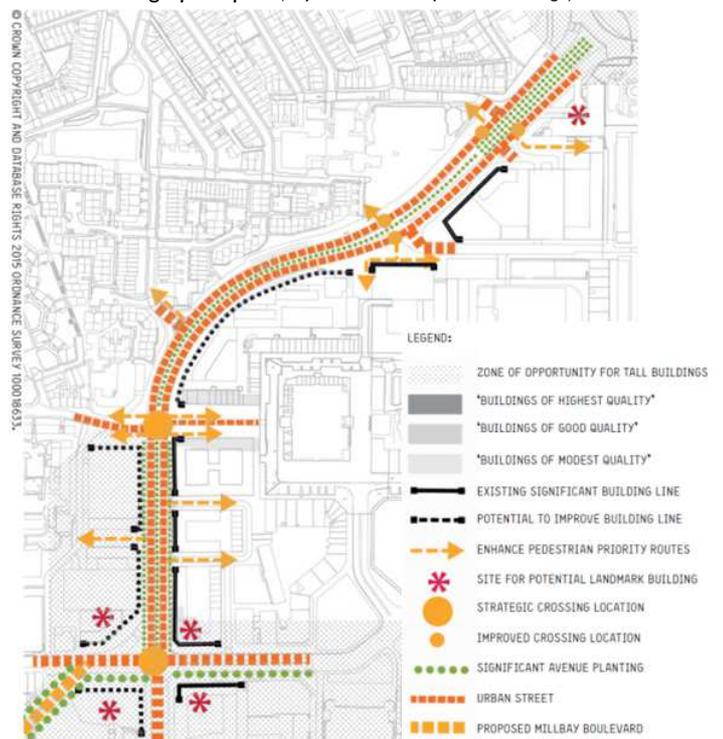


### Form, Architecture and Materials

- Redevelopment should recognise the strategic importance of this area in strengthening and intensifying the role of the City Centre and increase the opportunities for City Centre living, resulting in more active elevations.
- New development should showcase high quality and imaginative design and materials resulting in a strong sense of place and identity for the West End whilst creating a positive edge to the City Centre.
- The form of development should conserve and enhance the setting of the Grade 2 Listed Pannier Market.

- Opportunities exist for a landmark building on the corner of Western Approach and Union Street which should display exemplary architecture and design and make a positive contribution to the sense of place and its role in defining the edge of the City Centre and wider views.
- Sustainable, locally distinctive materials will be sought. Appropriate materials characteristic of the City Centre which are considered acceptable include Portland Stone, Plymouth limestone, granite and copper as an accent material. This site offers an opportunity for innovation and metal and ceramic cladding products may also be appropriate. Green walls and roofs will be encouraged and would assist with creating an attractive residential environment as well as improving biodiversity and rainwater run-off attenuation.
- It is fundamentally important that building materials are robust and weather attractively. The use of render will not be encouraged, particularly on tall and exposed elevations due to its vulnerability to staining and algae growths.
- Areas of public realm should have a clear strategy and a pallet of materials which improve the experience for pedestrian and cyclists and create a more positive urban street character.
- Innovative lighting schemes will be sought which includes public realm and key visible façades of buildings.
- Water and space heating shall be designed such that it could be connected to a future District/Community Heating Scheme. A financial contribution towards the delivery of such a scheme may also be sought in lieu of policy CS20's requirement to offset 15% of CO<sub>2</sub> emissions through on-site renewable energy generation. The design should take account of the potential for passive heating and ventilation.

Urban design principles (City Centre Masterplan, LDA Design)



## Development Principles (cont'd)

### Access and Movement

- Development proposals should support measures to improve bus and cycle links along Western Approach whilst reducing traffic speeds.
- Pedestrian crossings at Western Approach and other key desire lines should be upgraded to improve access to the site, the West End and to and from the City Centre and surrounding neighbourhoods.
- Development should consider the opportunity of opening up Frankfort Gate for new vehicular movement to aid access to the site and other areas in the City Centre.
- Development should contribute to the comprehensive strategic remodelling of the junction at the corner of Union Street which results in enhancements to the pedestrian experience and maximising opportunities to connect with the northern end of the Millbay Boulevard linking the site to the waterfront.
- Parking provision should be accommodated within the built form and should not be a dominant feature in the street scene. Creative solutions to parking are encouraged.
- Opportunities for smaller connections and routes through the site are a key requirement for the redevelopment, adopting the Lanes and Gardens aspiration of the City Centre Masterplan.

### Phasing and Delivery

- Given the size, nature and multiple ownerships across the site, the Council consider it acceptable for a phased approach to redevelopment where this does not compromise the overall vision and requirements for the site.
- Given the site's location in a Critical Drainage Area a comprehensive strategy for surface water drainage will be required.
- It is anticipated that the first phase comprising the southern section of Colin Campbell Court north of Union Street will include approximately 150 residential units and commercial accommodation will be delivered by 2020.

*Illustrative internal route (City Centre Masterplan, LDA Design)*



### Planning Obligations and CIL

- Policy CS15 of the Core Strategy and policy 15 of the emerging Local Plan require at least 30% of homes to be provided as Affordable Housing (subject to viability). The way in which this is provided will be subject to discussion during pre-application discussions.
- S106 obligations are likely to be sought in relation to transport, education, community and green infrastructure improvements. Additionally, the scheme should be future proofed for district heating connection and a financial contribution towards the delivery of an area-wide District/Community Heating Scheme maybe sought.
- See the [Planning Obligations and Affordable Housing SPD](#) for further information.
- PCC's CIL charging schedule is currently under review. The [current schedule](#) levies charges for development envisaged by this statement as follows:
  - Residential £0 per sq m
  - Retail £0 per sq m
  - Superstores/supermarkets £100 per sq m
  - Student accommodation £0 per sq m

*You are advised to check the status of the revised CIL Charging Schedule when preparing an application.*

## Supporting Information Required

Information required to validate a planning application is outlined in the [Local Validation List](#).

The Council is keen to work in partnership with developers to support the delivery of this proposal. This statement aims to offer guidance on the Local Planning Authority's preferred form of development for this site. If you require further guidance we offer pre-application advice through our [Development Enquiry Service](#). We can also offer an integrated Planning and Building Control service. At your request Building Control can provide free pre-application advice to ensure Building Regulation compliance is considered as part of the planning process.

### Building Control

01752 304343

### Contact for further details

Rebecca Black - Planning Officer 01752 305241

Alistair Wagstaff - Planning Officer 01752 398259

Stuart Wingfield - Strategic Growth Manager 01752 398931

### Please read this note carefully:

This guidance note does not constitute a formal response or decision of the Council in respect of any future planning applications. The guidance is provided without prejudice to any formal consideration of any planning application, which would be taken after the Council has consulted with local people statutory consultees, and other interested parties.