

chapter 9

Protecting Natural and Built Assets and Promoting High Quality Development

Within a period of just over two centuries, Devonport, originally known as Plymouth Dock, grew from a tiny community at North Corner in 1700 into a large County Borough with a population of over 84,000 at the time of its inclusion into the County Borough of Plymouth in 1914.

Protecting Natural and Built Assets and Promoting High Quality Development

9.1. Within a period of just over two centuries, Devonport, originally known as Plymouth Dock, grew from a tiny community at North Corner in 1700 into a large County Borough with a population of over 84,000 at the time of its inclusion into the County Borough of Plymouth in 1914.

9.2. The rapid development of Devonport during this period can be attributed to the existence and expansion of the Dockyard. The result within Devonport is a remarkable and varied architectural legacy of considerable importance and interest. Despite the ravages of World War II, and subsequent post-war redevelopment, substantial elements of the historic town and dockyards remain today.

9.3. The open spaces to the north and east of Devonport owe their origins to original defensive works around the dockyards and settlements. The key open spaces are still retained in the form of Devonport Park, Brickfields, and the open space around the former Ministry of Defence Mount Wise.

Devonport Objective 6

Protecting Natural And Built Assets And Promoting High Quality Development

To afford adequate protection to Devonport's natural assets and heritage and ensure that the future development of Devonport is safe, sustainable, of a high quality and recognises the inherent importance of the natural, historic and archaeological environment to the fabric and character of the area.

9.4. Much of the historic character of Devonport was destroyed as a result of the war and subsequent activity of the Ministry of Defence. Development in the 1950s and 1960s has done little to enhance the areas built heritage. However, Devonport still retains many buildings of quality, and distinctive character areas. All new buildings, streets and public spaces should respect the tradition of Devonport and deliver distinctive, quality developments.

9.5. It will be the responsibility of all those who are involved in the development of the area to produce developments of a high standard that reflect the principles of good architecture and urban design, as well as contributing to building a sustainable community.

9.6. The Devonport Characterisation Study that looked at the historic environment within the Devonport Area Action Plan boundaries has identified the critical historic element of Devonport's character. It has identified areas and characteristics that make a positive contribution to Devonport's townscape.

9.7. Development which is guided by this analysis is much more likely to produce beneficial change. By respecting, reinforcing and enhancing the existing character, new development can be better integrated into the existing urban framework.

9.8. The Characterisation Study suggests that development should take account of, in particular, important building lines and plot rhythms, views, vistas and landmarks, building groups, spaces and historic floorscapes.

9.9. The Characterisation Study also identified significant archaeological sites and areas of known archaeology, and has identified areas with significant archaeological potential. Archaeology refers not only to buried remains, but also to historical sequences embodied in standing buildings and other structures. Archaeological remains are often complex and diverse and may date from more than one period. They should be recognised as a rich and valuable asset, sometimes providing the only way in which key aspects of historic development and character can be understood.

9.10. Within the Conservation Area, particular care will need to be taken to ensure that new development respects the character of the area and opportunities are taken to enhance the area by restoring historic features. Management proposals have been prepared which accompany the now extended Conservation Area. These are outlined in the Devonport Conservation Area Appraisal and Management Plan.

9.11. All new building will be encouraged to embrace the principles of sustainable development, in terms of energy efficiency and the use of recycled materials and materials from renewable resources. New buildings should seek to achieve the higher ratings when measured against BREEAM and ECO homes standards.

9.12. An important principle will also be to improve accessibility by creating new linkages, and locating services and community facilities so as to maximise the opportunity to visit a number of these services at a single destination, thereby reducing travel. This can be further enhanced by placing services and jobs etc at the centre of the community to encourage walking, cycling and the use of public transport.

9.13. The design of streets and public spaces can make significant contributions to public safety and accessibility, by enabling people with a disability or carers with young children to move around safely and easily, by reducing conflict between traffic and pedestrians and by reducing the actual or perceived threat of crime. This in turn will encourage people to walk more rather than to rely on the use of private transport.

Key Evidence Document

Devonport Characterisation Study (2006) Plymouth City Council
 Plymouth Sustainable Neighbourhoods Study: Devonport (2005) LDA Design
 Strategic Environmental Assessment / Sustainability Appraisal of Devonport Area Action Plan (2005)
 Devonport Conservation Area Appraisal and Management Plan (2006) PCC

The Green Arc

Proposal DP15 The "Green Arc"

The quality and accessibility of the green spaces of Devonport Park, Brickfields, and Ministry of Defence Mount Wise will be improved so that together they comprise an area of greenspace ("The Green Arc") that is better integrated into the community. Development of the Green Arc will deliver:

1. improvements to Devonport Park (see Proposal DP16)
2. improved rugby, athletics and community sports facilities at Brickfields
3. improved access to the waterfront
4. improved pedestrian and cycle links, within the green arc, to the community, and beyond to other parts of the city.

9.14. The green spaces comprising Devonport Park, Brickfields and Ministry of Defence Mount Wise once lay beyond Devonport's defensive perimeter and today define its eastern boundary. It is important to connect these spaces into an integrated whole.

9.15. These open spaces are not only important to Devonport, but to the city as a whole, and their protection and enhancement for the benefit of the community is of paramount importance.

9.16. The Devonport Characterisation Study identified the following priorities for Brickfields:

- improving the frontages, entrances and boundary treatments
- retain and enhance key views
- recognise the archaeological importance
- improve pedestrian access through and beyond the site.

9.17. Improvements to sporting facilities at Brickfields are already underway. Further improvements to landscaping, play facilities, cycleway routes and improved surveillance will help to integrate the spaces into Devonport and the city as a whole.

9.18. Public access to Mount Wise in particular will offer spectacular views of Plymouth Sound, and provide the opportunity to improve links to the waterfront.

9.19. The cycleway links and associated highway safety measures are part of the Council's Strategic Cycle Route linking the Torpoint Ferry with the City Centre and will form part of the Local Transport Plan.

9.20. Improvements to sporting facilities have already taken place at Brickfields, and further changes are possible. The release of Mount Wise Ministry of Defence sports facilities for public use will further enhance the opportunity to partake in active recreation. New and improved routes through the parks and along the waterfront will also separate vulnerable cyclists and pedestrians from vehicular traffic and encourage these healthy modes of movement.



Key Evidence Document

Devonport Development Framework (2003) Devonport Regeneration Company
 Devonport Characterisation Study (2006) Plymouth City Council
 Plymouth Sustainable Neighbourhoods Study: Devonport (2005) LDA Design
 Strategic Environmental Assessment / Sustainability Appraisal of Devonport Area
 Action Plan (2005)
 Greenscape Assessment (2000 / 2004) LUC

Devonport Park

9.21. Devonport Park is a historic public park located between the suburbs of Devonport and Stoke. The park is well-used, but there is a recognised need to improve the conservation and appreciation of its historic features and the quality of facilities for visitors and local residents.

9.22. The Park is a relatively early (1850s) example of a Victorian public park and is the setting for a number of important and unique Naval, military and civic memorials. It is included on the register of Parks and Gardens of Special Historic Interest as a designed public park of national significance. It has the potential to once again become a high quality and accessible green space for the recreation and enjoyment of the local urban communities and a key asset to encourage the economic regeneration of this most deprived area of Plymouth.

Proposal DP16 Devonport Park

Devonport Park will be improved to enhance its status as one of the foremost open spaces in this part of the city. The scheme will deliver:

1. integration with the remainder of the Green Arc
2. the creation of a new heart to the park incorporating a multi use building
3. improvements to the sports and play facilities
4. the restoration of historic buildings, spaces and structures with opportunities for presentation, interpretation and promotion of the area's heritage and archaeology
5. the re-establishment of the Park as a focus for community events
6. improvements to the entranceways and other access points to the Park and routes through it
7. improved safety
8. a mechanism for continued community involvement in the future management of the park and adequate resources to maintain the park into the future.

9.23. The Devonport Characterisation Study identified the historical significance of the Park and highlighted the need to ensure its restoration, improvement and ongoing management. A Conservation Management Plan has also identified the essential components of the Park and the need for a range of conservation measures to restore it to its former glory.

9.24. Consultation within the community and a range of user surveys have also highlighted the importance of the Park to the local community and the need for improvements and enhancements.

9.25. Devonport Park is not without its problems. Visitors sometimes feel insecure or threatened and there are no basic park facilities, such as toilets or a central focal point. Maintenance of the park has declined significantly in the last 15 years and a number of redundant buildings and other features require extensive repair and/or a productive new use. The play area is considered inadequate by local users and access to the Park and routes within it are not clearly signed or are in poor condition.

9.26. A Partnership has been established to raise funds and develop a scheme to achieve these objectives. A number of detailed ideas are being explored for inclusion in the overall scheme.

Key Evidence Document

Devonport Characterisation Study (2006) Plymouth City Council
Devonport Park Conservation Management Plan (August 2006)
Restoring Devonport Park as the "Peoples Park" (2006) Friends of Devonport Park Committee



chapter 10 Delivery

How the proposals in the Area Action Plan
will be delivered.

Delivery

10.1. The delivery of many of the proposals contained in this Area Action Plan will be co-ordinated by the DRCP, particularly where it involves housing sites that are within the ownership of the Council. Most of these are likely to be acquired either by private developers or Registered Social Landlords. The two largest areas of development, the South Yard Enclave and Mount Wise are already in the hands of developers; English Partnerships in the case of the Enclave and a private development company in the case of Mount Wise.

10.2. Timing of the developments will be dependent on two key aspects. In the case of the redevelopment of housing areas where demolition is involved, new properties need to be available for existing residents to be rehoused before demolition can take place. In the case of some of the more major developments, the necessary infrastructure will need to be provided in tandem with the development. This will be provided either by the private sector or by way of developer contributions through S106 agreements.

10.3. The tables below give an indication of the main delivery issues including delivery mechanisms, resourcing issues and likely timescales. Table 1 gives a summary of delivery timescales over the Area Action Plan period, whilst table 2 gives more detail for each Proposal.



Delivery Summary

Proposal Reference	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DP01 Former Ministry of Defence South Yard Enclave	■	■	■	■	■	■	■	■	■	■	■					
DP02 Flats, north side of Granby Green						■	■	■	■							
DP03 The Bull Ring		■	■	■	■											
DP04 Mount Street and Ker Street			■	■	■	■										
DP05 Curtis Street and Duke Street				■	■	■										
DP06 Former Ministry of Defence Mount Wise	■	■	■	■	■	■										
DP07 Mount Wise Primary School				■	■	■										
DP08 Marlborough Street Primary School				■	■	■										
DP09 Richmond Walk		■	■	■	■	■	■	■	■	■	■					
DP10 Devonport Guildhall	■	■	■													
DP11 New Primary School	■	■	■	■												
DP12 Dental School and GP Surgery	■	■	■													
DP13 Marlborough Street				■	■	■	■	■								
DP14 Transport				■	■	■	■	■	■	■	■	■	■	■	■	■
DP15 Green Arc	■	■	■	■	■	■	■	■	■							
DP16 Devonport Arc	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	

Key



Feasibility Studies, site assembly; demolition, planning approvals and other consents.



Construction and completion

Area Action Plan Proposal / Policy	Body responsible for delivery	Delivery mechanisms	Delivery funding	Delivery land issues	Phasing issues	Target phasing timescales
DP01 Former Ministry of Defence South Yard Enclave	Land owner/ developer (English Partnerships / Redrow)	Planning application procedure.	Private development	English Partnership purchased the site and have disposed of it to private developer partner	Detailed application for first phase commenced Autumn 2006	2007-2016
DP02 North side of Granby Green at Granby Green, Park Avenue, Granby Way, St. Aubin Road	The Council as land owner	Planning application procedure. The Council in partnership with DRCP, and housing associations	Through the Council's Capital Programme and private partners finance	Rehousing of existing tenants prior to redevelopment, possibly involving statutory compulsory purchase powers	Redevelopment dependant upon rehousing existing occupiers.	2012-2014
DP03 The Bull Ring, Monument St. Ker St.	The Council as land owner	Planning application procedure. The Council in partnership with DRCP, and Housing associations	Through the Council's Capital Programme, and private partners finance	Rehousing of existing tenants prior to redevelopment, possibly involving statutory compulsory purchase powers	Redevelopment dependant upon rehousing existing occupiers	2009-2010
DP04 Mount St, and Ker St	The Council as land owner	Planning application procedure. The Council in partnership with DRCP and Housing Associations	Through the Council's Capital Programme and private partners finance	Rehousing of existing tenants prior to redevelopment, possibly involving statutory compulsory purchase powers	Redevelopment dependant upon rehousing existing occupiers	2009-2010
DP05 Curtis St and Duke St	The Council as land owner	Planning application procedure. The Council in partnership with DRCP and Housing associations	Through the Council's Capital Programme and private partners finance	Rehousing of existing tenants prior to redevelopment, possibly involving statutory compulsory purchase powers	Redevelopment dependant upon rehousing existing occupiers	2011
DP06 Former Ministry of Defence Mt Wise	Land owner/ developer (Mount Wise Ltd)	Planning application procedure	Private development	Subject to resolving planning application issues	None	2007-2011
DP07 Mount Wise Primary School	The Council / developer	Planning application procedure.	Private funding	Dependant on construction of new school	None	2010
DP08 Marlborough Street Primary School	The Council / developer	Planning application procedure	Private funding	Dependant on construction of new school	None	2010
DP09 Richmond Walk Retention of Employment sites	The Council and private land owners	Planning application procedure	Private development	none	None	2008-2016
DP10 Devonport Guildhall	The Council in partnership with DRCP and Urban Village	Planning application procedure. The Council in consultation with the local community	The Council and/ or private including S106 contributions	Dependant upon compatible uses within this listed building	Likely to follow from adjacent redevelopments	2009-2013

DP11 New Primary School	The Council	Planning application procedure	DRCP, The Council, S106 agreements	Subject to agreeing relocation of recreational uses	None	2008-2009
DP12 Dental Training School, community surgery	Plymouth Primary Care Trust (PCT)	Planning application procedure	PCT	Purchase of some land from the Council	None	2008-2009
DP13 Marlborough St	Private land owners	Planning application procedure	Relocation with assistance of the market – process of land use change as the new centre is developed	Subject to resolving planning application issues	Dependant upon delivery of new shopping development (Proposal DP01)	2009-2013
DP14 Transport	The Council	Planning applications procedure and Local Transport Plan (LTP) programme	LTP funding and S106 contributions.	Within Highway	Dependant upon adjacent development – DP01, DP06, DP11, DP12	Up to 2021 as opportunity arises
DP15 The Green Arc	The Council and private developers	Planning application procedure	Possible LTP funding and S106 contributions	Mount Wise dependant upon private development	Mount Wise dependant upon private development	Up to 2016 as opportunity arises
DP16 Devonport Park	Friends of Devonport Park, The Council	Planning application procedure. The Council in partnership with the Friends of Devonport Park and the Lottery fund	The Council, Public Parks Initiative Lottery Bid	None	Dependant on funding	2008-2020



chapter 11

Community Benefit Priorities

How the key proposals will contribute to community benefits.

Community Benefit Priorities

11.1. All major planning applications need to consider the contributions that need to be made to provide wider community benefits, usually negotiated through Section 106 Agreements. These will be reasonably related to the development proposal, and need to be agreed on a scheme by scheme basis. However, the highest priorities for the Devonport Area Action Plan are outlined below. These are indicative only and will be subject to negotiation:

S106 requirement	Justification	Delivery
Provision of community facilities:	Identified as a priority for Devonport in the Core Strategy	Amongst other things, former Ministry of Defence Mount Wise (DP06) will be expected to deliver cricket/sports facilities. Play space in accordance with the Council's standards will need to be provided on all relevant sites or a contribution towards off-site provision.
Provision of Public realm improvements:	Identified as a priority for Devonport in the Core Strategy	Public realm improvements will only be meaningful when development is implemented in the area and can only be delivered by the appropriate development contributions. Amongst other things, South Yard Enclave (DP01) will be expected to deliver repairs to Market Hall, improvements to Granby Green, and environmental improvements to Chapel Street.
Provision of Educational infrastructure	Identified as a priority for Devonport in the Core Strategy	The new residential developments will increase the number of school age children in the area and therefore should make an appropriate contribution to education provision in the area. In particular they should contribute to the new primary school, or improvements to the existing primary schools in the area. The contribution that should be made should be based on the existing Interim Planning Statement and the emerging Planning Obligations SPD. Contributions will be sought as part of the development of the South Yard Enclave (DP01) and former Ministry of Defence Mount Wise (DP06).



chapter 12 Monitoring

How the delivery and effectiveness of the Area Action Plan is to be monitored and reviewed.

Monitoring

12.1. Review and monitoring is an important aspect of evidence based policy making and it is a key factor of the “plan, monitor and manage” approach to the new planning system. An important aspect of the new system is the flexibility to update components of the Local Development Framework and respond quickly to changing priorities in the area. Monitoring will play a critical part in identifying any review of the Devonport Area Action Plan that may be required. It will also enable early action to be taken to overcome any barriers to delivery of the Plan’s objectives and/or proposals and policies.

12.2. The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an Annual Monitoring Report (AMR) every year and this will be the main mechanism for assessing the Area Action Plan’s performance and effects. It must be based on the period 1 April to 31 March and be submitted to the Secretary of State no later than the end of the following December. AMRs are required to assess the implementation of the Local Development Scheme, and the extent to which policies in local development documents are being successfully implemented.

12.3. The Council will measure the performance of this Area Action Plan against the targets, objectives and related policies set out in this document, and in the Core Strategy. It will also undertake more general monitoring for the city and its sub-region as a whole to assess the extent that the Local Development Framework spatial strategy is being delivered, remains appropriate and is sustainable. The AMR will identify potential measures that need to be taken to rectify any issues raised through monitoring. This will potentially include the need to review parts or all of any particular local development document.

12.4. Significant issues will be monitored through the Annual Monitoring Report process, although it is accepted that in relation to some indicators the impact of the Plan will only be felt after a number of years. In relation to this Area Action Plan, monitoring will specifically include:

- Checking that the development targets identified in the Area Action Plan are being met and identifying the actions needed to address any barriers and blockages
- Monitoring the quality of new developments in Devonport and their compliance with the policies and proposals of the Plan
- Assessing the potential impacts on the Area Action Plan of new or updated national, regional and local policy and guidance
- Assessing the potential impacts of the Government’s Defence Industrial Strategy and Naval Bases Review in so far as they might relate to the future of the Naval Dockyard
- Measuring the performance of the Plan against the Plan’s Vision and Objectives and assessing whether the Objectives are still appropriate
- Measuring the performance of the Plan against other relevant local, regional and national targets
- Measuring the impact of delivery of the Plan against the sustainability indicators and assessing whether the Plan is contributing to the creation of a sustainable community in Devonport and whether there are any significant unforeseen adverse effects
- Monitoring local conditions in Devonport in conjunction with partners to assess the need for further spatial interventions
- Collecting appropriate data and making use of the data collected by other partners to support the evidence base of the Plan and any subsequent review
- Sharing information collected as part of this monitoring regime with other partners and the community

12.5. Issues identified within the sustainability appraisal will also be monitored and a series of significant effects indicators have been identified within the AMR.

12.6. As a result of this monitoring regime, conclusions may be reached which have implications for the objectives, policies and proposals of the Plan. In some cases, monitoring of the delivery of the Area Action Plan may identify supportive actions that need to be taken by other partners or as part of other initiatives such as the Community Strategy, or the Devonport New Deal for Communities.

12.7. A full review of the Plan will take place after five years unless the results of any of the above suggest that an earlier review is necessary, for example, following the Defence Review due to report in early 2007.

12.8. Figure 1 shows the Housing Trajectory for Devonport. Table 1 shows the likely completion rate for housing showing overall numbers as well as the total numbers of affordable and Lifetime Homes. It also shows how each proposal contributes to the other targets relating to the demolition of old properties, development on previously developed land, and rebalancing the housing mix within Devonport.

12.9. Table 2 shows the likely completion rate for economic development in this Area Action Plan, including B1, B2 and retail.

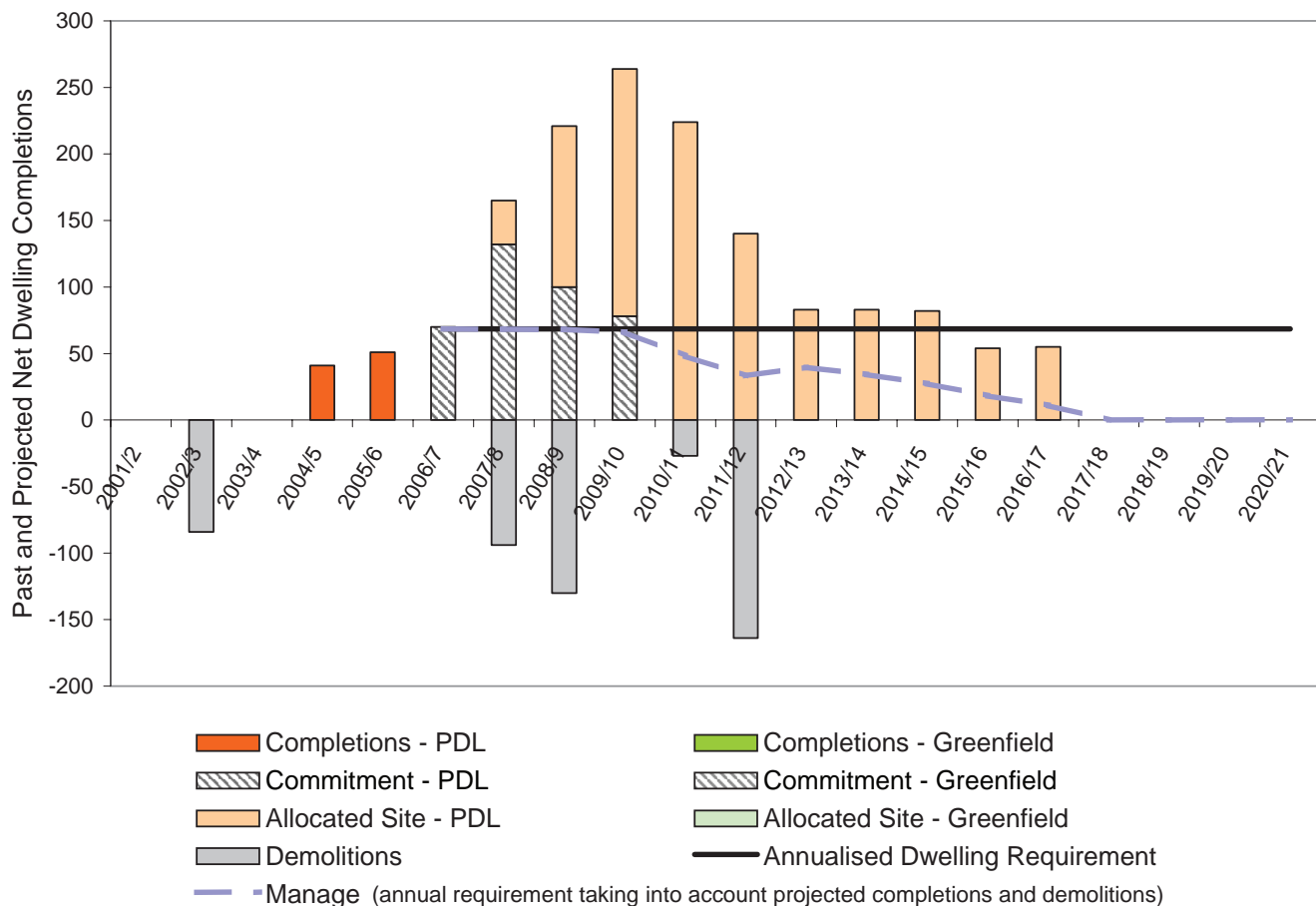


Table 1 - Monitoring of Housing Development

Indicator	Baseline position	Plan Target										
		Total	DP01	DP02	DP03	DP04	DP05	DP06	DP07	DP08	DP09	DP13
Demolition of poor quality accommodation		415	0	164	94	130	27	0	0	0		
Building of new dwellings		1,061	460	86	55	75	20	300	40	25		
Of which, affordable homes		373	170	26	16	22	6	75	12	7		
Of which, lifetime homes		200	90	17	11	15	4	50	8	5		
Of which, on previously developed land		1,061	460	86	55	75	20	300	40	25		
Overall increase in dwellings		646	460	-78	-39	-55	-7	300	40	25		
Dwelling type mix – percentage of houses	18	-	60	60	60	60	-	50	-	-		
Dwelling tenure mix – percentage for sale	18	-	-	75	75	75	75	-	-	-		

Table 2 - Monitoring of Employment Development

Indicator	Total	Plan Target										
		DP01	DP02	DP03	DP04	DP05	DP06	DP07	DP08	DP09	DP13	DP16
Retail space sq m net	1,860	1,860										
B1 sq m net	11,000	2,500					7,500					
B2 sq m net		1,000										



Glossary

Glossary

Active frontage - A building frontage that responds positively to the street and particularly at the ground floor promotes uses, entrances, and windows that generate activity and promote safety on the street.

Affordable housing - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Amenity - A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Amenity open space - Open space with the principle purpose of creating a pleasant amenity in an area, rather than use for recreation and leisure.

Area Action Plan - A type of Development Plan Document that will be used to provide a planning framework for areas of significant change or conservation.

Brown field site - Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development.

Building Research Establishment (BRE AAM) - An assessment made by the Building Research Establishment (BRE) on the environmental performance of both new and existing buildings. It is based on BRE's Environmental Assessment Method (BREEAM). It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

Commitment - All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Constraint - A limiting factor that affects development, conservation etc.

Core Strategy - One of the key Development Plan Documents in the Local Development Framework. It will set out the long-term spatial vision and spatial objectives for the local planning authority area and the strategic policies and proposals to deliver that vision. It will contain a set of primary policies for delivering the Core Strategy. Broad locations for development may be set out in a key diagram.

Council - The local authority, Plymouth City Council.

Development Brief - A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.

Development Plan - This will consist of Regional Spatial Strategies (Spatial Development Strategy in London) and Development Plan Documents contained within a Local Development Framework. It will also contain any 'saved plans' that affect the area.

Development Plan Documents (DPDs) - These are prepared by the relevant plan-making authority. They will be spatial planning documents and subject to independent examination. There will be a right for those making representations seeking change to be heard at an independent examination.

District Centre - A retail and commercial centre, usually with associated public services, that serves a district catchment area. It is a step above a local centre in a hierarchy of centres.

Ecohomes - An independently verified environmental assessment method for new homes. It rewards developers who improve environmental performance through good design, rather than high capital cost solutions.

Environmental appraisal - Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

Evidence Base - The researched, documented, analysed and verified basis for all the components of a Local Development Framework

High Quality Public Transport - HQPT is characterised by the following features: reliability; high quality information before and throughout the journey; a safe and pleasant walk to the station stop; a safe and pleasant wait at the station stop; good ride quality; a positive image of vehicles and infrastructure; and the aspiration to progress from bus services through intermediate technologies to Light Rapid Transport services.

Homezone - A small highly traffic calmed residential area, often with road and pavement integrated into a single surface, where pedestrians and cyclists have priority over cars.

Infrastructure - The basic facilities, services and installations needed for the functioning of a community. It normally includes transport, communications, water and power.

Inset Maps - will form part of the proposals map but are likely to be at a more detailed scale depending on the nature of the area covered and the degree of detail required. Proposals for Area Action Plans may be shown on inset maps. Where the inset map is used to illustrate the proposals for change the map should define the boundaries of individual sites which have been allocated in an Area Action Plan for specific uses (or mixed uses) in accordance with any requirements of the core strategy. The map might usefully also identify in general terms the access arrangements, including public transport routes, walking and cycling routes, interchanges and any road proposals. The key to the map may include the list and scale of the mix of uses proposed within any Area Action Plan as defined in the core strategy. Inset maps relating to areas of conservation will identify sites/areas where specific conservation measures are proposed and areas which will be subject to specific controls over development, as set out in the policies in the Development Plan Document.

Section 106 or Planning Obligation - A legally binding contract, between a developer and the local planning authority that constitutes a planning obligation. **Lifetime Homes** -The Lifetime Homes standards and the Housing Association Scheme Development Standards go a little further than Building Regulations in their requirements for adaptability and flexibility to be designed into the home. Most of the requirements are minor. It seems sensible to design homes which achieve all of these requirements, and are thus 'universal' in their appeal and application. A 16 point standard devised by the Joseph Rowntree foundation includes features such as wider driveways, level thresholds, wider hallways, a downstairs WC etc.

Local Development Framework (LDF) - This will include a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It will also contain a number of other documents, including the Annual Monitoring Report, and any 'saved' plans that affect the area.

Local Development Document (LDD) - This will be either a Development Plan Document or a Supplementary Planning Document and will be contained in a Local Development Framework.

Local Transport Plan (LTP2)- A five-year rolling plan produced by the Highway Authority.

Local Development Scheme (LDS) - This sets out the programme for the preparation of the Local Development Documents. All plan-making authorities –have submitted a Local Development Scheme to the First Secretary of State.

Monitoring (and review) - The process of measuring (in terms of quantity and quality). The changes in conditions and trends, impact of policies, performance of the plan, against its objectives and targets, and progress in delivering outputs.

National Playing Fields Association (NPFA) - A UK wide organisation that has specific responsibility for acquiring, protecting and improving playing fields and playgrounds.

Objective - A statement that specifies the direction and amount of desired change in trends or in conditions.

Public Realm- Those areas in cities and towns that are visible, usable, and accessible by the public.

PPG and PPS - Planning Policy Guidance Note and Planning Policy Statement.

Proposal - A positive-worded policy of the Local Planning Authority that proposes a course of action or an allocation of land for a particular use or development.

Proposals Map - The function of the proposals map is to illustrate the policies and proposals in the Development Plan Documents and any saved policies that are included in the Local Development Framework. It will have a geographical base at a scale that allows the policies and proposals to be illustrated clearly in map form.

Reasoned Justification - Sets out the background and intention of the policy. It may also explain the spatial implications, how the policy will operate and refer applicants to sources of further guidance.

Regional Spatial Strategy (RSS)- The Regional Spatial Strategy covers at least a 15 to 20 year period and will set out the policies in relation to the development and use of land in the region.

Social Inclusion - Positive action to include all sectors of society in planning, decision-making and implementation.

'Soundness' (of plan) - A judgement of quality and procedure based upon key elements of the plan-making process (see the tests of soundness set out in para 4.24 of PPS12).

Spatial Plan - One or more Local Development Documents; also includes the Regional Spatial Strategy.

Special needs housing - Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.

Statement of Community Involvement (SCI) - This will set out the standards which the plan-making authority intend to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents and in development control decisions, and also how the local planning authority intends to achieve those standards. The Statement of Community Involvement will not be a Development Plan Document but will be subject to independent examination. In respect of every Local Development Document, the LPA is required to publish a statement showing how it complied with its Statement of Community Involvement.

Strategic Environmental Assessment (SEA) - A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.

Supplementary Planning Documents (SPDs) - They will cover a wide range of issues on which the plan-making authority wishes to provide policies or guidance to supplement the policies and proposals in Development Plan Documents. They will not form part of the Development Plan or be subject to independent examination.

Sustainable Development - A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Sustainability Appraisal - This is a mandatory process under the Planning and Compulsory Purchase Act 2004 and is used to promote sustainable development through the integration of social, environmental and economic considerations into DPDs and SPDs.

Targets - Objectives expressed in terms of specified amounts of change in specified periods of time.

Traffic calming - Measures to reduce the speed of motor traffic, particularly in residential areas. They include education, enforcement and engineering.

This information is available in other languages and formats - Please contact: 01752 305477

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