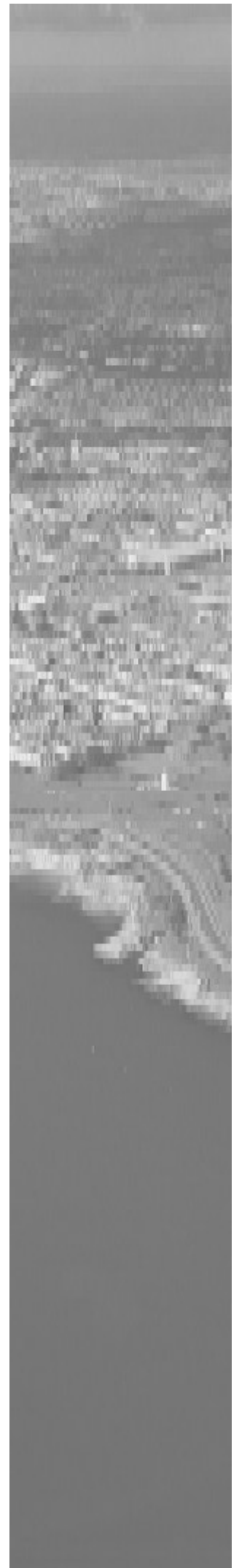


## Part Four contents:

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### Notes about the Part Four of the Local Plan.

- i. Each policy supports one or more of the Objectives of the Local Plan (Section 2.4). The margin includes a cross-reference to the most strongly linked Objective(s) and Strategy Statement(s). For example, Objective 4 Strategy Statement 3 is denoted 4:3. The "Reasons for the Policy" should be read in conjunction with the Objective(s) and its supporting text.



## 4.1 Economy.

### Employment.

#### **Policy 1. Established Employment Areas.**

Within Established Employment Areas, the development, including change of use, of land and premises will be permitted to uses within Use Classes B1, B2 and B8 only, or to uses acceptable by reason of other policies of this Plan, where such uses would be compatible with neighbouring land uses.

#### **Policy 2. Existing employment sites and premises.**

Planning permission will be granted for the change of use of existing employment sites or premises to a use other than within Use Classes B1, B2 or B8 only where one or more of the following circumstances apply:

1. The continuation of the existing use would result in a serious loss of amenity.
2. The site or premises is no longer suitable for employment use due to its layout or location.
3. The proposed use would result in employment benefits not likely to be matched by retaining the site or premises in B1, B2, or B8 use.
4. Where appropriate replacement provision is proposed to be made, in which case the appropriateness of the proposed replacement provision will be assessed in relation to its size, location and general suitability for employment use.
5. The proposed use is acceptable by reason of other policies of this Plan.

#### **Reasons for Policies 1 & 2.**

The provision and protection of employment land is vitally important to the economy of Plymouth and its sub-region as well as to the creation of employment opportunities. Whilst new employment opportunities are identified in this Plan as *proposals* it is also important to protect existing employment areas, sites and premises. This was identified as an important issue to local people in the Community Planning Studies.

Policy 1 relates to Established Employment Areas as defined on the Proposals Map. It reaffirms the role of these areas in contributing to the city's employment land needs. It provides that changes of use of non-employment land should normally be to an employment use.

Policy 2 relates to employment sites and premises wherever they are in the city. Many of these will be on small sites within residential areas and not in the Established Employment Areas identified on the Proposals Map. Nonetheless they play an important role in the economy and social fabric of the city.

Policy 2 also recognises circumstances in which it may be appropriate for the land or premises to be used for other purposes.

#### **Policy 3. Marine Employment Areas.**

Within Marine Employment Areas, planning permission will be granted for marine-related uses only, falling within Use Classes B1, B2 or B8, or for other marine sector uses, including uses which directly support development of the marine sector. Development proposals will also be required to meet the following criteria:

1. The development should not prejudice the use of commercial wharves for port-related purposes or the operation, viability, or competitiveness of the commercial port.
2. The development should not result in the loss of existing employment, and where possible, should create opportunities for new employment.
3. The development should not adversely affect the local environment or traffic conditions.

Proposals for other uses will only be permitted if they do not prejudice the future use of the site for marine-related use.

#### **Reason for the Policy.**

The fundamental aims of the Plymouth Marine Sector Development Strategy are:

- To secure the greatest economic benefit for the City of Plymouth from its established strengths in port and marine activities; and

### References

*Appendix 1  
(proposed SPG)*

*Objectives 4:2,  
4:3  
See also Section  
2.5*

*Objectives 3:3,  
4:4  
See also Section  
2.5*

To make best use of the unique natural resource represented by the waters of the Tamar, and associated land based activities.

It is therefore imperative that waterfront employment sites are retained for marine-related use. These sites are defined as Marine Employment Sites on the Proposals Map.

The marine sector in Plymouth comprises commercial port activities; ship repair and boat building; marine engineering and equipment supply; fishing and related activity; marine leisure and tourism; supporting / tertiary activities; and marine science, research and development. Other uses acceptable in the context of the policy are those which directly support the development of the marine sector, e.g. through diversification projects which enhance the economic sustainability of marine industry. It is opportunities for these uses that the policy seeks to safeguard and encourage.

Proposal Map Nos.

- 1) 12&17
- 2) 12
- 3) 5
- 4) 6

**Policy 4. Manufacturing land.**

Development of land at the following sites will be restricted to uses within Use Classes B1 (b and c) and B2. Uses ancillary to the main manufacturing use of the land will be permitted as appropriate:

- 1. Estover.
- 2. Darklake View.
- 3. Southway.
- 4. Belliver.

Objective 4:2

**Reasons for the Policy.**

Despite the decline in manufacturing, the Plan recognises the importance of the estates identified for manufacturing purposes. These sites, which are important for the general economic well being of the city, are in relatively short supply, and therefore need to be retained in primarily manufacturing use. Provision is made elsewhere in the Plan for other employment uses, such as B1 offices, on land considered appropriate for such purposes.

Appendix 1 (existing design guidance)

**Policy 5. Office development in the City Centre.**

Office development (Use Classes A2 and B1) in the City Centre will be permitted, provided the following criteria are met:

- 1. The development will not adversely affect the vitality and viability of the City Centre as a key-shopping destination.
- 2. The development will enhance the quality of the environment and result in a greater diversity of uses contributing to the achievement of the City Centre urban design principles as set out in Section 2.7 of this Plan.

Appendix 9 (guidelines on accessibility)

**Policy 6. Office development outside the City Centre.**

Office development (Use Classes A2 and B1) will be permitted outside the City Centre, provided the following criteria are met:

- 1. The site is not allocated for any other development, or subject to environmental protection.
- 2. The site is accessible by a range of transport modes.
- 3. The proposal is acceptable by reason of other policies of this Plan.

Objective 4:6

**Reasons for Policies 5 & 6.**

Office development continues to make an important contribution to the city's economy, and to the provision of employment opportunities.

Appendix 1 (proposed SPG)

**Policy 7. Local employment and training provision.**

Major development in the City Centre, Barbican / Hoe, Devonport Urban Village, East End Renewal Area, Millbay and Stonehouse Regeneration Area will be required to demonstrate how it will maximise opportunities for meeting the employment and training needs of local people.

Appendix 8 (definition of major development)

**Reasons for the Policy.**

It is important that the employment and training needs of local residents are fully considered when major new developments are being proposed, and that opportunities to contribute towards meeting such needs are realised wherever possible. The need for improving local employment opportunities was identified through the Community Planning Study process and through

Objective 4:7

consultation on regeneration initiatives such as Devonport Urban Village. The policy will help to reduce social exclusion particularly in deprived areas of the city and promote sustainable development through reduced travel demand.

### Tourism.

#### **Policy 8. Core Tourism Area.**

Development, including mixed-use schemes, that would maintain and enhance the tourism function of the Core Tourism Area of the Hoe, The Barbican and Sutton Harbour, will be permitted provided it:

1. Does not result in an unacceptable increase in traffic.
2. Does not cause harm to the character and natural beauty of the area
3. Does not have an adverse impact on the outstanding visual arena of The Hoe and Plymouth Sound.
4. Provides and promotes, where possible, pedestrian and public transport links between the City Centre, Coxside, The Barbican, The Hoe, and Millbay, and the waterfront in general.
5. Provides for improvements to the environment, infrastructure and / or visitor facilities in the area and is consistent with related regeneration strategies.

#### **Reasons for the Policy.**

In seeking to support and facilitate the development of tourism in the city, this policy encourages appropriate development within the Core Tourism Area, whilst respecting and safeguarding the very attributes of the area that contribute to its attractiveness. The policy also recognises that areas such as The Barbican, are also places where people live and work, not simply places for people to visit. Essential to the success and development of tourism in the city is the ability to move freely and easily within and between the city's main tourist areas.

*Objectives 1:1,  
1:6*

#### **Policy 9. Tourist accommodation.**

New hotel development providing a range of accommodation, and the conversion of dwellings into self-catering accommodation, holiday boarding houses, guest houses, and / or their extension, will be permitted provided the following criteria are met:

1. The development is well related to other leisure / tourist facilities, or is accessible to the strategic transport network.
2. The scale, intensity and design of the development is compatible with the character of the surrounding area.
3. The proposal would not harm the amenities of neighbouring residential occupiers.
4. The proposal does not result an over-concentration of hotels and other such uses, leading to a material and discernible change in the character of an area or street.
5. On-site parking and servicing facilities are provided, commensurate with the requirements of the proposed use, and the availability of on-street parking in the vicinity.
6. Proposals involving the loss of residential accommodation in Established Residential Areas will only be permitted where they are consistent with Policy 26.

#### **Reasons for the Policy.**

Hotels are an important source of accommodation for holiday and business tourism. A range of hotels and other similar uses, including those providing budget accommodation, is necessary, to cater for different customer needs and requirements.

*Objective 1:6*

### Shopping.

#### **Policy 10. Shopping hierarchy.**

New retail development will be permitted in existing centres, appropriate to their scale and function, in order to sustain and enhance the existing hierarchy of shopping centres.

*Annex 1 to  
Proposals  
Map  
(shopping  
Appendix 9  
(guidelines on  
accessibility)*

#### **Policy 11. New shopping development.**

Development proposals for new retail development, including extensions to existing retail premises, will be expected to demonstrate:

1. A need for the development.
2. Compliance with the sequential approach to site selection.
3. That there will not be an adverse impact, including cumulative impact, on the vitality and

- viability of the City Centre and existing district and local centres, including the evening economy.
4. That the development will not prejudice future private sector investment needed to safeguard the vitality and viability of the City Centre and existing district and local centres.
  5. Accessibility by a choice of means of transport.
  6. The likely impact of the development on overall travel and car use.

Where out-of-centre food and convenience retail development is considered appropriate, such developments will not be permitted to include post offices or pharmacies. Where out-of-centre non-food retail development is considered appropriate, the range of goods to be sold will be restricted to DIY and garden centres, electrical goods, carpets, and furniture.

**Reasons for Policies 10 & 11.**

The objectives of national retail planning policy guidance are to sustain and enhance the vitality and viability of town centres, and to focus retail development in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit. The most suitable locations will be those which maximise the opportunity to use means of transport other than the car. National guidance states that town and district centres should be the preferred locations for developments that attract many trips.

Adopting a sequential approach means that first preference should be for town centre sites, where suitable sites, or buildings suitable for conversion are available, followed by edge-of-centre sites, district and local centres, and only then out-of-centre sites in locations that are accessible by a choice of means of transport.

In neighbourhoods not currently well served by existing retail provision, new development may be appropriate, in order to overcome the problem of social exclusion, but only in circumstances where enhanced provision cannot be made by development in other 'preferred locations', i.e. in, or on the edge of existing centres.

This policy therefore seeks to direct new retail development to appropriate locations, and to ensure that new developments enhance existing provision, without detriment to existing centres.

**Policy 12. Phasing of City Centre schemes.**

Implementation of the shopping schemes in the City Centre will be permitted on the same timescale only if this would not affect the vitality and viability of the City Centre as a whole.

**Reasons for the Policy.**

The policy seeks to ensure that the vitality and viability of the City Centre is not affected whilst redevelopment schemes are in progress.

**Policy 13. Tourism / leisure related shopping.**

Shopping uses related to tourist and leisure activities will be permitted in locations where tourist and leisure activities already exist, or are proposed.

**Reasons for the Policy.**

Retail is one of a number of uses considered appropriate in areas that are, or have the potential to become important, from a tourism and leisure point of view. Shopping is now widely recognised as being a leisure activity in its own right, and therefore sits well with other such activities.

**Policy 14. Retail warehouses.**

The change of use of existing retail warehouses from Use Class A1 will only be permitted to a use within Use Classes B1, B2, or B8, where such uses would be compatible with neighbouring land uses.

**Reasons for the Policy.**

Because of the limited opportunities that exist for new retail warehouse development, it is important to seek to retain existing retail warehouses in such use. However, because demand for such premises has often been directed in the past to industrial / warehousing sites, it is considered appropriate that in circumstances where a retail warehouse use has become redundant, it is replaced by an employment use.

Objectives 5:1, 5:2, 5:3, 8:2, 15:1

Objective 5:3

Objective 1:6

Objectives 4:2, 5:1

**Policy 15. Wholesaling.**

Wholesale warehouse developments, including 'cash and carry' warehouses, will be permitted on employment land, provided such proposals do not involve retailing, and do not conflict with other employment policies in this Plan.

**Reasons for the Policy.**

This policy recognises that wholesale warehousing is a different activity from retailing that need not therefore be constrained by Policy 11 (new shopping development). Nor are such activities inconsistent with general warehouse uses on employment estates.

*Objectives 4:2,  
5:1*

**Policy 16. Changes of use in shopping centres.**

The change of use of ground floor retail premises (Use Class A1) to financial and professional services (Use Class A2), or food and drink uses (Use Class A3), will be permitted provided that, following the implementation of the proposal, and after taking into account any existing unimplemented planning permissions:

1. If located within the 'central' part of the defined prime retail frontage in the City Centre it would not result in more than 1 in 8 ground floor premises within any individual frontage being in non-A1 use; or
2. If located within the 'remainder' of the defined prime retail frontage in the City Centre, or within the defined prime retail frontage in a District Centre it would not result in more than 1 in 4 ground floor premises within any individual frontage being in non-A1 use; or
3. If located within the defined core frontage in a Local Centre it would not result in more than 1 in 3 ground floor premises being in non-A1 use.

*Annex 1 to  
Proposals  
Map  
(identification of  
prime and core  
retail frontages)*

**Reasons for the Policy.**

This policy seeks to ensure that a reasonable balance of uses is maintained or achieved in shopping centres, and that the vitality and viability of such centres is not undermined by an excessive number of non-retail uses.

*Objective 5:4*

**Policy 17. Local shops.**

The change of use of local shops outside recognised centres in residential areas will be permitted provided the following criteria are met:

1. Evidence is provided to demonstrate that a local need for the facility no longer exists.
2. There would be no loss of amenity to neighbouring occupiers.
3. The change of use would not give rise to social exclusion due to a lack of similar facilities within reasonable proximity to the application premises.

**Reasons for the Policy.**

Local shops continue to perform an important function in many residential areas, particularly those not well served by the established hierarchy of shopping centres.

*Objectives 5:1, 7:1,  
8:3*

**Policy 18. Food and drink, entertainment, and amusement uses.**

The provision of new and / or the extension of existing food and drink, entertainment, and amusement premises, including changes of use to such uses, will be permitted provided it would not cause:

1. Unacceptable traffic and parking problems.
2. Unacceptable levels of noise, smell, litter, disturbance, or be otherwise detrimental to residential amenity.

*Appendix 1  
(existing SPGs)*

**Reasons for the Policy.**

This policy seeks to ensure that the uses concerned are located in areas where they will not cause detriment to residential amenity, either as a result of the introduction, or the intensification of such uses.

*Objective 5:4*

**Policy 19. Shop fronts.**

New and replacement shop fronts should be sympathetic in scale and design with the existing building, and in keeping with the character of the area. Special consideration will be given to shop fronts on listed buildings and on premises located in conservation areas. Conditions may be imposed to secure the retention of a window display in ground floor retail and other commercial premises, in shopping centres.

*Appendix 1  
(existing and  
proposed SPGs)*

Appendix 1  
(proposed SPG)

### **Policy 20. Security shutters.**

Permission will not normally be granted for solid or perforated roller shutters, on commercial premises in shopping centres. Lattice work shutters and grills will be permitted, subject to the following criteria:

1. Most of the shop front is visible through the shutter or grill.
2. The shutter or grill is finished in a durable colour-coating to match the shop front.
3. The shutter box is installed internally where possible. If this is not possible, a suitable alternative means of concealing the shutter box should be provided.

Objectives 5:8,  
11:8

### **Reasons for Policies 19 & 20.**

These policies seek to ensure that proper consideration is given to the design of shop fronts and security shutters, respecting the design of the buildings and the area, and ensuring that attractive frontages are created.

### **Mixed Use Areas.**

Appendix 9  
(guidelines on  
accessibility)

### **Policy 21. Mixed Use Areas.**

A mix of uses including community, cultural, health, education, leisure, transport and employment uses will be permitted in Mixed Use Areas, subject to the following criteria:

1. Regard will be had to the predominant land use in the locality and the extent to which it creates character which is worthy of protection through future development proposals. Where there is no intrinsic character worthy of protection development proposals should contribute to the creation of character through the quality of design and the nature and mix of uses proposed.
2. Proposals will only be permitted which are compatible with neighbouring land uses.
3. Retail proposals will be permitted only insofar as they are explicitly supported by other policies of this Plan.
4. Residential proposals will only be acceptable where a satisfactory living environment can be provided, having regard to the accessibility of the site to a range of local services, the quality of the environment and the proximity of other residential property.
5. All proposals will be assessed against the relevant policies of this Plan that relate to the land use under consideration and against the general transport, access, environmental and design policies of the Plan.

Multiple  
objectives  
supported  
See Section 2.5

### **Reasons for the Policy.**

Whilst most of Plymouth falls within fairly clearly defined policy areas (e.g. Established Residential Areas and Established Employment Areas) some parts of the city by their nature will legitimately support a wide variety of uses but with no clear policy preference for a predominant use. These tend to be somewhat isolated from residential areas. Usually due to historical trends rather than deliberate planning, they have evolved into areas where there is a mix of uses or where a particular land use dominates (e.g. retail warehouses).

The City Council believes such areas potentially play an important role in the life of the city. The policy provides a framework for considering proposals in these areas and seeks to raise the quality of development such that it contributes to wider objectives of urban renaissance.

Appendix 1  
(existing SPG)

### **Policy 22. Union Street.**

Proposals for mixed use development involving the following uses will be acceptable in Union Street:

- a. Shopping.
- b. Offices.
- c. Residential.
- d. Employment B1.
- e. Entertainment and leisure.
- f. Restaurants and licensed premises.
- g. Art and cultural facilities.
- h. Community uses D1.

In considering development proposals the following criteria should be satisfied:

1. Any change of use should help achieve the aim of diversifying current land uses and increasing daytime activity.
2. No additional night-clubs or extensions to existing night-club premises will be permitted in this area.
3. All proposals will be assessed against the relevant policies of this Plan that relate to the land use under consideration and against the general transport, access, environmental and design policies of the Plan.

#### **Reasons for the Policy.**

Union Street in recent years has become the focus of night-time entertainment activity. Although this is an important part of the life of the city, the reputation of the area has led to a lack of investment, poor design and security problems for residents and other businesses. The policy aims to build on recent improvements to the area and reflects the Stonehouse Area Plan's aim that Union Street evolve into a sustainable mixed use environment, with activity during the day as well as the evening.

*Objectives 1:1, 8:2,  
11:7*

Night-club uses are defined as those premises offering Use Class A3 and D2 uses regularly after 11 p.m. It is considered that the Bath Street / Martin Street site offers a more suitable area for further development of such entertainment uses.

#### **Telecommunications.**

##### **Policy 23. Telecommunications development.**

Proposals for telecommunications development will be permitted provided that all of the following criteria are met:

1. In the case of proposals for the erection of free standing masts and structures, there are no acceptable alternative existing mast sites or buildings that meet the operational requirements of the operator.
2. The visual impact of development is mitigated by appropriate siting and landscaping.
3. The development should not be located close to residential development, schools, day nurseries, hospitals or health centres.
4. The radio frequency radiation would comply with current nationally recognised best practice guidelines.
5. Provision is made for the removal of the equipment when it is redundant.
6. Development within a conservation area will be permitted only where it is demonstrated that there is no reasonable alternative, and will require great care in respect of siting, design and landscaping.

#### **Reasons for the Policy.**

Recent years have seen a rapid growth in the use of mobile phones and the implementation of the third generation system ("3G") there will be pressure for further telecommunications development. Improved communications benefit all sectors of business, society and individuals alike. The policy seeks to balance this with public concern regarding health and environmental impacts of telecommunications infrastructure.

*Objective 3:5*

Masts and antennae have to be prominent for their purpose. However their impact on the landscape can be reduced by the careful choice of sites and suitable landscaping. There is also great public concern about the health aspects of mobile phone masts. The Independent Expert Group on Mobile Phones report "Mobile Phones and Health" (known as "The Stewart Report") was published in 2000. It concluded that the balance of evidence suggested that exposure to radio frequency radiation (RF) below the International Commission on Non-Radiation Protection (ICNIRP) guidelines did not cause adverse health effects. As there are gaps in knowledge they recommended a precautionary approach be adopted to mobile phone technologies. All new development should meet the ICNIRP guidelines.

The Stewart Report noted that masts in sensitive sites at or near to schools, and residential areas had adverse impacts on the local environment that could adversely affect the public's well being as much as any direct health effects. The policy seeks to avoid masts in close proximity to sensitive sites and to ensure that all development complies with the current best practice guidelines. These

are currently the ICNIRP guidelines but they may change during the Plan period. It is difficult to give hard and fast distances, but as a guideline there should be a minimum gap between a mast and the boundary of a sensitive site of at least three times the height of the mast. This could be greater if the beam of greatest RF intensity from the antennae would otherwise fall within the grounds of schools or day nurseries without the agreement of the school or nursery.

## 4.2 Social needs.

### Housing.

#### **Policy 24. Sequential approach to residential development.**

Proposals for new residential development will be assessed against the sequential search criteria as follows:

1. Previously-developed land, and under used, or vacant buildings within urban areas.
2. Previously-developed land, and under used, or vacant buildings on the urban fringe which have good access to public transport and other services.
3. Other land within the urban area which has good access to public transport and other services.

Permission will only be given to development within criterion 3 where it can be demonstrated that there are no suitable available sites within criteria 1 and 2, and there is no conflict with other policies of this Plan.

#### **Reasons for the Policy.**

The policy reflects the Government's statements in PPG3, on the importance of using previously-developed sites for development. This was also a need highlighted by many local people through the Community Planning Study process. The policy only applies to unallocated sites that may come forward during the Plan period. The exception identified will only apply when the availability of previously developed sites does not provide a 3 year supply of housing land. Annual monitoring will take place to determine the release of sites throughout the Plan period.

#### **Policy 25. New housing development.**

New residential development will be permitted provided that the following criteria are met:

1. The development is in an Established Residential Area or elsewhere as provided for in this Plan.
2. The development does not result in the loss of public or private open space, including allotments, which is of value to the local community for visual or recreational purposes.
3. The development provides satisfactory levels of amenity and private open space.
4. The design and layout provides adequate sunlight and daylight, and takes best advantage of the site's characteristics to maximise the energy efficiency of the scheme.
5. Development should be designed to ensure that the degree of privacy enjoyed by adjoining properties is not unacceptably reduced and that problems of overlooking are not created.
6. Convenient and suitably screened refuse storage areas are provided. Such areas should be easily accessible for both residents, and refuse collection agencies.
7. A mix of house types and tenures, including accessible and affordable housing on all qualifying sites, is provided where appropriate.
8. The development is not carried out in such a way that would prejudice the development of adjoining land.

#### **Reasons for the Policy.**

This policy is intended to ensure that residential development takes place within an appropriate environment for new homes. It also seeks to ensure that quality of housing development is achieved which optimises the use of available land, and natural resources, and provides for homes that meet the needs and desires of the existing and future residents of the city. A high standard of urban design will be needed to ensure that the design of new housing creates quality living environments in the context of these environmental and social objectives.

In order to maintain a satisfactory degree of privacy all habitable room windows that face each other should be a minimum distance of 21m. apart for two storey development. The distance

Appendix 9  
(guidelines on  
accessibility)

Objectives 6:1,  
6:2, 14:1

Appendix 1  
(existing and  
proposed SPGs)

Objectives 6:1,  
6:3, 6:8  
See also Section  
2.5

between a gable end and principal windows of adjoining properties should normally be a minimum distance of 12m. apart. Lower standards may be acceptable in high density schemes where a good living environment is achieved through a quality urban design approach.

**Policy 26. Established Residential Areas.**

Development proposals for residential development will be permitted in Established Residential Areas where it meets the requirements of Policy 25. Non-residential uses in Established Residential Areas will be permitted provided that the following criteria are met:

1. The overall residential character of the area is safeguarded.
2. The development will assist in creating a more balanced and sustainable community.
3. The development does not result in the loss of public or private open space, including allotments, which is of value to the local community for visual or recreational purposes.
4. The development will not give rise to unacceptable traffic, noise, smell, visual intrusions and other forms of disturbance and pollution.
5. It does not result in the loss of a family dwelling with a floor space of less than 115 square metres.
6. Proposals involving the loss of other residential properties will only be permitted where it satisfies the above criteria and is supported by other policies which otherwise permit the loss of residential uses.

**Reasons for the Policy.**

One of the main aims of this Plan is to achieve balanced and sustainable neighbourhoods where people enjoy living. This is essential to achieving urban renaissance and encouraging people to live in urban areas. The City Council believes that the allowing a mix of uses within the context of predominantly residential neighbourhoods can add to quality of life and help to produce other sustainable development benefits, such as reduced need to travel. Good neighbour employment uses, including work units within homes, community facilities and other local services can play an important role in this respect. But it is essential that valuable assets of a residential community - for example, quietness, and access to open spaces, and the homes themselves are not lost. In particular there is a need to safeguard small family dwellings as properties below this size are in great demand.

**Policy 27. Residential density.**

New residential development should be at the highest density that is compatible with the creation of an attractive living environment and with the characteristics of the site and its surroundings. Unless otherwise identified through a proposal of this Plan and except as identified below, densities should be within the range of 30 to 50 dwellings per hectare (net site density).

Development at lower densities than within the specified range will only be acceptable in the following locations:

1. In existing high density residential areas where there are problems of congestion or inadequate facilities / open space.
2. In conservation areas or other areas where a lower density is required to ensure the preservation and enhancement of the character and appearance of the area.
3. Sites adjacent to areas of landscape or ecological value where the development needs to ensure that the open character and landscape quality of open land is maintained.
4. Sites on the urban fringe where the relationship between housing and the surrounding countryside requires careful landscape treatment.
5. Other areas where specific amenity features need to be incorporated or retained in the development.

Development at higher densities than within the specified range will only be acceptable in the following locations:

- a. In and around the City Centre.
- b. In other areas with good access to public transport nodes.

**Reasons for the Policy.**

With increasing pressure on land for development, it is important to optimise the use of available sites in order to minimise the use of greenfield sites. Development at higher densities will not be accepted as a reason for poor design or for providing poor levels of residential amenity.

*Appendix 1  
(proposed SPG)*

*Policies 33, 36,  
37, 51 and 56 (in  
respect of  
criteria 6)*

*Objectives 6:1,  
7:2, 8:1, 8:2, 8:7,  
15:1*

*See also Section  
2.5*

*Appendix 1  
(proposed SPG)  
Appendix 9  
(guidelines on  
accessibility)*

*Objectives 8:1,  
14:2*

Appendix 1  
(existing SPG)

**Policy 28. Householder development.**

Extensions to, and development at residential properties will be permitted provided the following criteria are met:

1. It does not lead to an unreasonable loss of privacy, outlook or sunlight / daylight to adjacent properties. It should also maintain adequate day lighting / sun-lighting to the property being extended.
2. The development is sympathetic in form, detailing and material to the existing building and does not detract from the character or visual appearance of the area.
3. It is designed to be subordinate to the existing building and does not overdevelop the site in terms of bulk and massing.
4. There is no undue loss of amenity space on the site.
5. The proposal does not result in the loss of an existing off-street parking facility that would add to on street congestion or be prejudicial to highway safety.
6. The proposal does not project unduly beyond the front or rear building lines of adjacent properties, unless the width of the site or other circumstances are such that no significant detriment will arise.
7. The development is not over-bearing or dominant when viewed from neighbouring windows or gardens.

Appendix 1  
(existing SPG)

**Policy 29. Loft conversions / dormer windows.**

Loft conversions / dormer windows will be permitted provided the following criteria are met:

1. Any dormer window does not lead to an unreasonable loss of privacy or daylight to adjacent properties.
2. Any dormer windows are set well within the roof away from the eaves and ridge, and the flanks are set well in from any gables or party walls.
3. The proposal does not straddle any hip line (i.e. “wrap around “roof extensions are unacceptable).
4. The size of any dormer windows or roof extension is in sympathy with the overall size and scale of the buildings as a whole.
5. Any dormer windows are of a style and material that harmonises with those of its immediate neighbourhood.
6. Any dormer windows are generally not located on the front elevation except where front dormer windows are a contemporary feature on neighbouring properties. In such circumstances small individual dormer windows with pitched roofs, may be acceptable where they do not detract from the appearance of the property on which they are located.
7. Any dormer window or roof extension is below ridge height.

Objective 11:8

**Reasons for Policies 28 & 29.**

The housing needs of individuals change over time. Whilst it is important to allow a degree of flexibility for householders to extend or otherwise add to or alter their property, this should not take place at the expense of the quality of life of their neighbours, or the appearance of the neighbourhood.

Appendix 1  
(proposed SPG)

Appendix 9  
(guidelines on accessibility)

**Policy 30. Conversions to flats.**

The conversion of existing buildings into self-contained flats will be permitted except where:

1. It would involve the conversion of an existing dwelling with a gross floor area of less than 115 sq. m.
2. The scale and nature of the conversion would materially and unreasonably adversely affect neighbouring residential amenity.
3. The conversion taking account of the existing number of converted and non-family dwellings in the street would have a significant and adverse effect on the character and amenities of the area.
4. The development is located in an area lacking in community facilities, or is of poor residential amenity, or where access to public transport is poor.
5. The layout would create an unacceptable living environment.

In respect of the conversion of non-residential buildings, including flats over shops, the following additional criteria apply:

6. The premises are vacant or underused and are either no longer suitable or viable for their previous use.

7. The proposal does not adversely affect the vitality and viability of shopping centres.
8. The location and situation of the premises will provide an acceptable living environment having regard to the nature of the area and of the use below.
9. In appropriate cases a flexible approach will be taken to the application of car parking and other standards.

#### **Reasons for the Policy.**

It is important to allow for changes and flexibility in the housing stock whilst retaining the smaller dwellings for single family accommodation. Many older properties are too large for today's trend to smaller households. It is economic and sustainable to convert some of these existing larger properties to meet the demands of prevailing housing market. However it is important that the cumulative effect of conversions do not prejudice the character and amenity of an area.

The use of underused or vacant commercial properties for housing is also a potentially important source of housing supply. Many of these premises will be in the City Centre or district centres, where significant vacant floor space above shops, or vacant offices, may be a feature. These areas have potential for meeting some of the City Council's housing need, thereby reducing the pressure on undeveloped land.

*Objective 6:6*

#### **Policy 31. Layout for flat conversions.**

The conversion of existing buildings into self-contained flats will be permitted providing the following criteria are met:

1. All flats are of a sufficient size to provide a full range of amenities.
2. The development does not generally involve the provision of self-contained flats within basements and rear tenements.
3. Wherever possible and practicable access / means of escape must be provided within the existing building especially with regard to access to flats above first floor level. Where external staircases cannot be avoided they must be unobtrusive and designed to be sympathetic to the character of buildings and the amenities of adjoining occupiers.
4. All flats must be self-contained, and have independent access.
5. There must be adequate day lighting to all habitable rooms including kitchens
6. Wherever possible adequate provision should be made within the curtilage of the property for open amenity space that is available for each dwelling unit. As a minimum this should normally be of sufficient size to accommodate drying facilities.
7. Adequate provision must be made for sound proofing, both horizontally and vertically between adjoining rooms.
8. The provision of car parking spaces in front gardens will not be acceptable where this would have an adverse effect on the character of the area. In addition the total removal of rear boundary walls, and / or opening up of rear curtilages to accommodate off street parking is prejudicial to security and visual amenity and will not be acceptable.

*Appendix 1  
(existing and  
proposed SPG)*

#### **Reasons for the Policy.**

Flat conversions for purchase or for rent are an important component of the housing market and add to the range and choice of available accommodation, particularly for those new to the housing market and for those on limited incomes. It is important that conversions provide a reasonable level of residential amenity, for future residents and adjacent occupiers. In addition conversions must respect the scale and character of the original building and the neighbourhood. Proposals should have regard to the following floor areas as a guide to the planning and design of flat conversions:

- 1 1 person 1 bedroom flats - 30sq. m.
- 1 2 person 1 bedroom flats - 44.5sq.m.
- 1 3 person 2 bedroom flat - 57sq.m.
- 1 4 person 2/3 bedroom flat - 70sq.m.
- 1 5 person 3+ bedroom flat - 79sq.m.

*Objective 6:6*

#### **Policy 32. Houses in multiple occupation.**

The change of use of premises into houses in multiple occupation (HMO's) or non-self contained flats will not be permitted where:

1. The development would result in the loss of a single family dwelling with a gross floor area of less than 115 sq m.

*Appendix 1  
(existing SPG)*

2. The use will itself, or when taken together with other nearby converted properties adversely affect the residential amenity of the area especially where single family dwellings predominate.
3. The proposed intensity of occupation would be out of character with the property or area concerned.
4. It is not within easy reach of public transport and local facilities.
5. It does not provide a suitable level of accommodation.
6. It does not provide adequate facilities for storage and refuse collection.
7. It does not provide sufficient off street parking.
8. The property requires extension to facilitate the conversion.
9. Any external alterations including fire escapes would be detrimental to the character and appearance of the property or the area.

Objective 6:6

**Reasons for the Policy.**

HMOs represent an important source of inexpensive accommodation, for those who are unable to afford to buy or rent fully self-contained accommodation. Many HMOs have evolved over time without the benefit of planning permission and have poor standards of safety and amenity. New proposals for this type of accommodation must provide adequate levels of amenity, and not be prejudicial to the character and amenity of the area.

**Policy 33. Existing residential accommodation in the City Centre and district centres.**

Proposals that would result in the loss of residential accommodation in the City Centre and district centres, including flats above shops, will only be permitted if one of the following circumstances apply:

1. The existing residential accommodation is poorly located, substandard and is not capable of refurbishment.
2. An acceptable standard of amenity for residents cannot be achieved.
3. The benefits of the new use outweigh the loss.

Objectives 6:1, 6:3

**Reasons for the Policy.**

City and district centre residential accommodation plays an important part in contributing to the variety of size and tenure of property available, and can provide specialist forms of housing including low cost accommodation. Increasing the amount of residential accommodation in central areas also provides security and vitality outside of shopping hours, and can contribute to keeping buildings in good repair.

Appendix 1 (proposed SPG)

Appendix 9 (guidelines on accessibility)

**Policy 34. Affordable housing.**

Development proposals involving 25 dwellings or more will be required to contribute to the Local Plan's target of providing between 2,080 and 3,011 affordable dwellings between 2001 and 2011. Except where identified elsewhere in this Plan, the City Council will negotiate with developers provision of a number of affordable housing units equivalent to between 38% and 55% of the total number of housing units in the development proposal. A minimum of 38% of these should be for social rented accommodation, the remainder comprising low cost market housing or other forms of affordable housing as agreed.

The following criteria will be considered in determining the scale, nature and location of provision.

1. The size and type of dwellings provided shall reflect the needs of those households requiring affordable accommodation.
2. In highly accessible locations a greater level of provision may be sought.
3. On-site provision should normally be provided.
4. In the case of locations less well related to public transport and less accessible to a range of neighbourhood services, off-site provision may be acceptable.
5. Off-site provision should normally be provided where this would be in the interests of the creation of a balanced and sustainable community.
6. In the case of difficult to develop sites, particularly in relation to environmental or heritage constraints, a lower level of provision for affordable housing may be acceptable.

The following provisions will be sought in relation to development:

- a. Where off-site provision is appropriate, financial contributions to enable provision to be made elsewhere, based upon the difference between the market and the social rented market value

- of the land.
- b. Legal provisions to ensure the housing is retained in perpetuity for future occupiers.

#### **Reasons for the Policy.**

The policy aims to ensure that developments of significant size make a contribution to meeting the affordable housing needs of the city, usually by direct provision on site but occasionally through financial contributions to provision elsewhere. This may be the case for example where the existing area is dominated by a particular type of dwelling and the development would result in the overall mix of units in the area being improved, thus contributing to the balance and sustainability of the community. In such cases, the City Council will prioritise investment in vacant properties consistent with its overall planning strategy.

Affordable housing for this purposes of this Plan is taken to mean housing which meets and continues to meet the needs of people on low and middle incomes who would otherwise not be able to attain housing locally on the open market. It includes social rented housing or low cost market housing provided by a registered social landlord either for rent or sale through a shared equity scheme.

The need for provision of affordable housing was highlighted as an important local issue through the Community Planning Study process. A Housing Needs Study undertaken for the City Council and South Hams District Council in 2000, has confirmed that there is a significant shortfall in this sector of the housing market. The study suggests that in the Plymouth and South Hams and Plymouth Travel To Work Area, between 38% and 55% of the projected housing need could be for "subsidised" affordable housing. The report advises that the City Council will need to ensure that available development sites provide affordable housing on a mixed tenure basis.

#### **Policy 35. Lifetime Homes.**

On new developments consisting of 10 or more dwellings at least 20% of the dwellings should be constructed to Lifetime Homes standards. Exceptions may be made, where site circumstances are such that Lifetime Homes would be inappropriate, or where identified elsewhere in this Plan.

#### **Reasons for the Policy.**

The City Council wishes to ensure that a larger percentage the housing stock is designed to a standard that meets the needs of disabled people in order that they may live as normally as possible as part of the community.

Many issues concerning access are now covered by the Building Regulations and the Local Plan does not seek to duplicate these provisions. However, the Building Regulations do not address the concept of Lifetime Homes fully. Lifetime Homes are designed for people who either already have a disabled person but also for those where people develop disability through ill health or old age. They are designed to be adaptable to the changing needs of a family through their lifetime. As such, the policy not only meets an important social objective of providing a more inclusive and accessible environment, but also an environmental objective in that it is more efficient to adapt an existing building than to create demand for a new one.

For the purpose of this Plan, the Joseph Rowntree Foundations definition of Lifetime Homes has been adopted. Features of Lifetime Homes include:

- 1 Car park spaces capable of being enlarged to 3.3m wide
- 1 All homes to have an entrance level WC useable by wheelchair users.
- 1 Wheelchair users should be able to use any lift provided in a block of flats.
- 1 Doorways and corridors wide enough for wheelchair users to manoeuvre into and out of rooms.
- 1 Switches and sockets placed at convenient height for all.

*Objectives 6:4,  
6:7*

*Appendix 1  
(proposed SPG)*

*Objectives 6:1,  
10:4*

Appendix 1  
(proposed SPG)

Appendix 9  
(guidelines on  
accessibility)

**Policy 36 Student housing.**

The provision of purpose built, and conversion of property for use as student accommodation within the vicinity of the University main campus and the City Centre will be permitted providing that the following criteria can be met:

1. The development does not result in an unacceptable loss of amenity to adjacent occupiers, or the character of the area.
2. It would not result in the loss of a single family dwelling below 115sq m. floor area.
3. Wherever possible and practicable and where it is required access / means of escape must be provided within the existing building. Where external staircases cannot be avoided they must be unobtrusive, and designed to be sympathetic to the character of the buildings and the amenities of the adjoining occupiers.
4. Adequate provision is made for storage and refuse collection.

Applications for student accommodation outside of the identified areas will be only be permitted where in addition to meeting the above criteria:

1. The accommodation is easily accessible by foot, cycle, or public transport from the relevant educational establishment.
2. The development does not result in an unacceptable loss of amenity to adjacent occupiers, or the character of the area, and there is no other student accommodation within 200m of the proposed site (to be measured along both sides of the street(s) onto which the existing and proposed student accommodation abut).

**Reasons for the Policy.**

The City Council favours the concentration of student accommodation within areas of walking distance to the University, as shown on the Proposals Map. This area is principally an area of larger properties that have been suitable for sub division. For these reasons it is also a favoured location by the students and the Universities Accommodation Bureau. Due to these factors there are already a significant number of student dwellings in the area and further conversions of suitable properties would result in little change to the character of the area.

Applications for student accommodation outside of the identified policy area, will be considered on their merits. However greater emphasis will be placed on the effect of the proposal on character and amenities of the area.

Objectives 1:4,  
6:1, 10:3

Appendix 1  
(proposed SPG)

**Policy 37. Hostels and homes.**

Planning permission for changes of use to a home or hostel or extensions to existing ones will be granted provided all the criteria below are met:

1. The scale and intensity of the use does not lead, or add to an undue concentration of other similar uses or result in a material and discernible change which would be to the detriment of the residential character of the area.
2. The development does not result in an unacceptable loss of amenity to adjacent occupiers, the character of the area or the special character of any conservation area.
3. It would not result in the loss of a single family dwelling below 115sq m. floor area.
4. Where any extensions to existing premises are proposed, the particular requirements of policies 28 (householder development) and 29 (loft conversions / dormer windows) must be met. In addition in identified areas of concentration, the development should not involve the linking of two or more properties.

**Reasons for the Policy.**

These uses are residential in character, but they do have different needs in terms of servicing and have increased levels of activity associated with them. Whilst there is a need for these types of specialist accommodation, to provide for care in the community, the location of such homes requires careful consideration to ensure that the proposals respects the character of the area and the amenities of adjacent occupiers. Areas of concentration of such premises are shown on the Proposals Map.

Objectives 6:7,  
10:3

**Transport.****Policy 38. Walking and cycling.**

Development proposals and highway proposals should have regard to the need to and opportunities for promoting walking and cycling. Proposals will be required to meet the following criteria:

1. Schemes should be designed and laid out in such a way that the needs of pedestrians and cyclists are met.
2. Existing footpaths and cycle routes shall be protected, and where necessary, improved.
3. Where appropriate, the scheme should provide safe and convenient routes for pedestrians and cyclists, including filling in gaps along walking and cycling routes, and providing and improving links to and through the city's green areas and to and along the water's edge.

**Reasons for the Policy.**

The Local Plan Strategy and the Local Transport Plan, including the pedestrian and cycling strategies, seek to promote walking and cycling as sustainable forms of transport and as important elements of healthy living and tourism.

Providing safe and convenient walking routes (footways along roads and footpaths) are of great importance to the creation of sustainable communities where people enjoy living. Improved walking access to local services and green spaces helps to reduce pollution and improve quality of life. Walking routes are also of great importance to tourism and recreation in the city. Plymouth has several important recreational footpaths including the Plymouth link of the South West Coast Path, the Erme / Plym Trail, The Co-operative Way and the Cross City link that joins the West Devon Way and Tamar Valley Discovery Trail. In addition, preliminary research suggests that there are some 750 routes within Plymouth that are used by the public, but not yet recorded as public rights of way.

The City Council promotes cycling as part of the integrated transport policy for shorter trips and as part of a longer journey by public transport and is creating a strategic cycle network. The main gaps in the strategic cycle network are:

- | The national route from the South Hams to the Torpoint ferry;
- | Cattedown to The Hoe;
- | North Cross to Peverell;
- | Derriford to Woolwell;
- | Forder Valley Road / A38(T) junction to Manadon; and
- | Plympton to Sandy Road.

**Policy 39. Buses and new development.**

Major developments and highway schemes should provide facilities giving priority to, and allowing for service by buses.

**Reasons for the Policy.**

The policy will ensure that major new development is adequately serviced by buses. Measures to achieve this will include:

- | The provision of convenient, safe and accessible bus routes, bus stops and shelters;
- | Developers negotiating with bus companies to alter routes to serve the new development;
- | Contributions to specific services such as Park and Ride or night-time services for entertainment uses; and
- | Construction of "bus boarders" to improve access for people with mobility impairment.

The City Council wish to encourage greater use of buses and Park and Ride by making bus journey time more attractive. The Bus Strategy within the Local Transport Plan sets a target of a 1.5% annual growth in bus passengers.

**Policy 40. Operational railway land**

Development involving the loss of operational railway land and bridges for other uses will only be permitted where it meets the following criteria:

1. The operation of the railway system and potential improvement to it will not be prejudiced.
2. The potential to integrate the railway with other travel modes will not be prejudiced.

*Objectives 2:3,  
7:6, 7:10, 8:6,  
9:2*

*Appendix 8  
(definition of  
major  
development)*

*Objective 8:6*

**Policy 41. Former railway land and bridges.**

Development of former railway land and bridges will be permitted when it can be demonstrated that the potential for use of the land and bridges as a footpath or cycle route, or for public transport purposes or rail freight, is not lost. Where feasible natural habitats worthy of retention should be retained and protected.

Objective 3:2

**Reasons for Policies 40 & 41.**

The rail network is operated by Railtrack and private operators. The City Council continually lobbies for improved services to the national network through the Plymrail partnership. This is essential to improve links to the rest of the country, to reduce the perceived peripherality of the city and to enhance its attractiveness for economic development and inward investment.

Rail has a role to play in reducing car commuting. It is necessary to safeguard railway land to ensure that the potential for improvements to the service and access, particularly for walkers, cyclists bus and taxi users, is not lost.

Former railway land and routes can be beneficially re-used as footpaths, cycleways, for public transport purposes or rail freight facilities and this potential needs to be protected.

**Policy 42. New water transport facilities.**

Permission for new or improved landing stages and facilities for water transport will be granted where the development will not cause:

1. Unacceptable harm to the marine, natural, historical, archaeological or built environment.
2. Unacceptable disturbance or nuisance to nearby residents and occupiers.

Objectives 1:6,  
8:6

**Reasons for the Policy.**

The local ferries, water taxis and pleasure boat services reduce, in part, reliance on the car and add to the tourist facilities and maritime character of the city. The draft Plymouth Marine Sector Strategy has identified that there may be opportunities to expand the visiting cruise liner business and to develop a water-bus service. These developments might require new or improved landing stages and facilities. Waterside sites face pressure for high value development. It is necessary to ensure that the potential for new or improved landing stages and facilities is not lost.

**Policy 43. Park and Ride site in the Plymstock area.**

A Park and Ride site will be permitted in the Plymstock area along the A379 corridor provided that the following criteria are met:

1. The development is well located in relation to the A379.
2. The development does not cause unacceptable harm to visual and residential amenity.
3. Satisfactory vehicular access is achieved and the development would not prejudice highway safety.
4. Provision is made for secure cycle storage and parking and changing facilities.

Objective 8:6

**Reasons for the Policy.**

Park and Ride schemes in appropriate circumstances can help promote more sustainable travel patterns. Schemes must be subject to rigorous assessment on their impact on local amenity and travel impacts. There may need to be complementary public transport improvements, traffic management and parking controls. The Local Transport Plan strategy identifies several areas where additional sites are required in the Plymouth Travel to Work Area, including the A379 corridor which could involve a site in the Plymstock area or in the South Hams.

Appendix 1  
(future updates)

**Policy 44. Car, cycle and lorry parking standards and requirements.**

Development proposals will be considered against the car and cycle parking standards as set out in Appendix 10. Development that requires servicing will make adequate provision for loading, unloading and servicing.

Car parking provision should not exceed the maximum identified for each land use.

Car parking provision below the maximum will be acceptable provided that this would not cause unacceptable harm to the character of the area or to local highway safety conditions.

**Reasons for the Policy.**

The policy serves two main purposes. The first is to control the amount of car parking being provided in support of the City Council's wider transport objectives for promoting sustainable transport options. The second is to ensure the cycle and disabled parking is provided to an adequate level, also in support of the objective of promoting sustainable transport options as well as meeting the needs of disabled people.

The fact that the standards identify a maximum level of provision doesn't necessarily mean that anything less than this will be acceptable. There are many circumstances in Plymouth when off-street parking will be required given the nature of traffic or environmental conditions in a particular locality. However, in some cases (e.g. highly accessible locations such as the City Centre) car free development may be acceptable.

When developers propose more car parking than the standards dictate, they should provide evidence stating why the additional spaces are necessary and addressing the traffic implications of this additional provision. Such a relaxation will only apply in special circumstances, where there is a compelling highway safety, economic development or urban regeneration case.

**Policy 45. Development on off-street parking areas.**

Development on off-street car parking areas will be permitted where the following criteria are met:

1. It can be demonstrated that the spaces are no longer required.
2. Their loss will not harm the uses that they serve.
3. Their removal will not have an adverse impact on highway safety.
4. If the spaces are required, suitable alternative facilities are provided before the original spaces are lost.

**Reasons for the Policy.**

A major objective of the Local Plan is to ensure that as much existing built up land is re-used for new development. This includes land used for off-street parking. Such land could come under pressure for redevelopment. Some of this land that is under-used may reasonably be put to other beneficial uses. Other parking spaces fulfil essential functions such as ensuring the continued viability of district and local shopping centres, or reducing conditions of highway danger and adverse amenity in some residential areas. In these cases the existing spaces should either be retained or replaced.

**Policy 46. Lorry and coach parking.**

The use of land for lorry and coach parking will be permitted on industrial sites or at other locations where such use does not harm residential or visual amenity or have an adverse impact on highway safety. Proposals should satisfy the following additional criteria:

1. In respect of lorry parking, sites should be well located to the strategic transport network.
2. In respect of coach parking, sites should be well located to the Core Tourism Area or to tourist facilities.

**Reasons for the Policy.**

The haulage sector is essential to the regional and local economy, and people who visit the city in coaches contribute to the city's tourist industry. Adequate parking provision for lorries and coaches will assist these industries to the benefit of the city. New facilities should lead to fewer lorries parked on streets and so improve conditions for those residents who are directly affected.

**Policy 47. Transport assessments and travel plans.**

All applications for major development and other developments that will have significant transport implications must be accompanied by a transport assessment and, in the case of non-residential applications, a travel plan. Developers will be expected to provide or meet the costs of all transport infrastructure improvements required as a result of the development.

**Reasons for the Policy.**

Development that would have significant transport implications will be identified on a case by case basis, most of which will come to light in pre-application discussions. The City Council is commissioning an area wide transportation model for the whole of the city and surrounding area. The transport implications of development proposals will be assessed with reference to this model.

*Objectives 8:4,  
8:5, 10:6*

*Objectives 8:9,  
14:1*

*Objectives 1:6,  
15:7*

*Appendix 1  
(proposed SPG)  
Appendix 8  
(definition of  
major  
development)*

*Objective 8:8*

Transport assessments will also be required for specific proposals. They should contain details of:

- 1 Accessibility to the site by all modes;
- 1 The likely modal split of trips to and from the site;
- 1 Delivery and freight movements;
- 1 Measures to improve access for walkers and cyclists and by public transport; and
- 1 Ways of mitigating transport impacts on the surrounding area.

The main purpose of travel plans is to encourage transport choice as well as to increase levels of car sharing. They should include measures to:

- 1 Manage the use of car parking spaces;
- 1 Provide safe and convenient facilities for walkers and cyclists including cycle parking and storage, showers and changing rooms;
- 1 Promote car sharing;
- 1 Encourage more environmentally friendly delivery and freight movements;
- 1 Encourage the appointment of an on-site co-ordinator;
- 1 Work in partnership with the City Council to set targets to reduce driver-only car usage;
- 1 Provide feedback to the City Council on key aspects of transport usage; and
- 1 Work with the City Council to ensure that targets are met.

**Policy 48. Highway capacity and safety.**

Development will be permitted where:

1. The function of the local highway network would not be seriously prejudiced by exceeding its capacity, conflicting with the free flow of traffic or by causing problems of highway safety.
2. Satisfactory provision is made for safe access to and from the site.
3. New accesses do not lead to the loss of trees, hedgebanks or walls worthy of retention.
4. Adequate and safe circulation is provided within the site for all travel modes.
5. A satisfactory standard of urban design (including street furniture) is achieved.

**Reasons for the Policy.**

New development should not give rise to conditions of danger or an unacceptable increase in congestion and inconvenience on the highway network. Any adverse impacts will have to be addressed by the developers. New accesses must be carefully chosen so that they, and their visibility splays, do not cause the loss of important natural and built features that add to the character and appearance of the city. It is also important to achieve satisfactory and safe circulation within sites. All schemes should apply the principles of good urban design.

Objective 8:8

**Policy 49. Light Rapid Transit system.**

Development proposals involving the provision of a Light Rapid Transit system (LRT) linking strategic locations within Plymouth and the South Hams, including stations and stops, will be permitted provided that the following criteria are met:

1. The development has been subject to transport, landscape, environmental, and health impact assessments.
2. The loss of dwellings and garden land is kept to a minimum.
3. The development minimises disruption to residential amenity, including visual intrusion and sound pollution, and includes appropriate mitigation proposals.
4. The development minimises its impact on the natural environment, and includes appropriate environmental and landscaping mitigation measures and enhancement schemes.
5. The development includes measures to integrate the LRT system with other travel modes, including walking, cycling, taxi, private car and bus.

Development that would prejudice the implementation of the LRT system will not be permitted.

**Reasons for the Policy.**

The Devon Structure Plan requires the provision of 7,200 new dwellings in the South Ham's Plymouth Area of Economic Activity between 1995 and 2011. This includes 2500 in a new community. The majority of its future residents who work will travel to Plymouth.

The new community may provide an excellent opportunity to develop a Light Rapid Transit scheme not only providing access from the new community to the City Centre, but also linking to other strategic sites. This could include Langage employment area (in the South Hams) and the former

Objectives 3:1, 8:6

Blue Circle site and Marsh Mills in Plymouth. An LRT scheme would provide a potentially highly sustainable form of transport.

Further work would be required to identify the optimum route once the location of the new community is finalised. Work on this project might extend beyond 2011.

**Policy 50. Airport Public Safety Zones.**

Development proposals within Public Safety Zones will be acceptable provided that they do not put people to an unacceptable risk of danger.

*Proposal Map Nos:  
5, 7, 12*

**Reasons for the Policy.**

As a safety precaution in the vicinity of airport runways the Department of Transport Local Government and the Regions (DTLR) is proposing Public Safety Zones. Draft Zones for Plymouth airport have been identified by DTLR and are shown on the Proposals Map. They include small triangular areas of land either end of the main runway.

*Objective 3:4*

Certain types of development that involve a low density of people living, working or congregating might be acceptable, provided that they comply also with other policies of the Plan. Examples include:

- | Extensions to dwellings.
- | Extensions to non-residential properties that would not increase the number of people using or visiting the property.
- | Changes of use that would not increase the numbers of people living, working or congregating at the property.
- | Long stay surface car parking.
- | Warehouse development excluding retail warehouses.
- | Public open space excluding playgrounds, playing fields or sports grounds.
- | Allotments.

New dwelling-houses, other residential development and other forms of non-residential development that would significantly increase the number of people within the Zones will not be acceptable on safety grounds.

With new roads, junctions, lay-bys and bus stops care will be required in their design and location to avoid an increase in the number of stationary vehicles in a Zone.

**Community, health and education.**

**Policy 51. Neighbourhood services.**

Major development located in areas which are deficient in provision of neighbourhood services will, where appropriate, be required to contribute to new or improved neighbourhood services of a scale associated with the development. In assessing whether an area is deficient in neighbourhood facilities, regard will be had to the accessibility criteria set out in Appendix 9.

*Appendix 8  
(definition of  
major  
development)*

**Reasons for the Policy.**

The need for good access to neighbourhood services was highlighted as a key issue in the Community Planning Studies and figures prominently in the Local Plan Strategy. The policy seeks to ensure that people are able to live in a residential neighbourhood where they have convenient access to a range of facilities and services important to their day to day wellbeing and the wellbeing of the community. This includes for example access to health facilities, community meeting places and community leisure facilities.

*Objectives 7:1,  
7:2, 8:3*

**Policy 52. Provision of community facilities.**

Planning permission will be granted for community facilities, including meeting places, places of worship, learning uses and arts and cultural uses, and for extensions and alterations to such facilities, providing the following criteria are met:

1. The scale and nature of the use is appropriate to the site or premises.
2. The proposal is located where there is safe and convenient access for pedestrians.
3. The development will not lead to a proliferation of non-residential uses in a residential area harmful to its character and general amenity.

4. The development will not adversely affect the amenity of neighbouring properties or the neighbourhood as a whole through noise, car parking, congestion or other disturbance.

**Reasons for the Policy.**

Facilities and buildings that allow people to meet and provide and receive valuable services and opportunities are vital to the city. This policy encourages the development of buildings and facilities in locations that are conveniently located for their users, most suited to their purpose and where they will not harm amenity. Favourable consideration will be given to the provision of community facilities that are accessible to a range of local groups and organisations.

Objectives 1:3,  
7:2, 10:5, 10:7

Appendix 1  
(proposed policy  
guidance on  
cultural  
quarters)

**Policy 53. Protection of community facilities.**

Planning permission will be granted for development which results in the loss of an existing community facility, including meeting places, places of worship, learning uses and arts and cultural uses, only if one of the following criteria is satisfied:

1. The need met by the facility is adequately met through alternative provision, or the facility will be provided elsewhere as a result of the development.
2. The facility is no longer capable of meeting a local need.
3. It is demonstrated that the facility is no longer viable.

**Reasons for the Policy.**

The City Council will seek to protect viable facilities and buildings that are capable of hosting and providing important services to the city's communities. However, a flexible approach will be adopted when implementing this policy to ensure that church and community groups are able to rationalise, improve, extend and redevelop their buildings and facilities so that they can meet changing community needs. In some instances this will require the disposal of land surplus to requirements to enable funding to be generated to improve and modernise community facilities.

Objectives 1:3,  
7:1, 8:3, 10:5

**Policy 54. Dual use of educational facilities.**

Planning permission will be granted for the use of existing educational facilities for community uses, including sport and leisure. New educational facilities should be designed and located to allow convenient use by all sections of the community for sport, leisure or other community uses. Proposals will only be acceptable if the following criteria are satisfied:

1. The use will not cause unacceptable harm to the amenities of neighbours by reason of noise, loss of privacy, the creation of on-street parking problems or other nuisance.
2. The use is compatible with the site's primary educational function.
3. In the case of development at existing schools, the development does not prejudice the ability of the school to meet future education needs having regard to the long term potential for housing development within the city and the sub-region.

**Reasons for the Policy.**

As part of the Community Planning Studies consultation many residents expressed their wish to see better local sporting, social and community facilities. Educational establishments are often ideally placed to provide such facilities as they are normally located at the heart of communities and often have the infrastructure to cope with a large number of visitors. Community provision at schools and higher and further education establishments makes better use of land and is more cost effective given that the demand from the community is often lowest during 'school time'.

Objectives 7:4,  
10:7

Appendix 1  
(proposed SPG)

Proposals Map  
No:33

**Policy 55. University of Plymouth campus and surrounding area.**

Development proposals involving the provision of new and enhanced educational, recreational, arts and cultural facilities within the University of Plymouth campus and the surrounding area will be permitted. Proposals that would be detrimental to the overall educational and cultural function of the area will be resisted. In considering planning applications, particular regard will be given to:

1. The need to ensure that individual developments fit within an overall urban design framework for the University campus.
2. The need to integrate the University campus more closely with the City Centre and surrounding communities.
3. The impact of the proposal on the quality and availability of public access though the University campus.
4. The impact of the proposal on residential areas.

**Reasons for the Policy.**

The University plays an important role in the city. Proposals to further concentrate higher education provision in a single area has numerous benefits including enabling students from different courses to conveniently access a range of facilities. The City Council is supportive of the University's continued programme of improving students' residential, educational and leisure facilities. There is also recognition of the benefits this brings to the wider population and the possibilities that exist in respect to achieving a focus for arts and culture in the city as a whole. However, care must be taken to ensure that future proposals are fully compatible with the needs of people living and working in this diverse and in parts, vibrant, area.

*Objective 1:4***Policy 56. Health care facilities.**

Planning permission will be granted for the provision or extension of health care facilities provided that:

1. The nature and intensity of the use is appropriate to the size and design of the building and the character of the area.
2. The facility is located where there is safe and convenient access for pedestrians, car borne visitors and people travelling by public transport.
3. Any additional traffic generated would not result in unacceptable harm or difficulties in respect to highway safety, traffic congestion and parking provision.
4. If the proposal is within a shopping area it does not conflict with Policy 16 (changes of use in shopping centres).
5. The development will not adversely affect the amenity of neighbouring properties or the neighbourhood as a whole through noise or other disturbance.

**Reasons for the Policy.**

The City Council wishes to encourage the provision of a range of health facilities close to where people live and work. This reduces the need to travel and assists those people without access to private transport. However, care will be taken to ensure that the provision of health facilities does not harm people's amenity or cause other significant problems.

*Objectives 7:5,  
10:7***Policy 57. Childcare facilities.**

Planning permission will be granted for the provision of childcare facilities including at employment sites providing:

1. The proposal is located where there is safe and convenient access for pedestrians and car borne visitors.
2. The scale and nature of the use is appropriate to the premises.
3. The external space provides a safe, pleasant and secure environment for children.
4. The proposal will not adversely affect the amenity of neighbouring properties or the neighbourhood as a whole through noise, car parking, congestion or other disturbance.

*Appendix 1  
(existing SPG)***Reasons for the Policy.**

Childcare facilities are important in facilitating access to employment opportunities for parents and carers with young children, who might otherwise be denied access to job opportunities. Such facilities therefore form an important part of the social infrastructure.

*Objective 10:2***Commercial leisure and the arts.****Policy 58. Commercial leisure and strategically important arts facilities.**

Planning permission will be granted for the development of commercial leisure and arts facilities of city-wide, regional or national importance in locations that are easily accessible by a range of transport modes, and where a close relationship with existing entertainment and leisure uses exists.

*Appendix 1  
(proposed policy  
guidance on  
cultural  
quarters)  
Appendix 9  
(guidelines on  
accessibility)***Policy 59. Protection of strategically important arts facilities.**

Planning permission will be granted for a development which results in the loss of an existing arts facility of city-wide, or greater importance only where:

1. It is demonstrated that the facility is no longer viable, or
2. The facility can be satisfactorily replaced.

*Appendix 1  
(proposed policy  
guidance)*

Objective 1:3

**Reasons for Policies 58 & 59.**

Commercial leisure and arts facilities play an important role in many residents lives. An attractive and flourishing leisure and arts sector can also help attract visitors to the city and provide employment benefits.

The City Council supports the provision of facilities serving the city and beyond, in locations that are accessible by public transport. Facilities should also be within close proximity to ancillary and related facilities such as bars, restaurants and other cultural and entertainment uses. These areas will typically include central and waterside areas such as around Derry's Cross, the eastern areas of Millbay and the University Campus. The clustering of arts and cultural uses in the city will be encouraged. Such areas can have a unique, lively character and give an opportunity for people to share spaces, ideas and resources.

Policy 59 provides protection for existing arts facilities given that these can be quite vulnerable to redevelopment for other uses.

**Sport and recreation.**

Appendix 1  
(existing SPG)

**Policy 60. Children's play space.**

Except in special cases, such as sheltered housing where there are unlikely to be many children present, appropriately located and designed provision should be made for children's play in or within walking distance of new residential developments of ten or more dwellings. Where appropriate the City Council will seek contributions to existing play areas in the city. New children's play space should be in the region of 0.6 – 0.8 hectares per 1,000 population.

Objective 7:6

**Reasons for the Policy.**

Children should have the ability to play safely within close proximity of their homes. Play is crucial for the physical, social and emotional development of children. The importance of good quality local play facilities was a frequently raised issue in the Community Planning Studies. This policy seeks to ensure that young people have the ability to take part in enjoyable, stimulating and safe play close to home without detracting from the amenities of people living nearby.

**Policy 61. Playing fields.**

Development which would involve the loss of private or public playing field land and ancillary facilities will only be permitted if the development does not have an unacceptable impact on the amenity, character, or function of a Greenscape Area contrary to Policy 69 (development in Greenscape Areas) and:

1. Sporting and recreational facilities can be retained and enhanced through the re-development of an area of the site unsuitable for use as a playing pitch, or
2. The proposed development is for an indoor or outdoor sports or recreation use which would provide sufficient benefit to outweigh the loss of the playing field, or
3. Replacement provision is made of at least equivalent recreational benefit and quality, in a location that is convenient to the appropriate sporting target group.

Objective 7:6

**Reasons for the Policy.**

The need to safeguard and improve provision of playing fields was highlighted through the Community Planning Study process. Methodology advocated by Sport England indicates that Plymouth as a whole is under provided for in respect to playing pitches. The total area of playing pitches in the city equates to 0.66 hectares per 1,000 people in comparison to the National Playing Fields Association standard of 1.2 hectares per 1,000 population.

Because Plymouth is under provided with sports pitches any further erosion in provision is likely to be unacceptable. However, proposals to reconfigure provision through development proposals may be acceptable providing it leads to a substantial enhancement in the quality and distribution of facilities and improvements in accessibility for users.

**Policy 62. New playing fields.**

Development proposals that are likely to increase demand for playing fields in areas where there is a significant deficiency in the number or quality of playing fields will be required to contribute to improved playing field provision (and / or related facilities) on a scale and in a location related to the development.

**Reasons for the Policy.**

Development proposals should contribute to improving provision in areas of deficiency having regard to National Playing Fields Association standards and the emerging Plymouth Playing Pitch Strategy. On-site provision is preferred where developments are of such a scale as to make this feasible.

*Objective 7:6***Policy 63. Protection of indoor or outdoor sports facilities.**

Development which would lead to the loss of an indoor or outdoor sports facility will only be permitted if the development does not have an unacceptable impact on the amenity, character or function of a Greenscape Area contrary to Policy 69 (development in Greenscape Areas) and provided that:

1. Alternative provision is made of an equivalent or better standard in an appropriate location, or
2. The facility is used for an alternative sports or community use for which there is greater demand, or
3. There is excess provision of the particular sports facility within the parts of the city that are currently served by the facility in relation to both existing and predicted future demand.

**Reasons for the Policy.**

Sport and leisure plays an important role in many people's lives and has benefits in terms of health and fitness, raising self-esteem and encouraging friendships. The need to protect sporting facilities was highlighted as a key issue in the Community Planning Studies and it is this that the policy seeks to achieve. Where it is proposed to re-develop a swimming pool, sports hall or all-weather pitch it will be necessary for the applicant to submit a Facilities Planning Model assessment showing the impact on the city's residents.

*Objective 7:6***Policy 64. New sports facilities.**

Planning permission will be granted for the development of sports facilities, including indoor halls, floodlit sports facilities and artificial turf pitches in locations accessible to the local community subject to other policies and proposals in the Plan providing unacceptable harm is not caused by:

1. The visual impact of development including lights, fences and pylons on the character and amenity of the neighbourhood.
2. The impact of night-time illumination on neighbouring uses.
3. The impact of increased use of the site, especially as a result of transport, parking and noise.

*Appendix 9  
(guidelines on  
accessibility)***Reasons for the Policy.**

The peak time for most sports participation is during the evenings. However, for much of the year indoor facilities or outdoor illumination are necessary for this to occur. Specialist facilities are also particularly valuable during wet periods when grass pitches are out of bounds. The City Council recognises the benefits that can come from intensively used sports facilities, particularly when located at the heart of local communities. However, care must be taken to ensure that their provision does not significantly harm the character of the local area or the amenities of people who occupy properties nearby.

*Objective 1:5, 1:6,  
7:6***Policy 65. New marinas.**

Proposals for the construction or extension of marinas will be permitted provided that:

1. The development does not have an unacceptable impact upon the environment including the marine environment.
2. The development does not have an unacceptable effect upon the safety of navigation.
3. Continued or improved public access to and enjoyment of the waterfront, including public slipways, is provided for.
4. The development does not conflict with national security or defence operational interests.
5. The development does not prejudice the operation, viability, or competitiveness of the commercial port.

Objectives 1:5,  
7:6

**Reasons for the Policy.**

The City Council is aware of the demand for berths and moorings in the city. The City Council is committed to improving leisure and tourism opportunities. However, proposals to meet this demand must be measured against a range of issues including the effect that marina developments can have on aspects of the city's environment including, waterfront views, water pollution and the well being of wildlife.

**Policy 66. Waterfront development.**

Waterfront developments should, where physically possible and appropriate, improve existing provision or create new provision and opportunities for public access to water based recreation. Such development should also maximise opportunities for the development of land infrastructure relevant to water based recreational activities.

Objectives 1:5,  
7:6

**Reasons for the Policy.**

It is important that all sectors of the population have the opportunity to gain enjoyment from Plymouth's waterfront and that new development is compatible with this goal.

**Access.**

Appendix 1  
(proposed SPG)

**Policy 67. Access for people with mobility problems and sensory impairment.**

Proposals for development to which people have access and where people work must ensure that satisfactory access is provided for people with mobility problems and sensory impairment, carers with children and the elderly. Exceptions to this will apply only where it can be demonstrated that meeting this requirement would:

1. Harm the character, appearance or setting of a listed building, ancient monument or conservation area.
2. Cause a significant obstruction to other users of the highway.

Where these exceptions apply, applications must demonstrate how the goods, services and facilities to be provided by the development will be made available to people.

Appendix 1  
(proposed SPG)

**Policy 68. Street works and furniture and people with mobility problems and sensory impairment.**

Planning permission will be granted for new and replacement street works and furniture, including temporary measures, where they:

1. Do not hinder people with mobility problems or sensory impairment.
2. Minimise obstructions to wheelchairs and pushchairs.
3. Are safe for everyone.

Objective 10:1

**Reasons for Policies 67 & 68.**

The application of these policies will ensure that new development provides satisfactory access for people with mobility problems and sensory impairment. Arrangements for the inside of buildings are dealt with to a large extent by Part M of the Building Regulations. It is not the role of the planning system to duplicate these measures. The policies will be applied sensitively with listed buildings, ancient monuments and conservation areas in order to balance the considerations of suitable access arrangements against protection of the historic environment.

**4.3 Environment.**

**Green space and wildlife.**

Appendix 1  
(proposed policy guidance)  
Annex 4 of  
Proposals  
Map  
(schedule of  
greenscape  
areas, including  
description  
of functions)

**Policy 69. Development in Greenscape Areas.**

Development on or adjacent to Greenscape Areas will not be permitted where it would result in unacceptable conflict with the function(s) or character of the designated land and the area that it benefits. In particular development proposals should not result in:

1. An unacceptable loss of public and private informal recreational facilities and allotments.
2. An unacceptable loss of playing fields or other organised sporting activity, contrary to policies 61 (playing fields) and 63 (protection of indoor or outdoor sports facilities).

3. An unacceptable loss or impact on wildlife habitats, features or species of city-wide nature conservation, scientific or educational importance.
4. An unacceptable impact upon the visual quality and characteristics of the Greenscape Area and community to which it relates.
5. An unacceptable impact on the function that the Greenscape Area performs in separating urban areas, defining urban neighbourhoods, districts or edges.
6. An unacceptable loss of, severance or diversion of existing or potential pedestrian or cycling routes or linkages.
7. An unacceptable loss of or impact on historic or community cultural assets which the designation contains.
8. An unacceptable loss of or intrusion into the countryside. Development in areas identified as countryside should only meet an agricultural, horticultural or forestry need, or otherwise be compatible with the rural and urban fringe character of the area. The loss of the 'best and most versatile' agricultural land should be avoided.

In determining whether a loss of greenscape is unacceptable regard will be had to the following criteria:

- a. Whether there would be an overriding benefit to the local community from the development.
- b. In the case of formal or informal recreation facilities, whether the open space being lost is of low value to the community due to its poor quality, location or level of use and availability of other space that will adequately serve the needs of the community now and in the future.
- c. Whether an appropriate form of replacement provision of the greenscape functions, on or off-site, is proposed as part of the development.

Areas of green space that perform a city wide or higher level function are either central to the overall character of the city or perform such an important function that they should always be retained except in the most exceptional of circumstances.

#### **Reasons for the Policy.**

Protection of the city's green spaces, including leisure and wildlife opportunities, was one of the major issues raised through the Community Planning Studies. The policy seeks to provide a robust basis for protecting green space having regard to the Greenspace Assessment undertaken for the City Council and Countryside Agency in 1999.

Greenscape Areas possess a variety of functions. They also display different characteristics, ranging from the formal Victorian Parks in the southern part of the city to the often wooded, semi-natural valleys in the northern part of the city. What binds this variety of sites together is the importance that they play in people's quality of life and the wider benefits that such open space infrastructure gives to the image of the city and to the local and global environment. These spaces provide the most basic level of recreational and amenity resource that is, to all intents and purposes, freely available to people to use or appreciate. The provision and protection of structural green space to serve the needs of the city has been a consistent land use planning objective of the City Council, with its roots in the 1945 Plan for Plymouth. Decisions that would reduce any significant part of this resource should only be made in the context of a strategic land use plan and not ad-hoc planning decisions.

The Greenscape Areas designation generally includes larger sites. Smaller green spaces or linear and narrow spaces could nevertheless provide important functions which might need to be protected. These smaller green spaces are safeguarded by policies 25 (new housing development), 26 (Established Residential Areas) and Policy 77 (development context).

The identification of the functions present on any site is intended to enhance the decision making process and provide users of the Plan with a clearer understanding about what is particularly important on any designated green space site. However, it should be noted that the value of the whole of any green space is likely to be greater than the sum of its parts. The character of a green space and its contribution to a wider area are important considerations which will not be overlooked by concentrating overly on the impacts on individual functions attributed to each site.

*Objectives 7:6,  
11:3, 13:1*

**Policy 70. European and national nature conservation sites.**

Development will not be permitted on or adjacent to a Special Protection Area, (candidate) Special Area of Conservation or Site of Special Scientific Interest if it would harm the value and reason for the designation, unless:

1. There is no reasonable alternative solution and the development is necessary for imperative reasons of overriding public interest, in relation to the status of the particular designation, or
2. Conditions or agreements can be used to prevent damaging impacts on the value and reason for the subject of the designation.

Objectives 13:1,  
13:2, 13:7

**Reasons for the Policy.**

In the interest of safeguarding these areas of European and national importance for wildlife and science, development that might otherwise impact on such designations can be permitted where agreements or planning conditions can be used to prevent or limit impacts to an acceptable level. Only in the most exceptional and rarest of circumstances would damage to such designations be permitted through development. Such development would have to be clearly in the greater public interest for reasons imperative to public health or public importance.

Appendix 1  
(existing SPG)

**Policy 71. Protection of landscape features, habitats and species.**

Existing landscape features, habitats or species which are worthy of protection or retention will be safeguarded. Development will be permitted where:

1. Landscape features, habitats and species that are worthy of retention for their townscape, landscape, nature conservation or amenity value are retained, protected and where appropriate incorporated in the landscaping proposals for the development.
2. The development layout is acceptable in relation to the potential impact on the future health or setting of landscape features, habitats or species to be retained.
3. There are satisfactory proposals for commensurate re-provision of any such feature or species that cannot reasonably be retained in their existing position.

Objectives 11:1,  
11:4  
13:4

**Reasons for the Policy.**

These features are capable of being important to the natural environment and human enjoyment and where they merit protection the City Council will seek to safeguard them or ensure their replacement where appropriate.

Certain features, especially species, are capable of being of great significance at a city, regional, national or even international level. Where species are scheduled under the Wildlife and Countryside Act, appear in a Red Data Book, or are listed as notable, rare or vulnerable, their protection or sensitive relocation will be a significant issue.

Appendix 1  
(existing and proposed SPGs)

**Policy 72. Protecting trees.**

Development proposals that adversely impact on trees will be permitted only where:

1. The felling of the tree is demonstrably necessary or the tree is not worthy of retention for its townscape, landscape, nature conservation or amenity value.
2. The development proposal will not harm the future health or setting of trees that are to be retained.
3. There are satisfactory proposals for new tree planting, where the loss of trees to development has been justified.

Objectives 11:1,  
11:4, 13:4

**Reasons for the Policy.**

Trees are amongst the most valued features of the urban environment, a fact borne out by the Community Planning Study process, with a variety of environmental, social and even economic benefits. For example tree soften the impact of built up areas making them more attractive places to live and work. They may be cherished features of local community. They support wildlife. They improve air quality.

There may be rare occasions where the loss of a significant and good quality tree is justifiable in the greater public interest. Such losses should be recompensed by planting of new trees of an appropriate species and maturity.

**Historic environment.****Policy 73. Ancient monuments and archaeology.**

The city's archaeological heritage will be preserved as far as possible by:

1. Not permitting proposals for development that would unacceptably affect the most important archaeological remains or their character or setting, whether these remains are scheduled or not.
2. Not permitting proposals for development that would unacceptably affect sites of lesser archaeological importance, unless it can be demonstrated that the importance of the development outweighs the importance of the archaeological resource. In these cases development will only be allowed subject to appropriate mitigation.
3. Where appropriate requiring an archaeological appraisal or evaluation of a site to accompany applications for development, or before an application will be determined. This particularly applies to sites within the historic core of the city; within other known historic foci in the city limits; on previously-developed sites, and on large greenfield sites.
4. Where appropriate requiring provision of interpretation in order to raise public awareness of the heritage asset.

*Appendix 1  
(proposed SPG)*

**Reasons for the Policy.**

The archaeological resource is a finite and diminishing resource. It is therefore of the greatest importance to ensure that it is preserved as far as possible. The policy addresses this requirement.

*Objectives 12:1,  
12:5*

**Policy 74. Development affecting listed buildings.**

Development affecting listed buildings will only be permitted where they preserve the building, its appearance, character and setting, and any features of special architectural or historic interest which it possesses, unless:

1. The importance of the proposal is clearly demonstrated to be in the greater public interest than the relative importance of the particular building.
2. In the case of demolition, there is proven to be no viable existing or alternative use for the building in a reasonable or improved condition and the building is wholly or economically beyond repair.
3. Where part of the building is affected, it is not of special architectural or historic interest and the proposal is otherwise compatible with the status of the building and its character.
4. Exceptionally, where clear evidence demonstrates that the economic costs of preserving a listed building cannot be sustained. In such cases, sympathetic consideration will be given to proposals for enabling development which achieves an appropriate balance between the benefits of securing the building's survival and any harm likely to be caused to its historic and architectural qualities.
5. In the case of changes of use, the proposal represents the only viable use of the building and it would secure the survival and restoration of a building classed as being 'at risk'.

*Appendix 1  
(proposed SPG,  
and  
existing  
guidance)*

Proposals should where appropriate contribute towards the historic interpretation of the building.

**Reasons for the Policy.**

The protection of the historic environment is an important national objection as well as something of great importance locally. Many people highlighted their concern to safeguard the city's heritage as part of the Community Planning Study process. The policy sets a framework for providing those safeguards in respect of development proposals affecting listed buildings. Buildings are listed by the Secretary of State for National Heritage for their special architectural or historic interest. The City Council has a statutory requirement to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest that they possess.

*Objectives 11:1,  
12:2, 12:3, 12:5*

**Policy 75. Development in conservation areas.**

Development proposals that either preserve or enhance the special character or appearance of a conservation area will be permitted. The following criteria should be met:

1. The design of the development, including layout, form, materials and other details, should be sympathetic to the character and appearance of the conservation area.
2. Changes of use which detract from the character or appearance of a conservation area will not

*Appendix 1  
(existing and  
proposed SPGs)*

- be permitted. Exceptions will apply where the proposal represents the only viable use of a building and it would secure the survival and restoration of a building classed as being 'at risk'.
3. Proposals for extensions to existing buildings should be sympathetic to the design, details, scale and materials of the existing building. The extension should not dominate or detract from the original building or result in over-development of the plot.
  4. Proposals involving total or substantial demolition of buildings or structures that make a positive contribution to the character or appearance of the conservation area, and which either have a viable existing or alternative use, will not be permitted.
  5. Proposals should where possible contribute towards the enhancement of a conservation area's character and appearance and the historic interpretation of the area.

Objectives 11:1,  
12:3, 12:5

**Reasons for the Policy.**

The policy above is intended to provide a principle decision making tool for the consideration of proposals affecting any Conservation Area in the city in the interests of safeguarding their special architectural and / or historic character. However the advice contained in the Governments Planing Policy Guidance note 15: Planning and the Historic Environment, also provides useful and material advice for the City Council and owners of buildings or land in such areas when considering development proposals.

Appendix 1  
(proposed annual  
conservation  
area  
review)

**Policy 76. New conservation areas and boundary reviews.**

In considering the designation of new conservation areas or the review of the boundaries of existing conservation areas, regard will be had to the following criteria:

1. The origins and development of the topographic framework.
2. The archaeological significance and potential of the area.
3. The architectural and historic quality, character and coherence of the buildings, both listed and unlisted, and the contribution which they make to the special interest of the area.
4. The character and hierarchy of spaces, and townscape quality.
5. Prevalent and traditional building materials.
6. The contribution made by greens, or green spaces, trees, hedges and other natural or cultivated elements to the character of the area.
7. The prevailing (or former) uses within the area and their historic patronage, and the influence of these on the plan form and building types.
8. The relationship of the built environment to landscape or open countryside, including definition of significant vistas and panoramas where appropriate.
9. The extent of loss, intrusion or damage or other negative or detracting factors.

Objective 12:4

**Reasons for the Policy.**

The City Council is required to consider from time to time whether further designation of new conservation areas or boundary reviews of existing conservation areas are appropriate. The policy sets out the broad criteria for making these assessments.

**Design and quality.**

Appendix 1  
(proposed SPG)

**Policy 77. Development setting.**

Development should be designed so as not to harm the character and / or appearance of the area in which it is located, and where appropriate it should make a positive contribution to the quality of the environment, including to landscapes, waterscapes and the greenspace network. In assessing the impact of a proposal regard will be had to the design relationship of the development to the following:

1. Open land and waterfronts that contribute to the setting and character of the area.
2. The existing landform and natural features.
3. Existing buildings, group of buildings or landmark features which make a positive contribution to the street scene or the areas character or appearance.
4. The existing layout of buildings, streets and spaces.
5. The existing building form and pattern of development, including: building scale, massing and height; building type; building materials, colour and details; building lines; roof shape and slopes; window types; and boundary treatment.
6. Existing public views and vistas that are an important part of the character of the area, and the potential to create significant new views and vistas.
7. Opportunities to remove or enhance unsightly structures and poor quality environments.

**Reasons for the Policy.**

An understanding of the relationship between a proposed development site and what is around it and how the individual elements of the existing urban setting around the development site interact to create a character are absolutely fundamental to achieving a good design and improved urban design. Even small scale developments such as residential extensions can take advantage from such considerations in creating better street scenes in residential areas.

*Objectives 11:1,  
11:2, 11:3, 11:6,  
13:5, 13:8*

**Policy 78. Relationship of development to streets and public spaces.**

Development should be designed having regard to its relationship to streets and public spaces. Development will be permitted provided that it:

1. Clearly defines private from public space in a locally appropriate manner.
2. Creates appropriate active frontages to public space / routes. In this respect the active face of buildings should front the street or public space. Where unavoidable large and prominent blank frontages are created onto public space / routes, they should be designed to provide visual interest.
3. Provides a clear function and purpose for spaces that are created.
4. Respects existing building lines or establishes appropriate building lines.
5. Provides the main access to the building directly from the street or from a place where such access is clearly visible from the street.
6. The height of buildings relates appropriately to the width and importance of the space that they enclose.
7. The back of buildings (such as private gardens) are clearly defined and adequately enclosed. Where achievable they should back onto other private space and not public space or routes.

*Appendix 1  
(proposed SPG)*

**Reasons for the Policy.**

The relationship of a building to streets and public spaces is also fundamental, but at a more immediate scale than to the character of the area. Attention to detail and how people can relate to and understand the relationship of a building to the street is what matters in relation to the policy. Getting the design right can create understanding, comfort, excitement or awe. Getting wrong can create confusion, fear, alienation or unease.

*Objectives 7:7,  
11:1*

Even if a design has taken appropriate account of the area's character it will fail if the development's users or passers by do not know whether they are in public space or intruding on private space, or feel intimidated by large blank meaningless walls. Attention to these details will create better urban environments for the people who live around them or pass them on a regular basis.

**Policy 79. Development that creates public space.**

Proposals for development that create formal or informal public space (such as paths, streets, squares, parks and greens) should ensure that the arrangement of buildings, streets, routes and uses results in space that has a clearly designed function which will enhance the character, appearance and liveability of the development and its setting. Development will be permitted where:

1. The development proposal has taken account of the sites existing natural features and landform, retaining features of merit and building them into the schemes design.
2. All users of public space are catered for in relation to accessibility.
3. Street trees of an appropriate scale are, where feasible, incorporated into streets and spaces.
4. The public face or 'front' of buildings overlook paths, streets and spaces to allow for natural surveillance.
5. Separate footways and cycleways are as direct as possible and are overlooked, very well lit, with no concealed areas or landscaping that (particularly on maturity) provides concealment.
6. Use is made of a variety of appropriate and high quality surfacing and other materials.
7. Works of art and well designed street furniture, where provided, are designed as an integral part of the scheme.
8. Adequate provision is made for the future maintenance and management of the open space(s).

*Appendix 1  
(proposed SPG)*

**Reasons for the Policy.**

Space should be an integral part of a development scheme, be it a street, path or a public recreation area. All too often inadequate thought has been given as to how all of the spaces in a scheme will function and relate to the rest of the development and the surrounding areas. Left-over spaces that are poorly used and maintained often result.

*Objectives 7:7,  
11:1*

Appendix 1  
(proposed SPG)

**Policy 80. Ease of movement.**

Development proposals should be designed to allow for easy, safe, attractive pedestrian / cyclist movement through and past the development site except where this would conflict with safety and operational requirements of commercial and defence interests. In coming to a view on the impact of a proposal on the ease of movement regard will be had to the following criteria:

1. Proposals should where possible improve or create routes which reflect the needs of the local community and the occupants of the development, including as appropriate routes to bus stops, places of work, shops, open spaces, meeting places, schools, and other local facilities.
2. Where appropriate in relation to the type of development, streets in the form of minor access and circulation routes should be designed as public space which are safe and attractive for pedestrian and cyclists to use.
3. Minor vehicular routes providing access and circulation should be designed for low traffic speeds. Such design should be achieved by the arrangement of buildings, spaces, road alignments and surface treatments and not secondary traffic calming measures.

Objectives 7:7,  
7:8, 8:7, 11:1,  
11:5

**Reasons for the Policy.**

New development should be made as convenient as possible for pedestrians and cyclists to use or pass through and by. More convenient pedestrian and cyclist movement is more likely to encourage more sustainable patterns of movement and it also creates greater levels of street activity, increased vitality of public places and better personal health and well being. Minor inconveniences should be born by the motorist as they are more readily absorbed, as motorists are less likely to; get wet, suffer from accidents with pedestrians, talk to each other and have their journey time comparatively significantly increased.

Appendix 1  
(proposed SPGs)

**Policy 81. Personal safety and crime prevention.**

The design and layout of development proposals should create safe and secure environments. In considering security and safety issues arising from development proposals regard will be had to the following:

1. The need to maximise of the amount of natural surveillance.
2. The need to define and enclose private space appropriately.
3. The need to provide good standards of lighting appropriate to the function and use of the space to be lit.
4. The need to avoid the creation of concealed areas that would provide opportunity for criminal activity or anti social behaviour.
5. The use of appropriate species of planting to create defensible boundaries and can deter criminal or anti-social behaviour.
6. The need to ensure that crime prevention measures are unobtrusive and that they do not raise the fear of crime.
7. The need for pedestrian and cycling routes to avoid conflict with vehicles.

Objectives 7:7,  
7:8, 11:1

**Reasons for the Policy.**

Designing to reduce crime and fear of it are vital elements of creating a safe and attractive urban environment where people want to live. The policy sets out key criteria to encourage the provision of safety and crime conscious design.

Appendix 1  
(existing and  
proposed SPGs,  
and design  
guidance)

**Policy 82. Landscaping in development.**

Appropriate design and provision of hard and soft landscaping will be required for development proposals that create formal or informal space. In considering the adequacy of landscaping provision, regard will be had to the following:

1. All landscaping (hard or soft) should serve a purpose and incidental open space of low value and which is likely to present future maintenance or nuisance problems should either be avoided or where appropriate incorporated into private space.
2. Landscaping proposals should make use of high quality materials and the species used should be appropriate to the individual site and its setting, having regard to potential wildlife benefits.
3. Adequate provision should be made for the future maintenance and management of greenscape and landscaped areas, including wildlife sensitive management.

**Reasons for the Policy.**

The landscape setting of new development should be an integral part of the design of the development. Well designed landscaping that utilises good quality materials will endure and benefit the development, its occupants and the area in which the development relates. Well designed and appropriately landscaped developments can also discourage graffiti and the accumulation of litter, rubbish and dog dirt - factors that can significantly detract from the city's environment and cause real annoyance to residents.

Natural landscaping softens urban areas and provides green respite. Hard landscaping can provide visual interest and significant character to a development. Both forms of landscaping are important to the quality of life in urban areas and will assist the urban renaissance.

**Policy 83. Gateways and approach corridors.**

Development proposals that are prominent in gateway locations, along strategic transport network routes, and in prominent waterfront locations will be permitted where they make a positive contribution to the image of the city through:

1. The design and architectural quality of the development being of a particularly high standard commensurate with the development's high profile location.
2. In respect of major development proposals which generate substantial visits from the general public, the provision of tourist information and other facilities as appropriate, having regard to the nature of the site and the need for tourist facilities in that location.

**Reasons for the Policy.**

A major plank of the Local Plan Strategy is improving the image of Plymouth. This can be done through quality design and environments, with public art potentially playing an important role, and through provision of facilities for visitors so that they feel welcome in the city. Nowhere is this more important than at high profile sites such as at gateway locations and on major transport routes (see Urban Design Concept Plans).

**Policy 84. Public art.**

Public art should be incorporated as an integral component of development scheme designs in the following circumstances:

1. In respect of major development proposals in city gateway locations.
2. In the City Centre, in residential neighbourhoods and in other parts of the city where urban design, cultural and / or public art strategies have identified opportunities and guiding principles for provision of public art.

**Reasons for the Policy.**

Public art can play a positive role in making cities more vibrant and attractive places where people want to live. It can also help improve the image of the city. The importance that the City Council attaches to public art is demonstrated by its inclusion as one of 10 city-wide Urban Design Principles put forward in the Local Plan Strategy.

The policy sets out the circumstances in which the public art will be expected to be provided as part of a development proposal. The intention is to be strategic in the use of art, to maximise its impact and its quality. Thought should be given to its provision at the early stages of design, as an integral part of the scheme, not as an after thought or token.

**Policy 85. Environmentally conscious design.**

Development proposals should, where practicable, be located, orientated and designed to minimise the amount of energy and other natural resources they consume. Development proposals should:

1. Make an efficient use of the land without compromising the quality of surrounding environment.
2. Where possible avoid locating buildings on steep north facing slopes, in frost pockets and on exposed hill crests.
3. Be oriented and designed to maximise solar gain for heating and lighting and minimise energy loss.
4. Provide shelter belt planting in areas exposed to wind.
5. Be constructed and designed to be adaptable and extendable with minimal impact to

*Objectives 7:7,  
11:1, 13:6, 13:9*

*Appendix 1  
(proposed SPG,  
existing design  
guidance)*

*Appendix 8  
(definition of  
major  
development)  
See also Policy  
83*

*Objectives 2:1,  
2:4, 11:1*

*Appendix 1  
(proposed SPGs  
and strategies)  
Appendix 9  
(definition of  
major  
developments)*

*Objectives 11:1,  
11:2  
Section 2.6*

*Appendix 1  
(existing and  
proposed SPGs)*

- adjacent occupiers of buildings and on land.
6. Where desirable and feasible retain and refurbish existing buildings, and where not, reuse demolition waste in the construction of new buildings, infrastructure and landscaping, preferably on site.
  7. Minimise overshadowing, by other buildings and trees, of building faces designed and oriented to make best use of solar gain.
  8. Include provision for the recycling and reuse of rainwater and grey water.
  9. Include provision or the ability to provide active solar systems.
  10. Have regard to the opportunities to encourage wildlife in the design or buildings and the development as a whole.

Objectives 11:1,  
13:6, 14:2, 14:3,  
15:1, 15:2

**Reasons for the Policy.**

The policy aims to support the City Council's commitment to promoting sustainable development by encouraging environmentally conscious design. Whereas the Plan as a whole sets a strategic framework for development, detailed issues that impact upon the more efficient use of resources and energy can only be taken into account in the design of schemes. These are set out in the policy in the interests of reducing the impact of development upon the environment, improving the quality of the urban environment and reducing the long term cost of living, whilst allowing future generations to meet their own needs.

**Advertisements.**

Appendix 1  
(existing and  
proposed SPGs  
and design  
guidance)

**Policy 86. Advertisements.**

In considering the effect of proposed advertisements on the interests of amenity and public safety, regard will be had to the following criteria:

1. Advertisements should be designed and positioned to relate well in scale and form to the land or buildings upon which they are proposed to be displayed.
2. Advertisements should not be unduly prominent and add to advertisement "clutter" or be detrimental to the character of the area in which they are proposed to be located.
3. Advertisements should not create hazards to pedestrian, cyclist, vehicular or marine safety.
4. In the case of advertisements affecting listed buildings and conservation areas, particular regard will be had to the detailed design and materials having regard to the special character of the building and / or area. Illumination should be achieved by an appropriate form of external illumination.

The following types of advertisement are unlikely to be acceptable:

5. Advertisement hoardings in the following locations;
  - a. Affecting the setting of ancient monuments, listed buildings or conservation areas.
  - b. As inappropriate features on the city's principal approach routes.
  - c. As inappropriate features in city gateway locations.
  - d. In residential areas.
  - e. In areas subject to regeneration initiatives where there are objectives to improve the character of the area and its environment.
  - f. On or affecting designated Greenscape Areas and other quality green spaces.
  - g. Affecting important public views.
6. Advertisements above fascia level where upper floors are in residential use and / or the advertisement would be out of keeping with the character of the area.
7. Advertisements on flank walls that would be either overly prominent or that would not relate to the premises being advertised.
8. Intermittent illumination, flashing or animated advertisements.

**Reasons for the Policy.**

Proposals for the display of advertisements will be considered on their merits, in the interests of amenity and / or public safety. There is a need to strike an appropriate balance between the need and function of advertisements and their visual impact. Poorly controlled advertising can have adverse effects upon urban amenity.

Certain types of signs can more readily lead to such effects. They are referred to in the policy and will be subjected to particular scrutiny.

Objective 11:8

**Environmental protection.****Policy 87. Pollution.**

Development proposals which are likely to cause detriment to or put at risk people's health and safety, residential and general amenity, or the natural environment, including those where the following circumstances apply, will not be permitted:

1. Where the development, including uses involving hazardous uses, would give rise to or present an unacceptable risk of giving rise to harmful pollution or nuisance.
2. Where the development proposal is incompatible with an existing land use that gives rise to or presents an unacceptable risk of giving rise to harmful pollution, including development in the vicinity of establishments where hazardous substances are present.

*Appendix 1  
(proposed SPG)*

**Reasons for the Policy.**

The control and prevention of pollution is a major responsibility for the City Council and other agencies in the interests of protection human health, people's quality of life and the environment. It is not the aim of this Plan to replace or duplicate the responsibilities and functions of the various pollution control agencies. The Plan does however aim to protect the City's environment from the introduction of new polluting uses or developments that would be or could be harmful, and also to prevent conflict between polluting and sensitive uses of land. This could be in the form of radiation, fumes, smoke, dust, ash, grit, litter, noise, vibration, visible light, heat, odour and liquid discharges.

*Objective 15:7*

**Policy 88. Contaminated land and land stability.**

Development proposals on or near contaminated or unstable land or on land where there is good reason to believe that the land could be affected by possible contamination or land instability will only be permitted where the applicant can satisfactorily demonstrate that the site is either suitable for the proposed use or that adequate remedial measures can be undertaken to ensure that there is no unacceptable risk to human health, the natural environment, residential or general amenity, building stability and neighbouring land or buildings arising from contamination or land instability.

*Appendix 1  
(existing strategy)*

**Reasons for the Policy.**

The policy is needed that the risks to health and the environment associated with development on land which is or potential is contaminated or unstable are removed.

*Objective 15:7*

No such register of unstable land exists. There are however some types of area where land instability could be an issue which should be addressed. These areas will tend to be over the limestone belts that run in an east west direction along the south fringe of the City, from and including West Hoe, The Hoe through Cattedown to and beyond Plymstock. This instability relates to the potential for natural cavities in the limestone. Other sources of instability will related ground compression from land which has either: been reclaimed over estuarine mud flats, on former land fill sites and other potentially 'soft' ground conditions. The final area of potential concern is where development may be affected by unstable slopes such under or close to the edge of former quarry faces.

**Policy 89. Development in areas of flood risk.**

Development proposals within and adjacent to areas of known flood risk will be permitted provided that the following criteria are met:

1. The proposed development does not significantly increase the risk of flooding to other land.
2. The proposed development reduces flood risk to an acceptable level, through for example provision of appropriate flood defence measures, or the development is not in itself sensitive to potential flooding.
3. The proposal does not threaten the long-term effectiveness of flood defence works.

In coming to a view on the risk of flooding, regard will be had to reasonable forecasts of sea level change and predicted changes in rainfall patterns and severity over the life expectancy of the development.

Objective 15:3

**Reasons for the Policy.**

The policy is needed to safeguard developments and people from increased flood risk. Development in flood risk areas can increase the risk of flooding either on the site concerned or on sites downstream. Floodplains are a natural form of flood defence whose function can be impaired by development. Floods can be the cause of considerable expense and inconvenience and can endanger life and property.

The City Council will apply the precautionary principle to development proposal in or adjacent to such areas, in line with the advice contained in the PPG 25 *Development and Flood Risk*. However, the primary responsibility for safeguarding land and other property from the risk of flooding remains with the landowner.

Areas at risk of flooding identified by the Environment Agency, including coastal and river flood plains, are identified on the Proposals Map.

**Policy 90. Development resulting in the loss of inter or sub tidal areas.**

Development proposals involving the loss inter-tidal or sub tidal areas, either through development or permanent flooding, will not normally be permitted. The only exceptions to this will be where there is no unacceptable impact on the marine or coastal environment and the development requires a coastal location, would result in urban regeneration or environmental improvement, or is demonstrably in the greater public interest.

In determining the acceptability of an impact regard will be had to the proposal's impact on:

1. Statutory and non-statutory nature conservation designations or features or species of importance.
2. Statutory and non-statutory historic buildings and areas and archaeological designations.
3. Navigation rights and needs, and the use of the water for leisure pursuits.
4. The visual character of the waterfront.

Objective 13:2,  
13:3

**Reasons for the Policy.**

Development in the inter-tidal and sub-tidal areas does not only lead to the loss of a finite environmental resource. It also impacts on the wider marine environment. Even small changes to the coastal zone can have a major impact on its ecology and upon water-related leisure pursuits (e.g. consequential changes in the flow of water). Plymouth's waterfront is a unique asset to the city, which needs protection and enhancement. Plymouth Sound and the estuaries are important to the marine and fishing economy, leisure pursuits, and are recognised as internationally important for nature conservation. There will thus only be rare occasions where land reclamation or other development of inter-tidal and sub-tidal areas is acceptable.

**Policy 91. Renewable energy.**

Proposals for the development of renewable energy facilities will be permitted, provided that the proposal does not give rise to an unacceptable degree of harm. In considering such applications regard will be had to:

1. The waste management hierarchy set out in Policy 98 (waste management development).
2. The potential impact of any proposal that includes utilisation of waste to generate energy upon the ability of the city's waste authority to ensure the viable management of waste arising in the city.
3. Any renewable energy facility should be able to demonstrate that it can maximise its efficiency by making use of waste heat or any other by-product, where viable.

Objective 15:8

**Reasons for the Policy.**

The production of energy from renewable sources, such as wind or tides, is and will become even more important in time. Sources of non-renewable fuels such as coal and gas are finite and they produce environmentally damaging by-products, which harm the global environment. The City Council will support the principle of development proposals that generate energy from renewable resources, provided that any particular development proposal does not give rise to an unacceptable degree of harm to the city's residents, amenity or the natural environment. Opportunities for developing any significant renewable energy facilities in the city will be limited for reasons of practicality. However, opportunities may arise and proposals will be looked on favourably subject to their impact.

**Policy 92. Surface water run off.**

Development proposals should make appropriate provision for sustainable surface water run-off management measures. The extent of measures required will be related to the scale and nature of the development and the level of risk of flooding in the developments water catchment area and the capacity and level of risk of flooding in the surface water drainage catchment area.

**Reasons for the Policy.**

Development reduces surface permeability by replacing vegetated ground with hard surfacing. This reduces the amount of water infiltrating into the ground and increases surface water run-off. In heavy rainfall this can result in problems downstream where an increased volume of water arrives quickly at a point, overwhelming the drainage infrastructure and causing flooding. The distress to people affected is exacerbated when the storm water drain affected is combined with a foul water drain, resulting in raw sewage flooding homes and gardens. Much of Plympton, for example, relies on a combined drainage system.

The consequences of reduced surface permeability can also include damage to the marine environment. This is because large quantities of water may be discharged through drains into watercourses in a very short period of time, eroding streams and riverbanks and changing the oxygen levels in the water. Additionally, contamination such as oil spills may be washed into watercourse or into the ground water supply.

The flow of surface or storm water from a development can be managed in order to reduce the associated storm surges. This is principally achieved by using a potentially wide variety of methods to slow the rate of water flow from a development into the sewerage or surface water run-off system. One method supported by the City Council, which may be appropriate particularly for larger developments, is Sustainable Urban Drainage systems (SUDS). This bring a variety benefits such as reduced risk of flooding, protection of water quality, attractive environmental settings to development, opportunities for wildlife, and potential for the re-charge of ground water supply.

**Minerals.****Policy 93. Control of mineral workings**

Applications for mineral working will be determined having regard to the following considerations:

1. Evidence of the presence and quantity of the mineral.
2. Evidence of the need of the mineral.
3. The effects upon agriculture.
4. The effects of the operations on the visual amenity of the area.
5. The impact of the development on the natural environment.
6. The impact of the proposal on the water environment, including surface and groundwater, drainage and water supply.
7. The impact of the development on archaeology and the historic environment.
8. The effects of noise, vibration, dust, and fumes on adjacent occupiers.
9. The impact of traffic movements on the highway network, and its effect upon the amenity of adjacent occupiers.
10. The method and programme of working including hours of operations and phasing.
11. Proposals for landscaping.
12. The siting and type of any ancillary plant and equipment.
13. The proposals for monitoring and reporting the environmental effects of the proposal.

**Reasons for the Policy.**

Mineral extraction operations can have significant effects on the environment and upon communities within proximity of the workings. There are also potential benefits to the local economy, and in the possibilities for the after use of the site.

It is often quoted that minerals can only be extracted where they occur. It is important therefore to balance the mineral needs of the country and region, the mineral operators and construction industry against those of the natural environment, and residents and other land users who might be affected by any mineral working.

*Appendix 1  
(existing SPG)*

*Objectives 15:2,  
15:3*

*Objective 15:4*

**Policy 94. The use of secondary and recycled materials.**

Proposals which would increase the use or supply of secondary and or recycled materials will be permitted except where this would be detrimental to environmental or amenity interests.

Objective 15:6

**Reasons for the Policy.**

The re use of salvage and recycled materials in construction is supported by Government policy in order to reduce the need to use materials from traditional sources e.g. from quarrying. The Government's Minerals Planning Guidance Note (MPG) 6 seeks to increase the target for the use of recycled materials from 40 million tons in 2001, to 55 million tons by 2006. In addition to extending the life of permitted reserves, the use of recycled materials also reduces the quantities of materials finding their way to landfill sites with consequent environmental benefits.

The recycling operation, including processing and storage could be detrimental to the amenities of the surrounding areas. It is important to ensure that unacceptable noise, disturbance dust or other environmental problems do not accompany the benefits of such an initiative.

**Policy 95. Non mineral development in Mineral Resource Areas.**

Planning applications for non- mineral development in Mineral Resource Areas will only be permitted where:

1. The proposed development would not prejudice the continued extraction of mineral deposits or potential future reserves, unless there is an overriding need for the development, or it is practicable and environmentally acceptable to extract the mineral before the development commences.
2. The development would not be adversely affected by the mineral working.

Objection 15:4

**Reasons for the Policy.**

It is important to protect existing and potential mineral resources from development that could possibly prejudice their exploitation. In addition the amenities of non-mineral development can be adversely affected by authorised mineral operations if they are inappropriately located. It should be noted that there is no presumption in favour of granting consent for the winning of minerals in the Mineral Resource Area.

**Policy 96. Buffer zones.**

Mineral development within the buffer zone will not be permitted where the proposal would adversely affect the amenities of adjacent occupiers. In addition, non-mineral development will only be permitted where it can be demonstrated that such proposals would not prejudice future mineral operations.

Objective 15:4

**Reasons for the Policy.**

Due to the un-neighbourly nature of mineral extraction operations, it is necessary to ensure that there is a suitable distance between it and more site sensitive developments or activities. This is in the interests of both the mineral operator and of adjacent occupiers.

**Policy 97. Restoration.**

Planning permission for mineral developments will be granted only if they are accompanied by restoration schemes. Restoration schemes shall include details of phasing, and aftercare, which will include a requirement for continuing maintenance for a period of 5 years.

Objective 15:3

**Reasons for the Policy.**

Mineral workings have a significant impact on the landscape and often take place over a considerable length of time it is therefore important to ensure that the damage to the landscape is repaired at the earliest opportunity, and the land restored to beneficial use.

**Waste.**

**Policy 98. Waste management development.**

In considering proposals for waste management development, regard will be had to the following criteria:

1. The extent to which the development is consistent with the Waste Management Hierarchy of first reducing the amount of waste arisings, then increasing the re-use of waste, then recovery

(recycling, composting and energy) from waste, and then as a final option disposal through landfill.

2. The extent to which the development demonstrates that it is the Best Practical Environmental Option for the waste stream(s) to be managed by the facility.
3. The extent to which the proposal contributes to the ability of the Plymouth and the South West Region to become more self sufficient in its ability to manage its own waste arisings, having regard to the Best Practical Environmental Option for the particular waste stream(s).
4. The extent to which the waste arisings will be managed as close as reasonably possible to their source of production, subject to the Best Practical Environmental Option considerations.
5. The impact of the proposal on human health, general amenity and the natural environment.
6. The potential added value of the proposal to other land uses, including where appropriate, the utilisation of surplus heat, energy or other materials arising from the waste management process, and the extent to which these opportunities will be realised.
7. The adequacy of access to the strategic transport network.

#### **Reasons for the Policy.**

Development proposals for waste management related development have to be considered against a back ground of achieving more sustainable solutions for waste as required by the European Community and the Government, and which is articulated, for land use planning purposes, in PPG10 *Planning and Waste Management*. The policy sets out the issues which the City Council will have regard to in the determination of development proposals. These issues reflect the broader sustainability and location concerns raised, to some extent, by all waste related developments.

*Objective 15:6*

#### **Policy 99. Reducing and reusing demolition waste.**

Proposals for redevelopment schemes should make provision for the re-use of materials arising from the demolition of existing buildings or structures. The preference should be for processing and re-use of materials on the same development site. Where this is not reasonable, alternatives which would result in a reduced reliance on the use of natural resources in other construction, development or maintenance projects will be acceptable.

#### **Reasons for the Policy.**

Inert construction and demolition waste is required for the construction and engineering of landfill sites. Chelson Meadow accepts approximately 200,000 tonnes of such waste a year, which is wholly used in the site engineering and road construction on the site. To this extent this inert waste can be seen as being used sustainably, in that natural resources are not being exploited to engineer the site. However, Chelson Meadow will be exhausted by 2006, whilst some inert waste will be required to restore the site, construction and demolition waste will have to be put to alternative uses to avoid their unsustainable disposal. With an emphasis on the reuse of previously developed land in this Plan, it is probable that the amount of construction and demolition waste will increase. The policy seeks to reduce the amount of such waste being disposed of in an unsustainable manner.

*Objective 15:6*

#### **Policy 100. Waste in commercial and industrial development.**

New retail, commercial or industrial developments should include an appropriately designed and set-a-side space for the management, storage and collection of waste. The design and scale of the space sought should be appropriate to the type and scale of the development and the amount and type of waste it is likely to produce.

#### **Reasons for the Policy.**

Separation of waste at source is recognised as an efficient method of achieving higher reuse and recycling rates. The provision of adequate space in a development proposal for storage, potentially for different types of waste, will assist the waste collection industry achieve even better rates of recycling and will minimise the risks of contamination of potentially recyclable waste. The same approach is taken in new residential development where Policy 25 (new housing development) requires new residential development to make adequate provision for the storage of the 'green bin' for the City Council's recyclable collection round.

*Objective 15:6*

Appendix 8  
(definition of  
major  
development)

**Policy 101. Recycling facilities.**

Major development proposals that will be used or visited by the public should incorporate recycling banks or bins, appropriate to the scale and nature of the development. In coming to a view on the need or scale of recycling facilities to be provided regard will be had to the proximity to existing facilities.

Objective 15:6

**Reasons for the Policy.**

Major development proposals such as food retail stores that include car parks provide ideal opportunities for the inclusion of recycling banks. People visiting such development have the opportunity to have near access to recycling facilities and share one trip for waste disposal and shopping / working. The aim will be to secure an appropriate range of recycling banks, in the publicly accessible space of such developments to serve local community and facility users.

**Policy 102. Materials reclamation facilities and waste storage.**

Materials reclamation facilities and other buildings for the centralised reception, sorting, segregation and / or storage of waste will be permitted, provided that:

1. The development is located within an industrial area or allocated employment land or as part of a permanent integrated waste management facility.
2. The impact on neighbouring land uses, occupiers of land or buildings and the environment is acceptable or can be made acceptable by the use of mitigation measures.
3. The site is of sufficient size to accommodate vehicle manoeuvres within the site and has access to an appropriate standard of highway that can also accommodate the vehicle movements.
4. The method of storage of materials is acceptable, depending on the nature of the material, and the visual impact of open-air storage is either acceptable or acceptable with appropriate screening.

Objectives 15:6

**Reasons for the Policy.**

Facilities to separate, temporarily store and distribute waste are an essential component of waste reuse and recycling. The provision of this type of facility is becoming more popular with the private sector as the costs of disposal increase, making recycling more viable. The range of such facilities could include separation facilities for broad or narrow mixed waste streams, car breakers or scrap metal yards. The City Council would wish to encourage any private sector venture, which improve waste re-use and recycling rates. However, the potential impacts of such facilities need to be carefully considered and controlled to avoid pollution of the environment and disturbance to other uses of land that might be sensitive receptors. The policy will support the achievement of the Governments target of reducing by 2005 the amount of commercial and industrial waste being sent to landfill to 85% of that landfilled in 1998.

**Policy 103. Civic amenity recycling centres.**

Civic amenity recycling centres will be granted consent in the areas of need, in northern Plymouth and Plympton, provided that:

1. They are located in industrial areas, on previously-developed land or as part of an existing permanent waste management facility where other waste processing activities take place.
2. Where no suitable sites as set out in 1 above exist in reasonable proximity to the areas of need or no such sites have an acceptable standard of vehicular access route, then sites of low amenity, recreational, nature conservation or landscape value will be allowable provided that it does not give rise to unacceptable levels of polluting impacts (including visual impact) on other occupiers or uses of land in the vicinity of the site.
3. Traffic attending the facility would not cause unacceptable levels of congestion on the roads leading to the site and queuing space can be accommodated either within the site or on the highway where this would not cause danger or unacceptable nuisance.
4. The proposal includes measures to mitigate or limit any undesirable polluting and visual impacts where such impacts can be attenuated to an acceptable degree.

Objective 15:6

**Reasons for the Policy.**

Civic amenity sites are important facilities for the public to bring either their recyclable waste to, or other waste which cannot readily be collected on the normal domestic collection rounds. Civic amenity sites help to prevent the illegal and spoiling dumping of rubbish and they also provide

important facilities for a wider range of recycling opportunities that do not exist at smaller recycling banks, such as oil, car batteries, domestic white goods and metal.

The existing two civic amenity sites at Chelson Meadow and Weston Mill are extremely well used and can be very congested at weekends. The northern part of the City, above the A38, and Plympton do not have reasonable access to these two facilities and would benefit by having access to nearer civic amenity sites. Two additional civic amenity sites would reduce the pressure on the existing sites and probably lead to a reduction in illegal waste dumping in the northern part of the City. The City Council's Waste Management Strategy sets out the order of priority for the provision of such facilities as: 1. Northern Plymouth, and 2. Plympton.

**Policy 104. Community and large scale composting.**

Planning permission will be granted for small scale community composting schemes or large scale composting schemes, provided that:

1. In the case of large scale composting schemes the site is located in industrial areas, on previously-developed land or as part of an existing permanent waste management facility where other waste processing activities take place.
2. In the case of community composting schemes, the site is of low public amenity, recreational, nature conservation or landscape value.
3. The applicant can demonstrate that there will be an acceptable and secure method of site and composting process management for the duration of the use and that there is an after care scheme to rehabilitate the site if the composting use should cease permanently.
4. There are adequate measures to prevent the risk of pollution arising from the proposal.
5. The proposal will not adversely affect the occupiers and users of nearby buildings or other land uses, by way of pollution, nuisance, activity or visual impact, unless adequate mitigation measures can be put in place to prevent otherwise unacceptable impacts.
6. The proposal will not result in unacceptable levels of traffic congestion or risk to highway safety.

**Reasons for the Policy.**

Composting of organic waste assists waste minimisation, by converting organic 'kitchen or garden' waste into a product that can be re-used in the garden, therefore minimising waste requiring further treatment or disposal outside the home. The Waste Management Strategy supports the further development of home and community composting schemes. A private company operates a commercial composting facility at Chelson Meadow, this makes use of the green garden waste deposited at the civic amenity sites and the City Council also operates its own composting process using the green waste from parks. The policy is intended to assist and control the development of further large scale and community composting schemes, diverting waste from disposal to reuse.

*Objective 15:6*

**Policy 105. Waste to energy facilities.**

Facilities to convert waste to energy will only be permitted where the following criteria are met:

1. The facility would contribute to the overall Waste Management Strategy that seeks to maximise the amount of waste that can be viably reduced, re-used and recycled, prior to recovery of energy from waste.
2. The location of the facility allows the opportunity to maximise its efficiency by making use of waste heat generated.
3. The facility is able to provide either power for local use and distribution and / or is able to viably connect to the main electricity distribution grid.
4. It has reasonable access to the strategic transport network.
5. If by-products of the energy generation process (such as bottom ash or gases) are viably re-useable, the applicant must demonstrate that the by-product can be collected and processed on site and offered for re-use. If the by-product cannot be processed on site the applicant should demonstrate the availability of an acceptable location or facility where the by-product can be processed and offered for re-use, including appropriate arrangements to secure the of site processing and re use.
6. The facility is located on industrial land, previously-developed land or in association with an existing permanent and major waste management facility, unless no location that satisfactorily meets the other criteria can be identified, in which case a green field location may be acceptable.

7. The proposal is of an acceptable design, is well sited and suitably landscaped in order to minimise its visual impact.
8. The proposal will not give rise to unacceptable levels of nuisance or activity effecting other occupiers of land or buildings in its proximity.
9. The proposal must be able to demonstrate that it would fall within any pollution standards that would apply to the process of energy recovery.

**Reasons for the Policy.**

Plymouth's Waste Management Strategy supports the development of facilities that will recover energy from waste within an integrated waste management strategy, to deal with waste which cannot be reduced, re-used or recycled. It does not specify the method by which waste should be converted to energy or fuel and there are a variety of potential technologies. It is not the role of the Local Plan to specify, nor should it, the type of process that might finally be adopted. It is responsibility of the developer / operator to put forward a proposal for a type of waste to energy facility that will best meet the objectives of waste reduction, reuse and recovery with out unacceptable impact upon the environment for acceptable cost.

The Local Plan does not duplicate or replace the responsibilities of those who consider and determine applications for pollution control licences. It is a responsibility of the Environment Agency and the pollution control service of the City Council to assess the potentially polluting impacts of such a waste to energy process and to monitor and control any emissions. Any such plant will have to meet the stringent standards imposed by the European Union and the Government on the type and amount of emissions that are permitted from such a process.

The City Council should however have regard to environmental, residential and general amenity issues in considering applications for planning permission for waste to energy plant, as well as any other matter which has a direct bearing on land use planning and which is not the specific responsibility of other licensing agencies. These issues are set out above and should be read in combination with the other environmental protection policies of this Plan.

Taking into account that the form of such a facility can involve buildings and chimney stacks of substantial size, a significant visual impact must be expected. A balance must be struck between the necessity of size of any structure and its visual impact. Careful design and location of buildings can reduce the visual impact as can the use of existing and new landscaping.

**Policy 106. Landfill sites.**

Proposals to dispose waste by new landfill or land raise sites will not be permitted, unless:

1. Access to an existing site with adequate capacity or an extension to an existing landfill site, which accepts the particular type of waste stream/s, that would be a better practical environmental option, is not possible.
2. It can be demonstrated that the facility is part of an integrated strategy for waste disposal, consistent with the Waste Management Hierarchy as set out in Policy 98 (waste management development), and that the site has been identified following an assessment of Best Practical Environmental Option, taking into account the principles of proximity and self sufficiency.
3. It would only accept wastes that cannot be viably re-used, recycled or have energy recovered from it and / or waste residues from an energy from waste facility and / or inert waste that cannot be re-used or recycled.
4. It would not cause unacceptable detriment to neighbouring occupiers of and users of land, by way of noise, activity, smell, litter, dust or other nuisance.
5. It can be accessed off the strategic transport network without causing unacceptable levels of congestion or risk to highway safety.
6. The site identified does not have a more beneficial existing use or function or a more beneficial potential use that could reasonably be expected to be implemented.
7. An acceptable restoration scheme is included with an acceptable end use and the construction and design of the landfill facilitates the end use.
8. The proposal would not give rise to harmful pollution to the environment or adjacent users and occupiers of land and buildings or would cause unacceptable sterilisation of adjacent land.
9. The proposal would not cause danger to air traffic by way of bird strike.
10. The proposal includes mitigation measures to control otherwise unacceptable impacts.

Objectives 15:6,  
15:8

**Reasons for the Policy.**

Landfilling of waste is no longer an acceptable primary disposal route for household waste. The only role landfill will play in waste management in the long term is as a final disposal facility for wastes that cannot be dealt with through preferred processes in the waste management hierarchy.

It is considered, following assessment of the city, that the potential for such sites is extremely limited if there is any potential at all. However, even if the use of the policy is unlikely during the Plan period, it is considered prudent to have recourse to a policy over an issue that might have significant impact.

*Objective 15:6***Policy 107. Waste transfer.**

Proposals for the development of any road - rail freight interchange facility should ensure that the ability of the facility to handle waste, which has been appropriately containerised, can be accommodated. The process of waste transfer should not give rise to unacceptable impact on other affected users of land by way of noise, dust or other nuisance and the facility should have an adequate standard of highway access.

**Reasons for the Policy.**

The provision of a waste to energy facility in Plymouth to serve its needs is the stated preference of the City Council through the waste management strategy. There is however potential for a medium or longer term solution for waste management at facilities outside the city boundary. The transfer of waste by road for any distance is not a desirable option due to environmental impacts of large numbers of vehicle movements and the costs of such vehicle movements. A medium term solution for waste management in the city prior to the completion of a waste to energy plant, might involve transfer of waste by rail to other management / disposal facilities. In the long term a waste transfer site from road to rail might be needed to take ash or other by-products away from a waste to energy plant to a landfill outside the city boundary. There is a need therefore to plan for the potential of a road to rail waste transfer site, but as part of a road-rail interchange facility. The policy seeks to ensure that such an interchange could accommodate waste transfers.

*Objective 3:2*