



Minerals

Developing a prosperous economy - to develop a more enterprising, vibrant and diverse local economy that strengthens local businesses and enterprises, which will attract investment, share prosperity and create better employment opportunities for local people.

Maintaining a clean and sustainable environment - to create a more attractive environment that is safe, clean and tidy as well as being a more healthy and diverse natural environment.

12. Minerals

Introduction

- 12.1. The city contains the farthest south western exposure of workable limestone in England. It provides an important resource for the local economy, particularly the construction industry. While there are other areas in Devon where limestone is quarried, their value as an alternative is limited because of constrained expansion opportunities and increased transport costs. Plymouth's limestone, with its potential for significant expansion, will be important to the sub-regional economy for a long time to come.

Key Sources:

- o British Geological Survey – Geology Map
- o Aggregate Industries – Map showing Greater Hazeldene known extent of Limestone reserve July 2006.

Context

- 12.2. Limestone is a key feature of the city's physical geography. A band of Middle Devonian Limestone forming a long exposure up to a kilometre wide runs across the southern side of the city from The Hoe, through Cattedown to Sherford. The rocks are well-bedded medium to pale grey limestone – reserves of which have been proved to a considerable depth. This limestone belt creates the distinctive features that contributes to the character of the city's waterfront, such as The Hoe and Mount Batten.
- 12.3. Limestone quarrying has been a significant feature of the city since its early development. The stone has been used for a variety of notable projects such as: the Plymouth Breakwater; the Eddystone lighthouses; Royal William Victualling Yard; Devonport Dockyard and many other important buildings throughout the 17th, 18th and 19th centuries.
- 12.4. The limestone from Plymstock Quarry has been used to manufacture cement on-site. The quarry was closed in 1999 as the case for the continued extraction of the limestone as an aggregate was considered marginal. This former quarry is now proposed for re-development as a new sustainable residential neighbourhood with a mix of supporting uses.
- 12.5. Limestone has been extracted and processed at Moorcroft Quarry from the 1800's, but will cease (at pit 4) during 2006. The new quarry, at Hazeldene, was granted consent in 1994. It is accessed through a tunnel that passes under Haye Road, allowing the limestone extracted from Hazeldene to be processed at the existing plant in Moorcroft Quarry. The current extraction rates at Hazeldene Quarry suggest that it has about 50 years of permitted reserves at present output levels.
- 12.6. Additional limestone reserves have been proven to the east and north of Hazeldene. While the location of the proposed new community at Sherford, in South Hams, will result in the loss of the reserves to the east, the limestone resource to the north has the potential capacity, subject to planning permission, to supply the local economy well into the next century. Proposals for extraction of limestone from former and abandoned quarries to the south and west of Plymstock are not likely to come forward in the foreseeable future. There are no other known mineral deposits within Plymouth for which it is necessary to provide a minerals planning framework.

Approach

- 12.7. Minerals are a finite, but vital resource. Draft RSS Policies provide for the supply of aggregates and other minerals to contribute to national requirements and to maintain land banks for at least seven years. Policy RE12 also provides for the identification of sites for the recycling of secondary aggregates (which will be addressed in Plymouth's Waste Development Plan Document).

- 12.8. It is the LDF's role to ensure that adequate supplies of minerals are provided to meet foreseeable needs, and that known mineral reserves are safeguarded from unnecessary development. Provision of supplies to meet current needs is achieved in the form of 'land banks' (sites with permission) and future supplies are protected in 'minerals safeguarding areas' (areas of potential future mineral extraction, but which do not yet have planning permission for their extraction). The LDF must also consider the development needs of the city as a whole and seek a sustainable balance between planning for mineral supply and the city's growth.
- 12.9. This approach will be amplified in the North Plymstock (and Minerals) AAP, reflected in South Hams District Council's Sherford AAP and the emerging Devon Minerals Development Framework.

Strategic Objective and Policies

Strategic Objective 12 Delivering Future Mineral Resources

To deliver an appropriate balance between the need to safeguard the long term supply of minerals and delivery of strategically important development in the eastern corridor, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and well-being for all. This will be achieved through:

- 1. Safeguarding the continued extraction and processing of mineral resources from existing permitted quarries.**
- 2. Safeguarding mineral reserves for future extraction in a manner which supports the sustainable development objectives of the city and sub-region, notably the development of the new community at Sherford and its longer term potential extension back towards the city.**
- 3. Balancing the impacts of mineral extraction with environmental protection and amenity of adjoining occupiers of land and buildings.**
- 4. Reducing the consumption of non-renewable mineral resources by encouraging reuse and recycling of construction and demolition waste.**

Targets

Progress towards achieving this objective will be measured against the following targets: -

- 1. Identification of land consented for mineral extraction and processing and an appropriate buffer zone in the North Plymstock (including Minerals) Area Action Plan.**
- 2. Identification of Mineral Resource Protection Area in the North Plymstock (including Minerals) Area Action Plan.**

Policy CS23 Safeguarding Mineral Resources

The Council will safeguard mineral resources in North Plymstock from other forms of development that would prejudice future mineral development. In order to do so the North Plymstock (including Minerals) Area Action Plan shall identify a Mineral Resource Safeguarding Area to include Hazeldene Quarry and land to its north. This shall include a buffer zone, which may extend beyond the limit of the known viable reserve, to safeguard future extraction of the limestone reserve.

Minerals development within a buffer zone will not be permitted where it would adversely affect the amenities enjoyed by existing or future occupiers and users of nearby dwellings and buildings, or other adverse impact on significant natural or historic features.

Non-mineral development which would be sensitive to mineral extraction, its subsequent processing, and result in the permanent sterilisation of limestone will be resisted within the Mineral Safeguarding Area.

Non-mineral development in the buffer zone will not be permitted where it would adversely effect existing mineral extraction or possible future mineral development.

- 12.10. Mineral resources can only be worked where they exist. A function of the planning system is to ensure the long-term future supply of the limestone, because it is important to the local economy and construction industry. This policy seeks to safeguard the potential future extraction of the proven limestone resource under land to the north of the existing Hazeldene Quarry. This is required to ensure a long-term limestone supply as an alternative to the loss of the limestone beneath the new community proposed at Sherford. In order to implement Sherford there will be a need for the owner of the mineral resource to agree to give up their consented land banks and potential reserve in favour of this alternative extraction area.
- 12.11. This policy also identifies safeguards for the future operation of quarries, and in relation to public safety and amenities, given that the limestone extraction process, which incorporates blasting, can have a significant impact well beyond the extent of the actual quarry edge. Some of this impact can be mitigated by the environmental bund, constructed around the perimeter of the quarry. However, there is still a need for a buffer zone to ensure that development is not subject to unacceptable impacts from quarrying, but also to safeguard the quarry operation, which might otherwise be sterilised by the imposition of environmental controls arising from nuisance complaints. The buffer zone also limits the extent of quarrying activity, so that the local community can be confident of the protection of their amenity and local environmental quality.
- 12.12. The policy will be implemented by the Council by the detailed definition of the safeguarding area and future buffer in the North Pymstock Area Action Plan and then through the consideration and control of development proposals submitted within the defined area.

Policy CS24 Mineral Development

Applications for mineral extraction in the Mineral Safeguarding Area will be permitted, provided that:

- 1 The extent of the proposal is satisfactory in relation to the mineral buffer zone and need to protect the amenity of existing occupiers adjoining land and buildings and the future development and use of adjoining land.**
- 2. The development demonstrates that, through its design and operation, it integrates with the planned development of the new community at Sherford.**
- 3. The development provides an environmental bund to protect the occupiers of adjoining land from the physical and visual impact arising from mineral extraction. The environmental bund should also provide for a recreation cycle and footpath to link public open space at the new community with recreational land and routes in the vicinity of Saltram.**
- 4. The method, monitoring and phases of the development are acceptable in**

relation to its environmental impact.

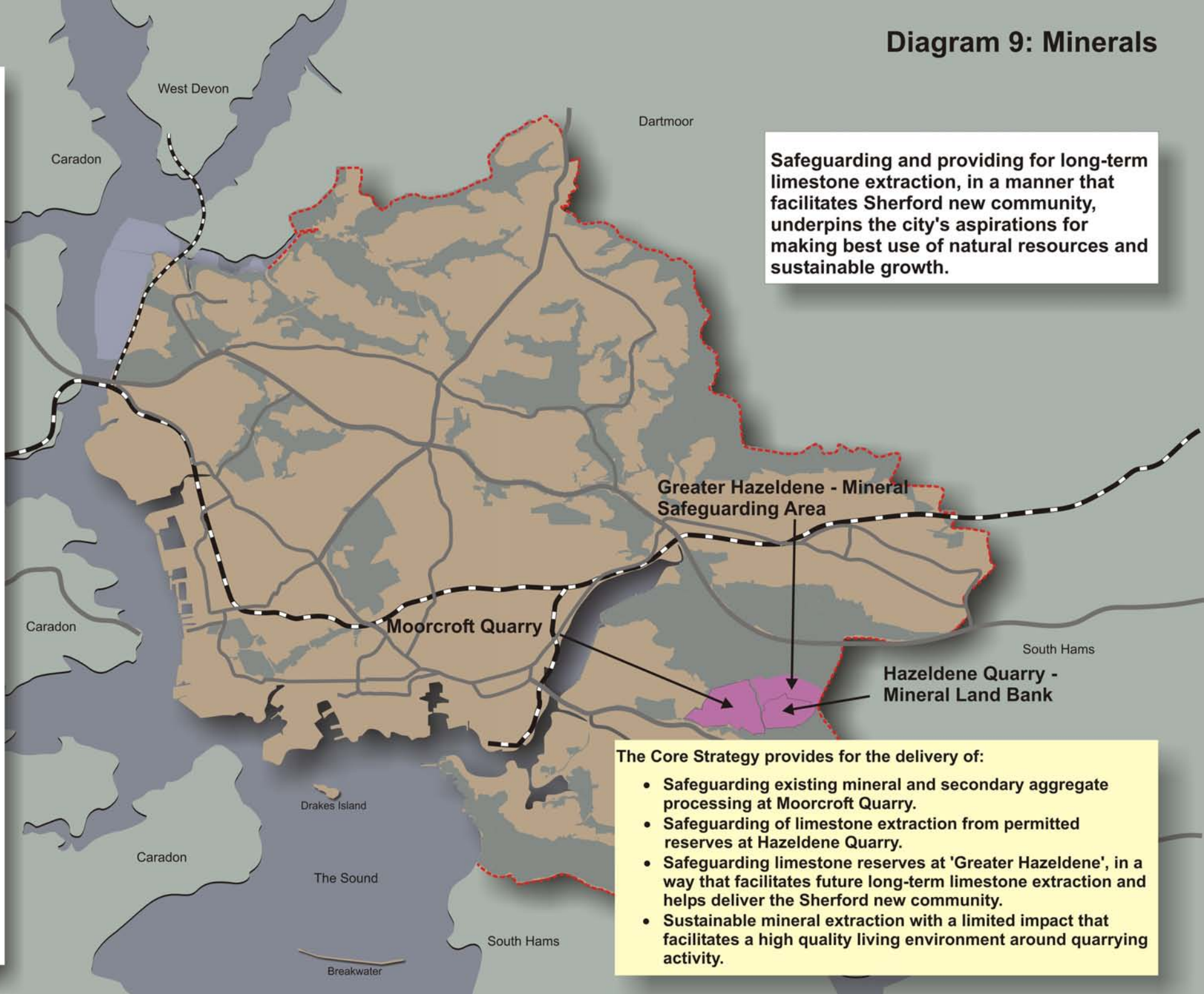
- 5. There are no unacceptable adverse impacts arising from the development upon interests of acknowledged importance, which can't otherwise reasonably be compensated for or mitigated against.**
- 6. There are demonstrable benefits of the development for the local economy and to the sustainable development and growth of the city.**
- 7. There are satisfactory after care and restoration proposals.**
- 8. The transport impacts are satisfactorily managed.**
- 9. Assessment demonstrates that there will not be an unacceptable impact upon the water environment, with particular regard to protection of ground water resources and flood risk.**
- 10. The development provides for submission of an Environmental Statement at review periods and a methodology to respond to any unforeseen and significantly detrimental environmental impacts arising from mineral extraction.**

- 12.13. Planning applications are likely to be submitted for the extension of Hazeldene Quarry early in this plan period. This policy is required to provide a framework of the relevant planning considerations that such a proposal will raise, and to guide and control such a development in a way which balances the future supply of limestone with environmental and amenity concerns and future sustainable growth of the city.
- 12.14. Given the proximity of the limestone resource to existing and planned future development there is a particular need to carefully balance the control, extent and potential impact of future extraction on neighbouring uses, whilst also making best use of the limestone reserve. Aspects of the new community infrastructure, namely recreational routes, can be facilitated by the extension of the mineral extraction area. The potential duration of quarrying activity, due to the capacity of the reserve, could be as long as 250 years. It is difficult to predicted the environmental impact of mineral extraction beyond a reasonable period of time. Therefore there is a need to agree a phased approach to any consent with either a series of consents and/or, by agreement with the developer, the inclusion of review stages - to enable the proper long term environmental impact of the mineral extraction to be monitored and account taken of unforeseen adverse environmental impacts.
- 12.15. The policy will be implemented by the Council through the exercise of its statutory planning powers when considering and determining planning applications.

Diagram 9: Minerals

Key

-  City Boundary
-  Existing Urban Area
-  Strategic greenscape network
-  Main roads
-  Rail network
-  Mineral locations



Safeguarding and providing for long-term limestone extraction, in a manner that facilitates Sherford new community, underpins the city's aspirations for making best use of natural resources and sustainable growth.

The Core Strategy provides for the delivery of:

- Safeguarding existing mineral and secondary aggregate processing at Moorcroft Quarry.
- Safeguarding of limestone extraction from permitted reserves at Hazeldene Quarry.
- Safeguarding limestone reserves at 'Greater Hazeldene', in a way that facilitates future long-term limestone extraction and helps deliver the Sherford new community.
- Sustainable mineral extraction with a limited impact that facilitates a high quality living environment around quarrying activity.

Waste

Maintaining a clean and sustainable environment - to create a more attractive environment that is safe, clean and tidy as well as being a more healthy and diverse natural environment.



13. Waste

Introduction

- 13.1. Plymouth has been reliant on a single landfill site as the primary method of waste disposal since the early 1960's. However, this waste disposal facility at Chelson Meadow has reached the end of its life and will close in mid 2008. This presents both a challenge and an opportunity for the city. The challenge is to establish an alternative way to deal with our waste in the short term, but with the opportunity to lay the foundations for a more sustainable waste management solution for the future.

Key Sources:

- The Regional Waste Strategy for the South West (2004) – Regional Assembly.
- Future Waste Requirements (2005) - ENTEC
- Waste Sites Assessments (2005) - ENTEC
- Waste Options Report (2005) – ENTEC

Context

National / Regional

- 13.2. The first place to start tackling the waste problem is to reduce the amount of waste we produce; i.e. waste minimisation. However, this will still leave a significant amount of waste to deal with and, with Plymouth's growing population, the total amount of waste is likely to rise.
- 13.3. European and UK guidance and legislation require waste management authorities to establish new waste management systems, that divert waste from landfill in favour of other more sustainable methods of waste management and treatment; i.e. 'waste recovery'. To measure progress towards this, the Council is required to contribute to achieving national landfill diversion, recycling and waste recovery targets.
- 13.4. The draft RSS supports this approach by requiring the city to become as self-sufficient as possible in the management of the waste it produces. If full self-sufficiency is not appropriate, the Waste Planning Authority is expected to reach agreement with a neighbouring authority on alternative arrangements, having full regard to the sequential approach for the location of such facilities.

Future Waste Requirements

- 13.5. In order to meet these requirements new facilities will have to be provided in Plymouth. Depending on levels of waste growth and the success of waste minimisation, by 2021 between 741,000 and 1,426,000 tonnes of waste will be generated within the city. In order to meet national waste diversion and recovery targets for the municipal waste stream this means that, by 2021, we will need to have provided waste recovery capacity for somewhere between 132,000 and 170,000 tonnes of municipal waste. In the same period, there will need to be further waste recovery capacity, between 57,000 and 115,000 tonnes, for commercial & industrial waste.

The Waste Management Strategy

- 13.6. In response to this the Council is preparing a revised Municipal Waste Management Strategy which will set out how municipal waste should be managed and treated in a sustainable, yet affordable way. It will establish waste management targets for the city, encourage a reduction in the amount of municipal waste generated and propose the various types and sizes of new facilities needed to manage and treat the waste we produce. This will establish a framework for the procurement of infrastructure and services, in whole or part, for municipal waste collection, management and treatment. The Council may have a role in facilitating the delivery of sites required, e.g. through Compulsory Purchase if necessary, but the infrastructure and services are likely to be provided by the private sector on a long term contract.

Approach

- 13.7. The long term waste management strategy views Plymouth as becoming a city that:
- Is as self-sufficient as possible in managing and treating its waste
 - Will have a socially, environmentally and economically responsible approach to waste production and its subsequent management and treatment
 - Promotes waste minimisation - by allowing everyone to play a role in delivering sustainable waste management
 - Reduces the amount of waste being sent to landfill - by increasing the amount of waste material that is re-used, recycled, composted and has value recovered from it such as energy from waste
 - Works positively with neighbouring authorities to explore the potential of providing sustainable waste management and treatment facilities within the city. This may also have the capability to manage waste arising from the area around Plymouth.
- 13.8. The LDF's task is to propose broad locations for new waste recovery facilities, particularly for the large scale treatment facilities. i.e. 'strategic' waste management facilities to deal with: municipal waste; commercial and industrial waste; and construction and demolition waste. It will also provide a framework for the identification of other sites or areas, where smaller waste management facilities should be located, such as: local recycling centres (e.g. bottle & paper banks), small waste sorting and transfer stations and scrap metal and car recycling. The LDF will also include planning policies to control and guide the type and location of waste development to appropriate locations, and to encourage waste minimisation.
- 13.9. A potential problem in seeking to achieve self-sufficiency in the provision of waste recovery capacity is the risk of being overly reliant on the delivery of strategic facilities from the few potential sites in the city. Therefore, the planning strategy for strategic waste management sites must include the identification of alternative options for sites.
- 13.10. This provision will not, however, include new landfill capacity inside the city, as no new suitable and viable landfill sites within the city can be identified. Therefore, part of the long term planning strategy for waste still relies on the provision of landfill capacity outside the city, but within reasonable proximity to it. This means that the Council will seek to work with the neighbouring waste planning authorities, to achieve strategic waste management allocations on appropriate sites on the edge of the city and in close proximity to it. Implementation would be controlled through the planning process to reflect the preferred sequential approach and their relative sustainability performance.
- 13.11. In the short term, because of the pending closure of Chelson Meadow and long lead in times to procure an appropriate alternative, the only viable option will be to use an existing alternative disposal facility, for residual wastes, outside but within reasonable proximity of the city. The volumes of waste being sent to such a facility will reduce in time as strategic waste treatment facilities within Plymouth become operational. This short term strategy will require provision of a new waste transfer station and facilities to achieve significant increases in landfill diversion through improved recycling and composting. Elements of this short-term approach are therefore complementary to the delivery of a long term strategy for waste.
- 13.12. In order to establish an appropriate 'planning framework' for waste-related development, the LDF includes strategic waste objectives, targets and policies in this the Core Strategy - although these will be reviewed regularly to align with national and local waste strategies. The detailed waste development policies and allocation of sites will be contained in the Municipal Waste Development Plan Document. The Waste Management Strategy will inform the content of the Waste Development Plan Document as to the type and size of waste facilities that need to be accommodated in the city in so far as municipal waste is concerned.

13.13. The proposed spatial approach to waste is shown on Diagram 10 for illustrative purposes.

Strategic Objective and Policies

Strategic Objective 13

Delivering Sustainable Waste Management

To establish a spatial planning framework in the LDF that supports the Regional and Council's Municipal Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities. This will be achieved through:

1. Supporting and encouraging waste minimisation, particularly during construction, and during the life and use of buildings.
2. Supporting and encouraging re-use, recycling and composting of waste, by:
 - a) Providing for recycling in new developments.
 - b) Ensuring development can be served by appropriate waste collection methods to support recycling systems.
 - c) Providing for land to accommodate re-use and recycling processes and facilities.
3. Allocating sufficient and appropriate land within the city that is capable of accommodating a range of strategic waste management and treatment facilities. Providing sufficient capacity to meet Plymouth's needs and, if possible, additional capacity to manage and treat waste from adjoining areas.
4. Providing a positive planning framework to support the accommodation of sustainable commercial and industrial waste management facilities. Providing local waste management facilities, either on strategic waste management sites or at a range of other smaller sites.
5. Providing a positive planning policy framework that enables sustainable waste-related development, which will have an acceptable impact on local and global environmental quality.

Targets

Progress towards achieving this goal will be measured against the locally developed waste management targets, which are to be prepared as part of the emerging Municipal Waste Management Strategy. National and Regional waste management targets will provide the framework for the development of local waste management targets.

The LDF Annual Monitoring Report will identify the extent to which sites are effectively allocated and subsequently developed, in support of the Municipal Waste Management Strategy.

Policy CS25

Provision for Waste Management

The Council will facilitate the provision of new or enhanced waste management and treatment facilities, of sufficient capacity to manage waste arising in the city, and potentially from adjoining areas, through the allocation of sufficient land for strategic and local waste management and treatment infrastructure. This will consist of:

- 1. A range of sites to accommodate Strategic Waste Management and Treatment infrastructure of sufficient capacity to manage and treat the municipal, commercial and industrial, and construction / demolition waste arising in Plymouth and adjoining areas. The combination of sites would be expected to be able to accommodate a range of waste management and treatment facilities and technologies, including: recycling and composting ; bulk waste transfer; and treatment of waste by mechanical, biological and thermal (with energy recovery) methods, but not disposal by landfill.**

The allocation of such sites in the Waste DPD should explore potential in the following general areas:

- 1. Coypool**
 - 2. Chelson Meadow (existing waste management facility)**
 - 3. Moorcroft Quarry**
 - 4. Prince Rock**
 - 5. Land west of Ernesettle**
- 2. A range of small sites of up to 1 ha each which can accommodate commercial and industrial or municipal waste transfer, recycling and recovery facilities.**
 - 3. Local civic amenity site(s), each of in the region of 0.5 to 1 ha of land, to serve the north of the city and Plympton.**
 - 4. Enhancement of the existing Weston Mill Civic Amenity Site or development of a new site of in the region of 0.5 to 1 hectares, to serve the western part of the city.**

Priority will be given in the allocation of sites and the consideration of planning applications to previously developed or existing industrial sites.

- 13.14. This policy sets out the strategic land requirements needed to deliver an appropriate range and choice of sites, that are capable of accommodating large and small-scale facilities to manage and treat the waste we produce in Plymouth. Strategic facilities can be provided on one or several sites. It is not possible to specify the amount of land needed, as this is determined by the nature of facilities and the degree of their shared infrastructure. It is possible to provide a strategic waste management facility on a site of approximately 2 ha. However, this should be regarded as a minimum for a single strategic facility and it does not take account of the potential need to include a number of different waste treatment process, on one or more sites. There is also a need to provide different facilities for different waste streams, which therefore require a number of different sites. In addition, the policy also expects that such sites should, if possible, also include capacity to accommodate waste arising outside, but in close proximity to the city. This policy reflects not only the principles expected from national waste planning guidance, but also the waste policies of the (draft) Regional Spatial Strategy.
- 13.15. It is a key function of the Local Development Framework to provide a plan-led context for the identification of sites for strategic waste facilities. However, the number and size of strategic waste treatment facilities that will eventually be required are essentially limited. It is not appropriate to plan for 'close fit' between need and sites. The plan needs to strike a balance between providing for certainty, but also for flexibility and market choice. It also needs to be recognised that provision, particularly at Ernesettle, should be delivered in a way that avoids adverse impacts on the integrity of the Natura 2000 sites.
- 13.16. The evidence base for waste management and planning issues has identified that that there are only a very few sites in the city where strategic waste facilities could be accommodated. Given the importance of delivery of such sites, it is considered appropriate for this policy to indicate the general locations that should be considered

in the Waste Development Plan Document for the provision of strategic facilities. The detail of site allocations will appear in the Waste DPD. This will also be informed by the emerging Municipal Waste Management Strategy, which will provide a better indication of the potential types and scale of facilities needed.

- 13.17. This policy will be implemented primarily through the allocation of sites in the Waste Development Plan Document and reflected in the appropriate Area Action Plans. However, the policy will also be used where appropriate in the consideration of planning applications.

Policy CS26 Sustainable Waste Management

The Council will promote sustainable waste management by:

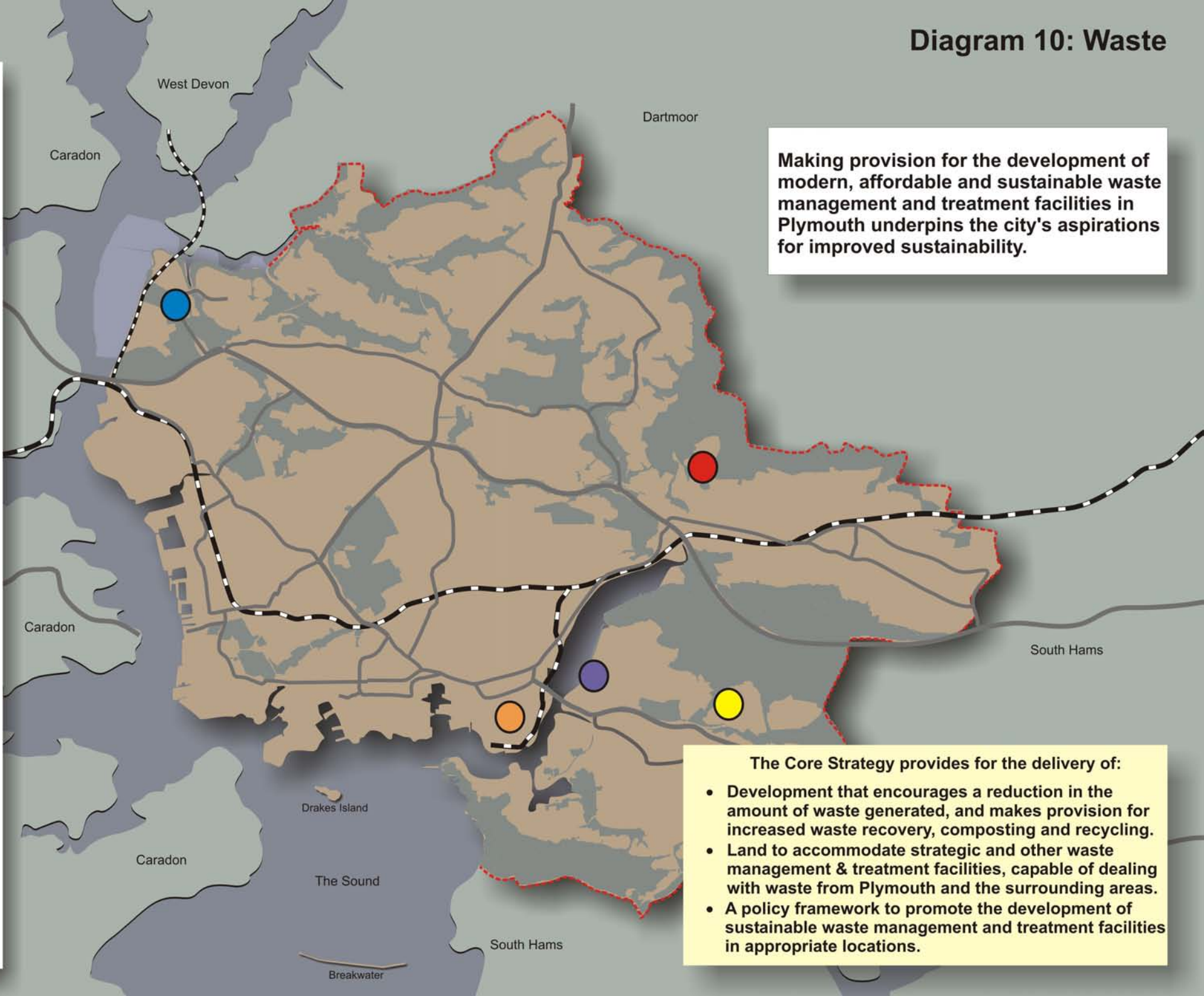
- 1. Promoting waste minimisation through the provision of waste audits for major developments.**
- 2. Requiring the integration of facilities for waste minimisation, re-use, recycling and composting in association with the planning, construction and occupation of new development.**
- 3. Establishing a planning policy framework for the control of waste management development that identifies suitable locations for such development. Providing guidance on minimising potential social, environmental and economic impacts that are likely to arise in the development of waste infrastructure.**
- 4. Working with neighbouring authorities and the South West Regional Assembly to identify and promote the provision of appropriate waste management, treatment and disposal sites on the edge of, or close to, the city in their waste development plans.**

- 13.18. This policy sets out the key considerations for development proposals that will generate waste, to facilitate a more sustainable approach to waste management. It will no longer be acceptable to build developments with no regard to the waste produced by the building and occupation of that development. There will be a need to encourage as much waste minimisation as possible, and to ensure that new developments effectively integrate with the more sustainable waste management and treatment systems that have been established, and will be further improved upon, through the Municipal Waste Management Strategy.
- 13.19. This policy also sets out the key considerations that waste management and treatment development proposals should have regard to. It provides the basis of a framework for the preparation of more detailed waste development control policies and allocations in the Waste Development Plan Document.
- 13.20. To provide a full range of options for the establishment of strategic waste management and treatment facilities, it will be necessary for the Council to engage with its neighbouring waste management and planning authorities to explore sustainable waste development options, in addition to those already identified in the city. This will enable a flexible and responsive planning framework in the procurement and delivery of sustainable waste management infrastructure.

Diagram 10: Waste

Key

- City Boundary
- Existing Urban Area
- Strategic greenscape network
- Main roads
- Rail network
- Coypool
- Prince Rock
- Chelson Meadow
- Moorcroft
- Ernesettle



Making provision for the development of modern, affordable and sustainable waste management and treatment facilities in Plymouth underpins the city's aspirations for improved sustainability.

- The Core Strategy provides for the delivery of:**
- Development that encourages a reduction in the amount of waste generated, and makes provision for increased waste recovery, composting and recycling.
 - Land to accommodate strategic and other waste management & treatment facilities, capable of dealing with waste from Plymouth and the surrounding areas.
 - A policy framework to promote the development of sustainable waste management and treatment facilities in appropriate locations.

Transport and Communications

Developing an effective transport system - to produce a safe and effective transport system that balances the needs of all users.

Promoting inclusive communities - to reduce social inequalities, renew disadvantaged neighbourhoods, protect the vulnerable and ensure equal access for all members of the community to services and opportunities.

Maintaining a clean and sustainable environment - to create a more attractive environment that is safe, clean and tidy as well as being a more healthy and diverse natural environment.



14. Transport and Communications

Introduction

Key Sources:

- Draft RSS, The Regional Approach to Transport (2006) - SW Regional Assembly
- Plymouth Area Transport Strategy (2006) – City Council
- Local Transport Plan 2 (2006) – City Council
- Plymouth City Airport Study (2006) - York Aviation
- Eastern Corridor Transport Study (2006) - Faber Maunsell
- Plymouth Strategic Transport Network Study (2006) - WS Atkins

- 14.1. The city's communication links are vital to its economic prosperity and social wellbeing. In the past Plymouth's perceived remoteness from Europe's core has been felt to be a constraint to economic growth. This peripherality can be mitigated through investment in faster connections to London and the continent, through the development of IT infrastructure and by promoting an economic strategy that focuses on the strengths of the city.
- 14.2. But equally important is the need for good transport connections within the city and its sub-region. To improve our quality of life and the city's economic performance, we need to radically improve local accessibility - but in a manner which is sensitive to our unique environment.
- 14.3. For most people, our increased ability to travel has been one of the most liberating features of recent decades. But it has come at a cost to the environment – and it is a cost that is increasing. Living more sustainably includes reducing car dependence - enabling us to make more journeys on foot, by cycling or by public transport.
- 14.4. Accessibility affects everybody. People need to be able to travel easily and safely in their daily lives, whether on foot, by bike, by bus, by car or in a wheelchair. It is essential, if we are to reduce car dependence, that accessibility considerations are integrated into all new developments.
- 14.5. Accessibility lies at the heart of creating sustainable linked communities where services, employment and facilities are provided within easy walking distance of homes. However, it is important to recognise that for people with mobility impairments there are additional obstacles to travel - even over short distances. Raised kerbs, steps and uneven pavements are all barriers to movement for wheelchair users, people with sight impairments, older people, and carers with young children. It is essential that their needs are recognised and planned for in the design of all new development.
- 14.6. It is the task of this LDF to promote a spatial plan that delivers the transport infrastructure necessary to enable Plymouth to grow in a sustainable way, whilst minimising the need to travel, and providing a choice of more sustainable modes of transport.

Context

- 14.7. The National, Regional and sub-regional transport policy agendas are very clear. Successive Government White Papers, the emerging Regional Transport Strategy and the Plymouth Area Transport Strategy all carry the same theme of promoting the most sustainable modes of travel and discouraging the least sustainable. The draft Regional Spatial Strategy sets out some of the key infrastructure requirements for the Plymouth sub-region, including:
- Improvements to Plymouth Airport including a runway extension and new terminal facilities
 - The provision of a road / rail freight interchange at Tavistock Junction (Plympton)
 - The creation of sea freight / cruise liner facilities

- The provision of High Quality Public Transport (HQPT) links on the eastern and northern corridors, and along the waterfront area
 - The provision of a range of additional transport measures in relation to Sherford, including a strategic transport interchange, junction improvements and improved links to the A379
 - The provision of a new boulevard link between Millbay and the City Centre
 - Improved links between Saltash / Torpoint and the city, including Park & Ride provision, water transport, ferry and the management of traffic flows through innovative use of ferry and bridge tolling.
- 14.8. The main elements of the strategic communication network, linking Plymouth to the rest of the South West Region, the wider UK and Europe, include:
- The A38 Devon Expressway and the main rail links
 - Plymouth Airport and commercial port
 - The information technology and telecommunications networks.
- Plymouth is also on a major strategic route to Cornwall (with rail, road and ferry links), which itself is a priority area for economic regeneration. It is therefore important to maintain these through links to a high standard.
- 14.9. The city's future prosperity depends, in part, on the continual improvement of these vital links. It is also important, both socially and economically, to improve the city's links with its surrounding hinterland. Significant numbers travel into Plymouth from the surrounding towns for work, shopping, entertainment, healthcare and education.
- 14.10. A recent report into the future of Plymouth City Airport concludes that it contributes substantially to the economy of the city and the surrounding area – and would do so increasingly as sustainable economic and population growth is delivered. However, the current Plymouth Airport layout is not adequate to accommodate the next generation of turbo prop aircraft. Should no enlargement of the runway and its associated safety areas be undertaken in the next few years, the facility itself would probably close on the retirement from service of the current type of aircraft. This could be during the period covered by the LDF. To achieve a situation where the airport becomes a cost effective facility in its own right, passenger numbers would need to increase from approximately 250,000 today to around 580,000 by 2021. Current trends in air travel and current economic forecasts indicate that this is quite practical.
- 14.11. The development of the Internet and Broadband has reduced the perceived peripherality of the city and it is important to maximise the use of such emerging technologies to offset the physical transport challenges of this western location.
- 14.12. In Plymouth itself, the two main bus operators currently provide a reasonable level of public transport throughout much of the urban area, and the progressive introduction of accessibility measures and Real Time Passenger Information are making some improvements to the public transport offer. However, issues with route coverage, infrastructure, vehicle types, fare structure and reliability have hampered the provision of credible alternatives to the private car. Indeed, since 2002/3 there has been a 12% decline in bus patronage. The need to better understand travel patterns as well as upgrade this network to provide a state-of-the-art HQPT network, with modern rolling stock and interchanges, is paramount to presenting Public Transport as the attractive alternative to commuting by car.
- 14.13. Rail also plays a role in the urban public transport network. In addition to the main railway station, there are 5 inner-city stations, which provide a modest level of commuter services for travelers living in South Devon, East Cornwall and the Tamar Valley. The city's aspiration is to support improvements to the network locally, as well as promote a more 'joined up approach' regionally and nationally in order to help the modal shift to more sustainable transport solutions.

- 14.14. Plymouth is quite a self-contained city, with 78% of people employed in the city also working there. However, 12,800 commute from outside of Plymouth each day – 46% from the South Hams and 14% from Cornwall. To maintain this level of containment against a backcloth of ever more comfortable vehicles and subtle marketing, it is vital that the Public Transport alternative is comfortable and cost effective.
- 14.15. Traffic growth nationally has proceeded at about 2% per annum, but within the city cordon traffic growth has all but stabilised from a 2000 base – in part due to traffic demand management measures taken pro-actively in the previous decade. This has resulted in a city, which is - in comparison to many other towns and cities – relatively free of congestion, other than at peak periods on critical sections of the northern, eastern and western corridors. The value to the city of maintaining this position, in the face of ever growing car ownership and usage cannot be exaggerated in terms of its economic, social and environmental impact.

Plymouth's Transport Strategy

- 14.16. The Local Transport Plan for the period 2006-2016 (LTP2) sets out a five year transport capital investment programme within the context of a long term vision to transform Plymouth's sustainable transport network. It sets out 7 strategic objectives for transport planning:
1. To improve accessibility and social inclusion
 2. To reduce the rate of growth of traffic congestion
 3. To improve road safety
 4. To improve air quality and the environment
 5. To support Plymouth's urban renaissance and sustainable growth
 6. To improve the quality of life
 7. To make maintenance more efficient and effective.
- 14.17. These objectives are supported by a number of key principles, the most relevant in relation to links to the Core Strategy include:
- **The importance of public transport** - placing public transport at the heart of the strategy; and
 - **Meeting current and future needs** - acknowledging the importance of a long term strategy to support regeneration - and to provide an infrastructure to facilitate planned developments in the City Centre and the eastern and northern corridors.
- 14.18. LTP2 is set within the context of a longer term vision for transport which has at its heart the development of a strategic network for HQPT. This is seen as a key element to enable the LDF's spatial vision of sustainable growth to be delivered. The essential elements of HQPT include:
- High quality information material available in the home or at the start of the journey (e.g. "Traveline", personalised journey planning, timetables and route plans)
 - Safe and attractive bus stop environment and interchanges with real time information
 - Bus tram or light rail at a ten minute frequency and very reliable services
 - State of the art accessible vehicles along routes
 - Bus priority for reliable and speedy journeys
 - Whole system approach supported by parking management
 - Access to primary destinations e.g. City Centre and Derriford
 - Travel incentives and easy payment methods
 - Attractive design, attention to detail and high standards of customer service and promotion
 - Future growth potential built in – starts as bus travel, but subject to economic appraisal can be developed to intermediate technology and eventually to Light Rapid Transit.

14.19. The strategic HQPT network proposed is shown on the Transport Strategy diagram 11. LTP2 identifies a sequential approach to the delivery of the network:

Eastern Corridor:

2006-2011. Major scheme bid, including park & ride at edge of city, services to City Centre and Derriford, A38 junction improvements, bus priority measures on A379, bus priority across Laira Bridge and Embankment Road, (the need for Park and Ride on the A379 will be tested at a future date).

2011-2016. Implementation of Bus Rapid Transit (BRT) using disused rail alignments between Sherford and Laira Bridge; completion of links to Langage and Derriford / Airport using new Forder Valley link.

Northern Corridor:

2006-2011. Establishment of Derriford interchange; high quality buses on the route; bus priority measures; real time passenger information; increased frequency.

Western Corridor:

2006-2011. Increase frequency; introduce low floor buses; extend route to Derriford area; construction of a park and ride site west of Tamar Bridge.

2011-2016. Upgrade to a bus based HQPT route from park & ride west of Tamar Bridge.

Citywide network:

2006-2011. Establish Quality Bus Partnership Agreement; bus route audit and rationalisation; upgrade of remaining bus stops; introduction of smartcards; feasibility study in order to secure land to support further HQPT development.

2016-2026. Consolidate and complete bus based HQPT and expand to serve travel to work area; investigate upgrading to LRT or similar.

14.20. In relation to other strategic transport, the city will work with other partners to:

- Develop and extend the local rail links into the city – including supporting the Devon and Cornwall Rail Partnership in implementing pilot Community Rail initiatives on the Tamar Valley Line, and in continuing to work towards the reinstatement of the Drake Line to Tavistock
- Deliver a road / rail freight interchange at Tavistock Junction, with improved connections to the port
- Improve the Airport, railway station and coach station
- Promote improved rail and road connections into the city.

14.21. It is important that the LDF supports the delivery of all of the transport priorities highlighted in LTP2 and the wider transport strategy. These also include measures to improve accessibility and safety, to tackle congestion, and to promote walking and cycling (including the SW Coastal Path and the National Cycle Network). It will be particularly important to ensure that transport measures contribute to the objective of building a city of sustainable linked communities, and are designed to a high standard such that they integrate well with the surrounding urban form.

Strategic Objective and Policies

Strategic Objective 14

Delivering Sustainable Transport

To reduce the need to travel and deliver a sustainable transport network that supports Plymouth's long term growth, improves its connectivity with the rest of the UK, Europe and beyond, and provides an improved environment and a high quality of life for the city's communities. This will be achieved through:

- 1. Supporting new investment in strategic public transport infrastructure,**

including bus, coach, rail, sea and air transport.

2. Supporting new investment in sea and rail freight infrastructure, including the safeguarding of key sites.
3. Supporting the development of infrastructure for telecommunications and information technology - but in the context of a coordinated approach to provision that takes account of the impact on the environment and public health.
4. Improving accessibility and social inclusion through providing for a compact city of sustainable linked communities, which have a range of services and facilities, and which are well connected to major employment and service destinations in the city.
5. Reducing the rate of growth of traffic congestion through promoting modal shift to sustainable transport methods, implementing effective demand management, and ensuring that development takes place in locations which are accessible by a range of transport modes.
6. Improving road safety, by delivering appropriate infrastructure improvements with new development.
7. Improving the environment and quality of life through transport infrastructure improvements and applying policies to ensure developments include measures to address the adverse impacts of traffic.
8. Delivering an integrated sustainable transport programme for the city, focused on a network of High Quality Public Transport (HQPT) routes linked to strategic park & ride sites.
- 9 Promoting walking and cycling as a major mode of travel in the city and in support of community, health and tourism objectives.

Targets

- Increasing passenger numbers using Plymouth Airport to 580,000 per annum by 2021.
- Increase the percentage of all households in deprived areas that are within 30 minutes travel time by public transport of Derriford Hospital and Tamar Science Park (LTP2 target).
- Compared with the 1994-98 average, reduce the number of fatalities and serious injuries due to road accidents by 60% by 2010 – including an 80% reduction in the number of child fatalities / serious injuries and a 20% reduction in minor casualties (LTP2 target).
- Compared with the 2003/4 base, increase public transport (bus) usage by 7.3% by 2010/11 (LTP2 target).
- Ensure traffic growth does not exceed a total of 4.2% between 2004 and 2010, from a baseline of 1,118 million kilometres in 2004 (LTP2 target).
- Have no declared Air Quality Management Areas (AQMA) arising from Transport across the city (LTP2 target).
- Ensure that all new development is located within 400m of a bus stop.
- Deliver a HQPT service to serve eastern Plymouth from the occupation of the first homes at the Sherford new community, and to develop the HQPT service in line with future development in the eastern corridor.

Policy CS27

Supporting Strategic Infrastructure Proposals

The Council will support strategic infrastructure proposals to enhance Plymouth's connectivity with other parts of the region, the country and Europe by air, water, rail, road and information technology. In particular it will support, subject to environmental impact assessment where appropriate:

1. The construction of an HQPT network to serve the whole city, including:
 - Eastern Corridor: Deep Lane Park & Ride to City Centre
 - Eastern Corridor: Deep Lane Park & Ride to Derriford
 - Northern Corridor: George Junction Park & Ride to City Centre
 - Western Corridor: potential Western Park & Ride site to City Centre
 - Integrated links to local transport modes and services
 - High quality passenger transport interchanges on all routes
 - High quality buses delivered through Bus Quality Partnership Agreements
2. Infrastructure improvements at Plymouth City Airport, enabling it to meet a fuller range of business and leisure needs, including:
 - Extending the main runway by 48 metres to enable the next generation of turbo prop aircraft to use the airport.
 - Decommissioning of the shorter runway.
 - Increasing the size of the airport's apron to allow more aircraft to park.
 - Extending the passenger terminal buildings.
 - Relocating the maintenance hanger and engine testing area (which should be built to high standard for noise attenuation).
 - Releasing surplus land for development, to help finance infrastructure improvements.
3. Further development of facilities to support Plymouth port, including improved rail freight infrastructure and a rail freight interchange at Tavistock Junction.
4. Redevelopment of Plymouth railway station as part of a wider package of measures to transform this gateway into the city and improve the connections between the station and the City Centre and the proposed Life Centre at Central Park, as well as other rail initiatives (e.g. Tamar Valley Line, Inter City Improvements).
5. Development of a new coach station for Plymouth within the City Centre, to improve passenger facilities and pedestrian links to the Barbican, Hoe and the retail core as part of this important gateway into the city.
6. Development of information technology infrastructure.

14.22. These are the primary means by which the Plymouth is connected to the wider world and, therefore, the key arterial routes by which the economic and social lifeblood of the city flows.

14.23. In relation to Plymouth Airport, the recent Airport Study (2006) demonstrated both an economic and environmental justification for the airport. The airport is an extremely important part of the city's strategic transport infrastructure. Expansion of the airport is necessary if it is to be a viable proposition in the long term. This would include a runway extension. The Study presented two options – one for 158 metres extension which would enable some jets to use the airport, and a shorter option of 48 metres – this supports the next generation of turbo props (which would enable Plymouth to be connected with destinations as far afield as the Mediterranean). A longer extension is not possible without widening the entire length of runway. This would have

unacceptable social consequences as it would involve redevelopment of residential areas. The shorter (48 metres) extension is proposed because it delivers the increased connectivity required for economic development purposes whilst also being the most financially viable proposition. Public sector investment is however likely to be required in relation to all scenarios. The study demonstrated that this investment could bring some local environmental benefits, through for example, improved management of the noise environment, although clearly there would be potential environmental consequences too, and these will need to be considered in detail through environmental impact assessment of specific proposals with appropriate mitigation measures built in to any development. Given the nature of the airport and the aircraft that could land there, the study considered that there would be very little impact on climate change. However, these impacts too would need to be assessed as part of the environmental impact assessment.

- 14.24. In relation to the rail network, there is considerable under-utilised potential to use the local railway network to replace commuter journeys, currently undertaken by car, with rail-based travel for at least part of the travel to work journey of many visitors to the city. The Council has limited scope to make changes to the railway network or service provision directly, but in collaboration with stakeholders and strategic partners it seeks to enhance and upgrade the system to the benefit of the city and the surrounding travel-to-work-area. This would include supporting initiatives to:
- Secure network capacity improvements at stations in Reading, Bristol and Birmingham
 - Implement improvements at Plymouth's local railway stations
 - Support a Dawlish sea wall route diversion scoping study
 - Improve the frequency of services to Ivybridge station
 - Reinstate the Plymouth to Tavistock Line
 - Develop a rail/freight interchange at Tavistock Junction.
- 14.25. Delivery of the strategic infrastructure will be by means of public and private funding. Developer contributions, demand management revenue and Regional & National support will be required to create a source of finance for the enhancement of the strategic links.

Policy CS28

Local Transport Considerations

The Council will develop and promote a high quality and sustainable transport system for the city and reduce the need to travel through spatial planning and design, including the following elements:

- 1. Improving accessibility. New commercial development, which generates significant demand for travel, should be provided in locations well served by a variety of modes of travel, including public transport. Higher density of developed will be expected to be provided near to public transport interchanges and the High Quality Public Transport network.**
- 2. Ensuring that sustainable and safe transport provision is dealt with comprehensively in development. Development should where appropriate:**
 - **contribute to improved public transport provision and the development of new interchanges on the High Quality Public Transport network**
 - **support safe and convenient pedestrian, cycling and road traffic movement**
 - **provide proactive facilities and measures to support sustainable transport modes**
 - **contribute to the progressive introduction of network management**

technology, to maximise existing and future capacity and investment across all transport modes – and to reduce congestion and delay for the benefit of business and domestic travellers alike.

- **actively promote green travel plans.**
- 3. Safeguarding land for strategic transport infrastructure. Development will not be permitted where this is prejudicial to the Council’s strategy of developing a High Quality Public Transport Network for the city, or for other strategic transport measures (for example, the development of rail freight). Land to be safeguarded will be identified in Area Action Plans, the Site Allocations Development Plan Document or other Local Development Documents as appropriate.**
- 4. Demand management. Development proposals will be assessed in relation to car parking standards set out in the Council’s Car Parking Strategy. These set a maximum level of provision for different types of proposal. These standards will be applied within the context of the capacity of the local road network and the need to promote the city for economic development, support shopping areas, safeguard residential amenity and ensure highway safety.**
- 5. Promoting water transport. Development of new water transport infrastructure will be supported, particularly where this contributes to wider tourism or transport objectives.**
- 6. Promoting walking and cycling. Development of a network of safe walking and cycling routes will be promoted (including the SW Coastal Path and National Cycle Network), connecting to transport interchanges, linking communities and recreational areas in the city and beyond. Minimum cycle parking standards will be applied to ensure that new development provides adequate provision for cycling as a sustainable mode of travel.**
- 7. Physical accessibility. Development should contribute to improving accessibility throughout the city by ensuring that new developments, including buildings, streets and public spaces, are designed to be safe and accessible to all users.**

14.26. This policy seeks to ensure that emerging Local Development Documents and the considerations of planning applications all have regard to the need to deliver the sustainable transport objectives of the plan. Within this context, it is important that the promotion of water transport should be delivered in a way that avoids adverse impacts on the integrity of the Natura 2000 sites. Where appropriate, it will be amplified in Supplementary Planning Documents. In addition, detailed transport proposals will, where appropriate, be identified in Area Action Plans.

14.27. Delivery will be affected by the use of planning powers, to ensure that new developments are in line with the objectives. Regional and Local transport funding will be necessary, in part, to enable the provision of the transport infrastructure. Planning obligation contributions will be maximised, both to provide facilities directly and to lever funding from other sources. Compulsory Purchase Orders will also be employed, where appropriate, particularly in the delivery of the HQPT network.

Policy CS29 Telecommunications

The Council will support development which improves the city’s telecommunications infrastructure where:

- 1. All opportunities for mast sharing and the siting of apparatus on tall buildings have been fully explored, and its siting is to be undertaken sensitively.**

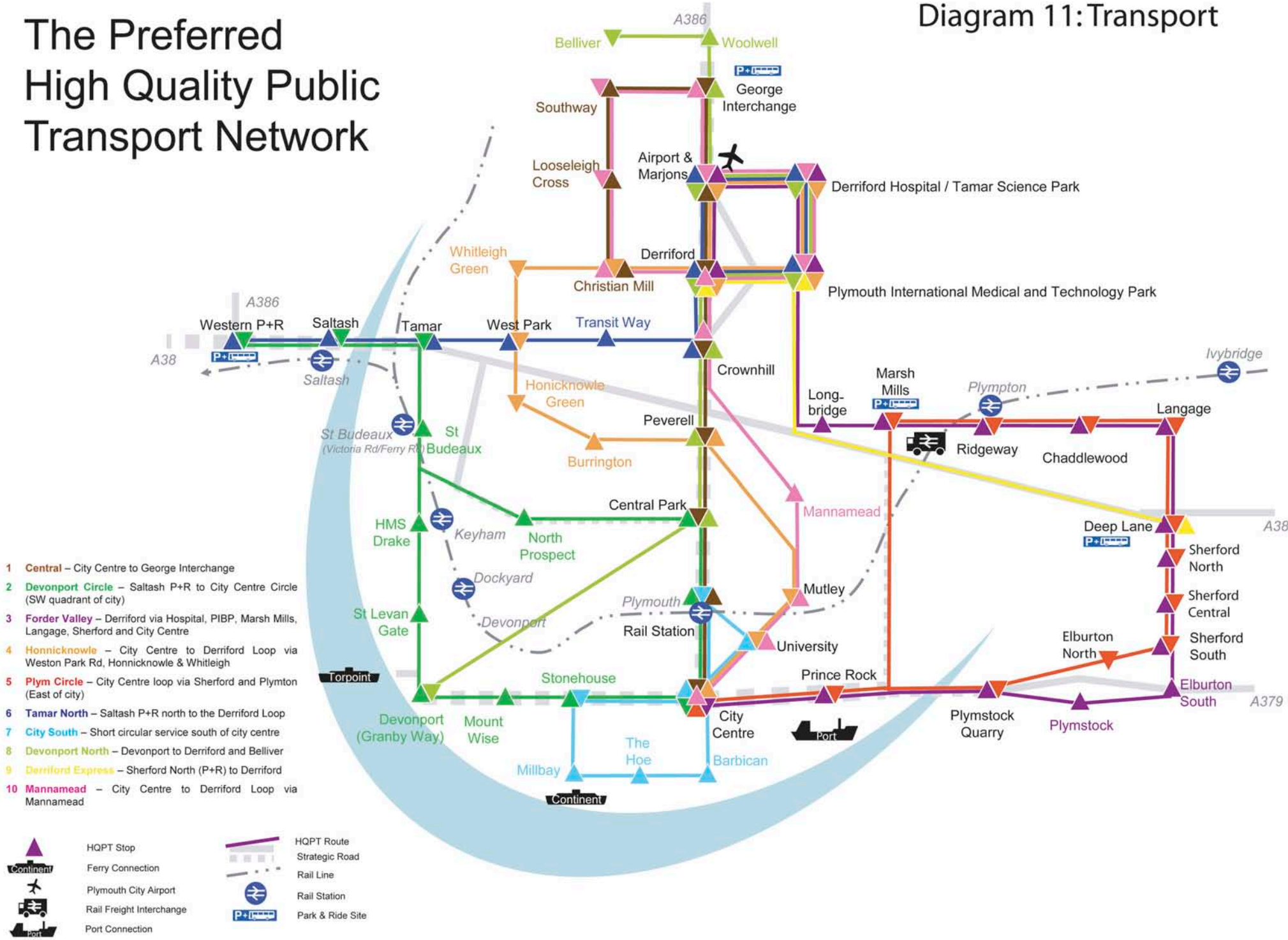
2. **The application is submitted with a certificate which confirms that the proposal complies with ICNIRP guidelines.**
3. **The proposal has an acceptable visual impact, with where appropriate, mitigation through design, siting and landscaping.**
4. **Provision is made for the removal of the equipment when it is redundant.**

The Council will seek the installation of existing and emerging telecommunications technology in new residential development, to improve the connectivity of the population of the city and to foster a culture of working from home.

- 14.28. Investment in telecommunications infrastructure is vital to the economic well-being of the city. It also contributes to the wider objectives of :
- sustainability – through the minimisation of the need to travel
 - social inclusion – in giving every household the opportunity to access a high quality of information relating to the society of which they are a part.
- 14.29. Telecommunications systems and technology are highly regulated to maximise the safety of the general public and minimise the risks to health.
- 14.30. The International Commission on Non-Ionising Radiation Protection (ICNIRP) produces guidelines, which must be followed, in relation to the siting of telecommunications equipment. The siting of masts, transmitters and other telecommunications infrastructure must avoid sensitive locations (such as schools and childrens' play areas). Providers and operators must be sensitive to local and public concerns in putting forward potential sites for development.
- 14.31. The visual impacts of such development also need careful consideration, particularly in relation to environmentally sensitive locations such as conservation areas. Consideration will be given to a future Supplementary Planning Guidance Document to amplify this policy and provide guidance on good practice.

Diagram 11: Transport

The Preferred High Quality Public Transport Network





Community Health, Safety & Well Being

To improve the health, well-being and social care of local people, reduce inequalities and help people at all stages in their life to enjoy the best possible health.

To reduce social inequalities, renew disadvantaged neighbourhoods. Protect the vulnerable, and ensure access for all members of the community to services and opportunities.

To reduce crime and disorder and the fear of crime amongst local people.

To stimulate participation in cultural pursuits, promoting creativity and extending opportunities for people to experience high quality recreational and leisure activities.

15. Community Health, Safety & Well-being

Introduction

15.1. This section sets out how healthcare, sport, active recreation and community safety will change over the LDF period. The task of the LDF is to set a spatial planning framework which will facilitate positive improvements to the city's health, safety and well-being and

Key Sources:

- Safer Places: The planning system and crime prevention
- Draft Playing Pitch Strategy (2006) – City Council
- Sports Plan 2020 (2001) – City Council
- Towards a Safer City – Plymouth crime and Disorder Reduction Strategy 2005-08 – Plymouth Community Safety Strategy

support the achievement of the city's vision. Plymouth's Health Authorities and the University of Plymouth have major proposals to improve the city's health facilities. The Council is preparing a Playing Pitch Strategy, a Sports Facilities Strategy and a Green Space Strategy to identify shortfalls in provision and to guide investment. The Council has also adopted a Crime and Disorder Reduction Strategy that sets out to reduce crime and fear of crime. These initiatives will be outlined in this section and their spatial planning requirements identified.

Context

- 15.2. Health, well-being and safety are major issues on the national agenda, and are closely interrelated. Health is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests. It is also about living in a safe environment and feeling part of the community. Major development proposals such as large mixed-use areas or urban extensions should have regard to the potential health impacts of the proposal.
- 15.3. The draft Regional Spatial Strategy identifies high level policies to ensure that these issues are adequately addressed in LDFs, and contains a specific requirement for all major developments to be subject to a health impact assessment. Specific to Plymouth, it identifies the need for the creation of regionally significant recreational facilities, linked to leisure and commercial facilities in the City Centre.
- 15.4. Plymouth's exceptional natural setting and wealth of open spaces provides a wonderful stage and a range of opportunities for outdoor recreation and leisure. Plymouth also offers a number of managed indoor and outdoor sport and recreation facilities for active and competitive sports, including the Mayflower Centre (Central Park), the Brickfields (Devonport) and the Manadon Football Development Centre.
- 15.5. In comparison to the rest of the United Kingdom, the health and well-being of people who live in the South West is very good. Health in Plymouth is also good overall, but there are significant variations in health levels within the city, with some neighbourhoods experiencing worrying levels of poor health.
- 15.6. The South West has one of the lowest crime rates in England. The rates, however, are significantly worse in Plymouth than in the surrounding rural areas, particularly in some of the city's priority neighbourhoods.
- 15.7. The design and layout of the built environment can help to reduce crime, fear of crime and antisocial behaviour. A contributory factor to improving safety is to create and sustain a 'sense of place', where people take pride in their surroundings. Designing out crime and designing in community safety should be a core principle in planning any new development as well as in helping to reduce crime and the fear of crime in existing developments.

Approach

- 15.8. Plymouth's Sports Plan 2020 sets out a vision to support participation in sport and recreational activity for all members of the community. Young people in particular are identified as a 'target group' to focus resources on.
- 15.9. In order to implement the Sports Plan 2020 there has been a need for a more coordinated and strategic approach to managing the city's sports facilities, as well as investment in improving facility provision. The Council's Sports Facilities Strategy (in preparation) sets out to do this by proposing a number of actions and recommendations. This will include major proposals to improve and enhance sports and recreation provision in Central Park, the Brickfields and Manadon; proposals to improve sports facilities at schools; to improve provision for water sports and to improve sports facilities at Plymouth's sports colleges (Plymstock School and Sir John Hunt Community College).
- 15.10. The Council's draft Playing Pitch Strategy 2006 – 2016 assesses the current and future predicted supply of, and community demand for, playing pitches for cricket, football, hockey and rugby union. It identifies current and predicted future shortfalls of pitches, and makes recommendations as to how these shortfalls can be addressed. It sets out local standards for playing pitch provision based on assessment of current and future need and demand. Local standards are set out for Plymouth as follows:
 - City (north) – 0.6 hectares / 1000 population
 - City (south) – 0.6 hectares / 1000 population
 - City (east) – 1 hectare / 1000 population.
- 15.11. These standards will be used to assess any development proposal that affects playing pitch provision, and to assess the need for new provision generated by new development. The strategy identifies a need for a new floodlit, sand-dressed synthetic turf pitch suitable for hockey in the east of the city; 26 additional junior football pitches, three cricket pitches and 3 rugby pitches by 2016.
- 15.12. The Council will also be producing a Green Space Strategy that will identify proposals for the management of the city's green spaces to improve the quality of provision as well as set local standards for open space provision. A Children's Play Strategy will also be produced.
- 15.13. The Plymouth Area Health Community's Vanguard Health Project aims to modernise and redesign health services for the area. The project includes plans to modernise and re-build a significant part of Derriford Hospital as an Emergency and Specialist Services Centre, and to build a new Planned Care Centre for routine operations, treatments and diagnosis on Plymouth International Medical and Technology Park. Both projects are planned for completion during the plan period.
- 15.14. The Plymouth Primary Care Trust aims to modernise and improve Plymouth's primary health care facilities through the LIFT initiative (Local Improvement Finance Trust) and through working closely with local GPs on developments and improvements using other funding methods. Mount Gould Hospital will be upgraded into a 60-bed Local Care Centre and two new Primary Care Centres will be built – one for the East End as part of a new Community Village and one for Ernesettle (now completed). Further initiatives will involve providing for new GP premises where current provision is inadequate, for example in areas such as North Plymstock which will experience significant new housing development during the LDF period. Where appropriate, primary health care can be provided as part of the extended schools agenda.
- 15.15. One further planned investment in health care for the city will be the Peninsula Dental School which has been established as a partnership between the Universities of Exeter and Plymouth and the NHS in Devon and Cornwall. New teaching facilities

and community based surgeries are proposed at the Plymouth University Campus site, Devonport and in the Derriford area.

15.16. Plymouth's Crime and Disorder Reduction Strategy 2005-08 (Towards a Safer City) sets out a number of priorities for reducing crime and fear of crime including:

- To reduce anti-social behaviour and associated crime, and
- To reduce violent crime in public places.

15.17. The LDF can contribute to these priorities by helping to reduce the opportunity for and incidence of crime and to help reduce the fear of crime. The policies and proposals of this LDF seek a practical and co-ordinated approach to the problems of safety and security for people and properties.

Strategic Objective and Policies

Strategic Objective 15

Delivering Community Well-being

To set a spatial planning framework for the improvement of the city's community health, safety and well-being for everyone. This will be achieved through:

- 1. Protecting and improving the city's sport and leisure facilities through supporting the implementation of the city's Sports Plan 2020, the Sports Facilities Strategy and the Playing Pitch Strategy so as to promote healthy and active lifestyles.**
- 2. Development of the Life Centre at Central Park.**
- 3. Safeguarding and improving the diverse leisure and recreation needs of the whole community.**
- 4. Protecting and enhancing the city's parks and open spaces as amenity and recreation spaces by supporting the implementation of the city's Green Space Strategy.**
- 5. Improving the city's healthcare facilities by supporting the implementation of the Vanguard Health Project, the LIFT initiative, other GP-led initiatives and the Peninsula Dental School.**
- 6. Safeguarding and providing for other key community infrastructure, including community meeting places and places of worship**
- 7. Ensuring that the potential health impacts of development are identified and addressed at an early stage in the planning process.**
- 8. Making Plymouth a safer place by requiring new development to incorporate good design that will help to reduce crime and the fear of crime, avoiding gated communities.**

Targets

Progress towards achieving this goal will be measured by the following targets:

- 1. A reduction in the % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night.**
- 2. Delivery of new investment in healthcare infrastructure.**

Policy CS30

Sport, Recreation and Children's Play Facilities

To enhance the city's sport and recreation facilities by delivering major new facilities at the following locations:

1. **Central Park Life Centre – which will be an outstanding venue for sport, active recreation, health, arts, education and the environment.**
2. **Manadon – continuing improvements to football and cricket pitch facilities.**
3. **Devonport Brickfields –new rugby, athletics and community sports facilities.**

New residential development will be required to make appropriate provision for sport, recreation, open space and children’s play to meet the needs of the development.

Development proposals for new sport, recreation and children’s play facilities, or for the enhancement / replacement of existing facilities, will be permitted provided that:

- a. **There is no demonstrable harm from noise, lighting, transport or environmental impacts.**
- b. **The development contributes to meeting identified shortfalls in provision or to enhancing the quality of provision of sport / leisure facilities.**
- c. **The development is accessible by sustainable transport modes.**
- d. **Where appropriate, the development contributes to wider open space objectives.**

There will be a presumption against any development that involves the loss of a sport, recreation or play facility except where it can be demonstrated that there is currently an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development.

15.18. This policy aims to protect existing provision and improve the city’s sport / leisure and play provision by supporting the implementation of the city’s Sports Plan 2020, the emerging Sports Facilities Strategy, the Playing Pitch Strategy and the emerging Green Space Strategy and Children’s Play Strategy. It also seeks to ensure that new provision is forthcoming as the city grows.

15.19. This policy will be implemented through the normal planning process and in the following ways:

- Through the identification of sites in other Development Plan Documents to support the implementation of the Sports Plan 2020, the emerging Sports Facilities Strategy, Playing Pitch Strategy and emerging Green Space Strategy
- Through the identification of sites to meet additional need generated by new development. In particular, proposals for new facilities will be included in the following AAPs – North Plymstock; Sherford and Derriford /Seaton. The Central Park AAP will set out proposals for the Life Centre
- Through protection of existing facilities to meet current and future need and demand.

Policy CS31 Health Care Provision

To improve the health of the city through requiring all major development proposals to be subject to Health Impact Assessment, and through the development of new and enhanced health care facilities in the following general locations:

1. **Mount Gould –Local Care Centre.**
2. **East End – Primary Care Centre and GP surgery.**
3. **Derriford – Vanguard Health Project and the Peninsula Dental School community surgery.**
4. **Devonport – Peninsula Dental School community surgery.**

Proposals for new health care facilities should be well related to public transport infrastructure, and should provide high standards of accessibility to all sectors of the community.

Proposals involving the loss of health care facilities will be permitted only where adequate alternative provision is made to meet the needs of the community served by the facility.

15.20. This policy aims to improve health and the quality of health care in the city. All major development proposals should have regard to Health Impact Assessments in order to identify and address the potential health impacts of the proposal. Additionally, new investment in health care infrastructure is required. In this respect, policy supports the Vanguard and LIFT health care initiatives, other GP-led initiatives and the Peninsula Medical and Dental Schools. It also aims to ensure that new facilities are provided as the city grows.

15.21. This policy will be implemented in the following ways:

- Through identification of sites to support implementation of the Vanguard project, the LIFT initiative, GP-led initiatives and the Peninsula Dental School
- Proposals to support the Vanguard project will be set out in the Derriford/Seaton AAP
- Proposals to support the Peninsula Dental School will be set out in the Devonport and Derriford / Seaton AAPs
- Through the consideration of planning applications.

Policy CS32 Designing Out Crime

To reduce opportunities for crime and the fear of crime by requiring all new development to incorporate good design principles, including:

- 1. Providing places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.**
- 2. Providing adequate natural surveillance (overlooking) of adjacent streets and spaces.**
- 3. Ensuring that all new developments are designed to make crime difficult to commit by increasing the risk of detection.**
- 4. Creating a sense of ownership by providing a clear definition between public and private spaces.**
- 5. Promoting activity that is appropriate to the area, providing convenient access and movement routes.**
- 6. Providing where necessary for well designed security features.**
- 7. Providing places that are designed with management and maintenance in mind, to discourage crime in the present and the future.**
- 8. Avoiding the creation of gated communities.**

15.22. This policy seeks to ensure that all new developments are designed to reduce opportunities for crime by following design guidance. It also seeks to avoid the creation of gated communities.

15.23. This policy will be implemented through the normal planning process and through the application of design guidance in the Design Supplementary Planning Document.



Managing the Impacts of Development

Maintaining a clean and sustainable environment - to create a more attractive environment that is safe, clean and tidy as well as being a more healthy and diverse natural environment.

Promoting inclusive communities - to reduce social inequalities, renew disadvantaged neighbourhoods, protect the vulnerable, and ensure equal access for all members of the community to services and opportunities.

16. Managing the Impacts of Development

Introduction

Key Sources:

- o Plymouth City Planning Guidance Notes (see paragraph 16.16 below for full list.)

- 16.1. The preceding policies in this Core Strategy set out a framework to deliver the spatial vision for the future of the city. They will help to shape the city's direction and rate of growth, use of land and form of development.
- 16.2. This section of the Core Strategy is concerned with achieving the right balance between, on the one hand, delivering on the city's development agenda, and on the other hand, mitigating the impact of development and protecting those aspects of the natural and built environment which are of acknowledged importance and which contribute to creating a liveable city which makes best use of its natural assets.
- 16.3. The Council's approach to managing the impact of developments is to set a small number of criteria based policies which highlight the key issues that need to be considered in relation to all planning applications, and in relation to the negotiation of planning agreements. These policies aim to strike the balance between providing certainty and flexibility - such that commercial operators, home owners, and all those making development decisions are given an appropriate level of guidance but without prescription. Where prescription or further detailed guidance is considered to be appropriate, this will be dealt with through the preparation of additional Development Plan or Supplementary Planning Documents.
- 16.4. These policies will help to ensure that development takes places in a "sustainable" manner – having regard to the environmental, social and economic impacts.

Planning Obligations

- 16.5. New development often creates a need for additional or improved community services and facilities without which the development could have an adverse effect upon amenity, safety, or the environment. Planning obligations are legally binding agreements between a local authority and a developer / landowner and are the means through which these deficiencies are mitigated.
- 16.6. Planning obligations, also known as Section 106 agreements, provide a means of enabling people with an interest in land to either reach an agreement with the local planning authority, or enter into a unilateral undertaking, to:
 - Restrict the development or use of the land in a specified way
 - Require specified operations or activities to be carried out in, on, under or over the land
 - Requiring the land to be used in a specified way, or
 - Require a sum or sums to be paid to the authority on a specified date, dates or periodically.
- 16.7. Advice on the use of planning obligations is contained within Circular 05/2005. This advises that high level planning obligation policies should be included in LDF documents, with the detail being set out in a Supplementary Planning Document. This is consistent with the approach being taken by the Council.
- 16.8. The wide range of matters that will be covered by obligations include:
 - Affordable housing
 - Education provision
 - Community facilities and community safety
 - Local labour and training initiatives
 - Commuted payments for maintenance of facilities provided
 - Highway infrastructure

- Pedestrian, cycleway, and public transport initiatives
- Nature conservation and wildlife mitigation measures, including in relation to the coastal environment
- Public art
- Public realm provision
- Recreation provision, including public open space, play and sports provision
- Offsetting carbon emissions through contributions to renewable energy or energy efficiency schemes / measures.

Policies

Policy CS33

Community Benefits / Planning Obligations

Where needs arise directly as a result of development, the Council will seek to secure planning obligations or agreements pursuant to Section 106 of the Town and Country Planning Act 1990 that make a positive contribution to creating a city of sustainable linked communities. Through such obligations and agreements, the Council will seek to ensure that development proposals:

1. Meet the reasonable cost of new infrastructure made necessary by the proposal, including transport, utilities, education, community facilities, health, leisure and waste management.
2. Where appropriate, contribute to the delivery of strategic infrastructure to enable the cumulative impacts of developments to be managed in a sustainable and effective way and support the delivery of the City Vision.
3. Offset the loss of any significant amenity or resource through compensatory provision elsewhere.
4. Provide for the ongoing maintenance of facilities provided as a result of the development.

- 16.9. This policy sets the overarching framework in relation to the negotiation of planning obligations and agreements. It is important that development contributes positively to the city and impacts are appropriately managed. In some cases, this may even include contributing to an “infrastructure capital pot” to ensure that cumulatively developments deliver solutions to enable the city to grow in a sustainable manner, whilst at the same time contributing positively to the City Vision.
- 16.10. A Supplementary Planning Document will be prepared to amplify the policy, identify priorities and assist in speeding up the processes of preparing the agreements. It will, for example, identify how specific contributions will be determined, as well as advising on procedural matters and identifying model “heads of terms” for legal agreements. In addition, the site specific proposals in the Sustainable Neighbourhoods (Key Site Allocations) DPD, Area Action Plans and other local development documents will set out the priority requirements in relation to individual proposals.
- 16.11. In implementing this policy and determining priorities for negotiating a planning obligation or agreement, the policy tests as contained in Circular 05/2005 will be applied, and in doing so the Council will have regard to:
- *Key strategic issues.* In support of the vision, aims and objectives of the Local Strategic Partnership’s Community Strategy as articulated in the Council’s Corporate Plan and the Core Strategy (including any strategically significant projects, such as the Life Centre at Central Park, and major transport initiatives)
 - *Key local needs.* – as identified through community and evidence base documents such as Community Planning Studies, Sustainable Neighbourhood Assessments, local housing needs studies, playing pitch and sports facilities

studies, education plans and other evidence base documents relating to the needs of specific neighbourhoods of the city.

- 16.12. It is important that development costs, including the cost of implementing planning agreements should not prejudice development that supports the Council's aspiration to see the regeneration and improvement of the city. If it is claimed that a development is unable to support the costs of a planning obligation (other than those essential to allow the development to proceed) then this could be the subject of negotiations. In such cases, the developer will have to demonstrate non viability via an "open book" approach. Normal development costs, and the costs of high quality building, materials, and urban design considerations are universally applicable, and will not be allowed for in negotiations to reduce planning obligations.
- 16.13. Planning agreements will be drafted by the Council, and where appropriate based on model heads of terms which will be agreed with the developer, who will be responsible for the costs incurred in preparing the agreement. The developer will be required to pay a financial contribution for the Council's costs in administering, and monitoring the agreement.

Policy CS34

Planning Application Considerations

Planning permission will be granted if all relevant considerations are properly addressed. These considerations will include whether the development:

- 1. Has adequately considered the on and off-site impacts of the proposal in terms of climate change, flood risk, wildlife, natural resource use and pollution.**
- 2. Makes efficient use of land, including where appropriate providing for dual use of facilities.**
- 3. Positively contributes to the townscape, landscape and biodiversity of the local environment.**
- 4. Is compatible with its surroundings in terms of style, siting, layout, orientation, visual impact, local context and views, scale, massing, height, density, materials and detailing.**
- 5. Incorporates public spaces, landscaping, public art and 'designing out crime' initiatives.**
- 6. Protects the amenity of the area, including residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.**
- 7. Ensures public safety.**
- 8. Provides for safe and satisfactory access and making a contribution to meeting the parking requirement arising from necessary car use.**
- 9. Demonstrates that existing drainage, waste water and sewerage infrastructure capacity is maintained and where necessary enhanced, to enable the development to proceed.**
- 10. Ensures where appropriate equality of access and use for all sections of the community.**

- 16.14. This policy sets out general planning considerations relevant to the consideration of all planning applications. It is not a fully comprehensive list of all of the considerations. Rather, it builds upon the other policies of the Core Strategy – in particular in relation to design, transport and the environmental policies – to ensure that development takes place in the right locations and is designed to ensure acceptable impacts on others and on the environment. It enables a range of specific issues identified

through the Core Strategy Strategic Environmental Assessment and Sustainability Appraisal to be addressed.

16.15. The Council intends to produce Supplementary Planning Documents which will interpret this policy for specific developments, including most particularly a Development Guidelines SPD and Design SPD. Until these SPDs are produced, any relevant existing Supplementary Planning Guidance notes will be used:

- PGN1 House extensions
- PGN2 House and roof alterations
- PGN3 Shopfront design
- PGN4 Shop signs and advertisements
- PGN5 Food and drink uses
- PGN6 Houses in multiple occupation
- PGN7 Protecting and providing for wildlife in development
- PGN8 Childcare facilities
- PGN9 Refuse storage provision in residential areas
- PGN10 Amusement centres
- PGN11 The provision of children's play space in new residential developments
- Policy for street café furniture.

Monitoring & Review

"Plan, Monitor, Manage"



17. Monitor and Manage

17.1. A key feature of a Local Development Framework is its flexibility to respond quickly to changing circumstances through the 'plan, monitor and manage' approach. This enables different parts of the plan to be updated as and when needed. A sound plan should therefore include clear mechanisms to:

- monitor the strategy's preparation and outcomes by reviewing its performance, effectiveness and relevance
- manage its implementation by taking early action to overcome barriers to delivery, or reviewing the strategy to meet changing circumstances.

Key Sources:

- AMR – FAQs and Seminar feedback on emerging best practice (2005) – ODPM
- LDF Core Output Indicators (2005) – ODPM
- SEA /SA of the Plymouth Local Development Framework –Scoping Report (2005) – Land Use Consultants with Centre for Sustainability at TRL

Monitor

17.2. The Council will measure its LDF performance by assessing how effective its policies and proposals are in delivering the plan's strategic objectives. A set of key indicators and targets have been developed for each Strategic Objective, to allow their direct and indirect effects to be monitored. The policies and proposals will also be monitored in terms of their performance against key objectives and targets included in the Sustainability Appraisal, to assess their contribution towards promoting sustainable development.

17.3. The Plymouth vision, however, is about an integrated approach where economic growth, housing development and infrastructure provision need to go hand in hand to create a sustainable city. The monitoring process, therefore, will also need to take an overview of the city and its sub-region as a whole, to assess the extent that the spatial strategy is being delivered, remains appropriate and is sustainable.

17.4. For clarification, the Core Strategy's targets have been summarised in the tables at the end of this section, highlighting the relationship between each of the strategic objectives, indicators and targets. However, monitoring the Core Strategy will specifically include:

- Checking that the targets identified in the Core Strategy are being met and identifying the actions needed to address any barriers and blockages
- Assessing the risks associated with particular aspects of the Plan and devising risk management strategies
- Monitoring the quality of new developments in the city and their compliance with the policies and proposals of the LDF
- Assessing the potential impacts of new or updated national, regional and local policy and guidance
- Measuring the performance of the Core Strategy against the Vision and Objectives and assessing whether the Objectives are still appropriate
- Measuring the performance of the Core Strategy against other relevant local, regional and national targets
- Measuring the impact of delivery of the Core Strategy against the sustainability indicators and assessing whether it is contributing to the creation of a sustainable city, and to the reduction of carbon emissions, and whether there are any significant unforeseen adverse effects
- Monitoring conditions across the city in conjunction with partners to assess the need for further spatial interventions, including checking and updating the assumptions on which the Core Strategy is based

- Collecting appropriate data and making use of the data collected by other partners to support the continually evolving LDF evidence base
 - Sharing information collected as part of this monitoring regime with other partners and the community
- 17.5. The main mechanism for reporting on LDF performance will be the Annual Monitoring Report (AMR). The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an AMR every year, providing an assessment of the implementation of the Local Development Scheme, and the extent to which policies and proposals in local development documents are being successfully implemented.
- 17.6. The AMR will also identify actions that need to be taken to rectify any issues raised through the monitoring process. This could include actions needed, either by the Local Authority or its partners, to improve delivery. Alternatively, it might identify a need for a partial or full review of one of the Development Plan Documents.
- 17.7. In terms of reviewing the Core Strategy, a full review will take place after five years, unless the results of any of the above suggest that an earlier review is necessary. Specific reviews of key aspects of the evidence base will also be undertaken every five years unless monitoring indicates a more urgent need. Key reviews are already programmed as follows:
- Housing Market Assessment: annual refresh, major review in 2011
 - Urban Capacity Study (Housing Land Availability Assessments): full review in 2008
 - Employment Land Review: update in 2008
 - Plymouth Shopping Study: next major retail study in 2011

Manage

- 17.8. Implementation of the policies contained in the Core Strategy will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The Council has neither the powers nor the resources to implement the Core Strategy alone. The document's role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.
- 17.9. In relation to individual areas, or site specific spatial development projects, the partnership will consist of the Council together with any local regeneration or community partnerships, and the private sector. Other citywide or non-spatial aspects will be delivered in conjunction with the Plymouth LSP. The new City Development Company will also play a key role. Detailed aspects of the implementation and delivery of the LDF are contained within the respective AAPs and DPDs which contain detailed delivery schedules for all policies and proposals.
- 17.10. Detailed action plans are set out in a variety of strategy documents from regional to local levels. At the regional level the Regional Spatial Strategy, Regional Housing Strategy, Regional Economic Strategy and others will combine to deliver targeted funding investment and action through the Integrated Regional Strategy "Just Connect". At the local level, under the umbrella of the Plymouth 2020 Sustainable Community Strategy, partners will be guided by strategies such as the Housing and Economic Strategies, all of which are designed for adoption not only by the Council but by other partners and the community at large through the Plymouth LSP.
- 17.11. The LDF's Local Development Scheme (LDS) will also play a crucial role in implementing the policies and proposals in the Core Strategy. This project management tool sets out the programme for producing the raft of other general and area specific LDF documents that will support the Core Strategy. In doing so, the LDS can ensure that the policies and proposals of the Core Strategy are brought

forward in such a way that ensures areas of greatest priority and need are tackled first. This coordinated approach will help to secure implementation and timely delivery of the Core Strategy's objectives.

17.12. In relation to housing, the Council's strategy for implementation is being incorporated into the Plymouth Housing Delivery Action Plan. This will identify in detail how the Council, with its partners, intends to ensure that housing targets are met. It will link with the Government's PSA5 housing delivery target and the housing delivery issues of the wider sub-region. Linked to the AMR, the Action Plan will identify different delivery options to address any shortfalls identified through monitoring and review. It will also identify actions required to overcome potential obstacles and constraints, such as the timely provision of infrastructure.

17.13. Where delivery against the housing targets falls outside a range of 20% either side of the target and / or there are indications that the long term trend will be significantly in excess of, or fall short of the target, then action will need to be taken. These actions may include:

- Updating the quantity and mix of land within the 5 year supply
- Reviewing the housing market assessment, or the response to it
- Using the planning applications process
- Taking action to bring forward constrained sites, for example through infrastructure provision or compulsory purchase
- Review of parts of the LDF, or bring forward additional sites through AAPs or DPDs, or through planning applications.

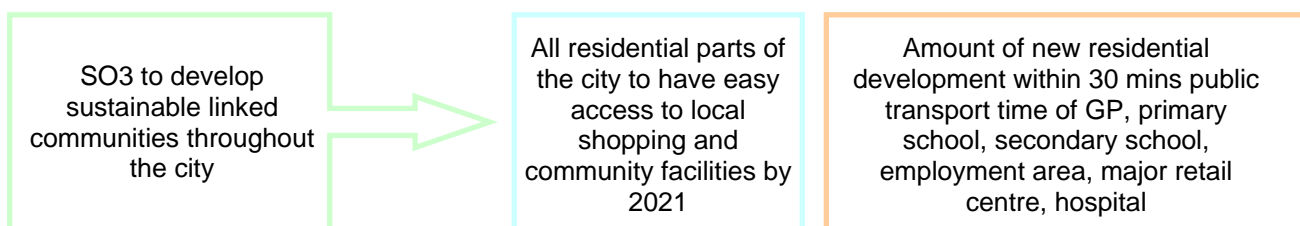
Summary of Targets and Indicators

17.4. The following diagrams summarise the relationship between each of the strategic objectives and targets of the Core Strategy. The relationships between the Strategic Objective and its supporting targets, together with the associated core output indicators, contextual indicators and significant effect indicators have been illustrated by colour coding these different elements in the following way,

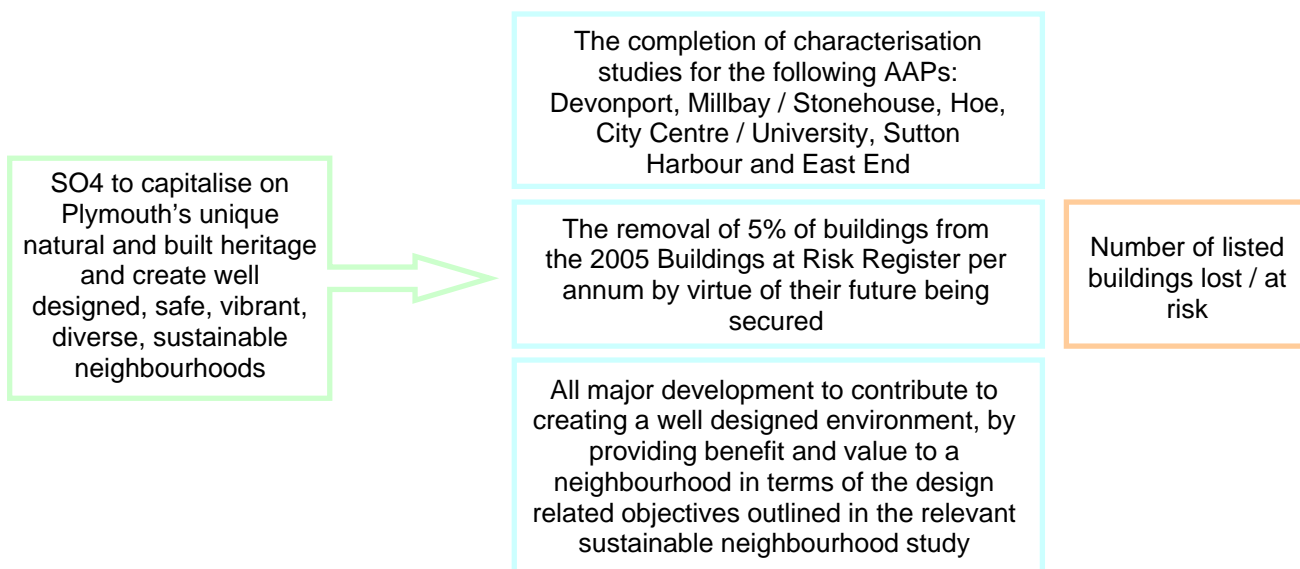
Key objective / target / indicator diagrams



SO3 – Delivering sustainable linked communities



SO4 – Delivering the quality city



SO5 – Delivering regeneration

SO5 to prepare a series of AAPs for the areas in the city of greatest development pressure or opportunity or sensitivity to change

Targets to be identified in the current approved LDS

Deprivation

SO6 – Delivering the economic strategy

SO6 to set a spatial planning framework through the LDF that supports the Council's Economic Strategy and Action Plan, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring sustainable prosperity and wellbeing for all

Delivering in the Plymouth Principal urban area of at least 4 hectares pa employment land, and 4.5 pa between 2016 and 2021

Delivery of 13,000 sq m new office development within the city per annum

A net increase in the number of employees of approx 1,800 pa

Identification of at least one site to be safeguarded for a major high quality inward investment opportunity

Amount of floorspace developed for employment by type

Employment land available by type

Losses of employment land

Amount of employment land lost to residential

Amount of completed office development

Amount of completed office development in town centres

Gross value added per £ per head?

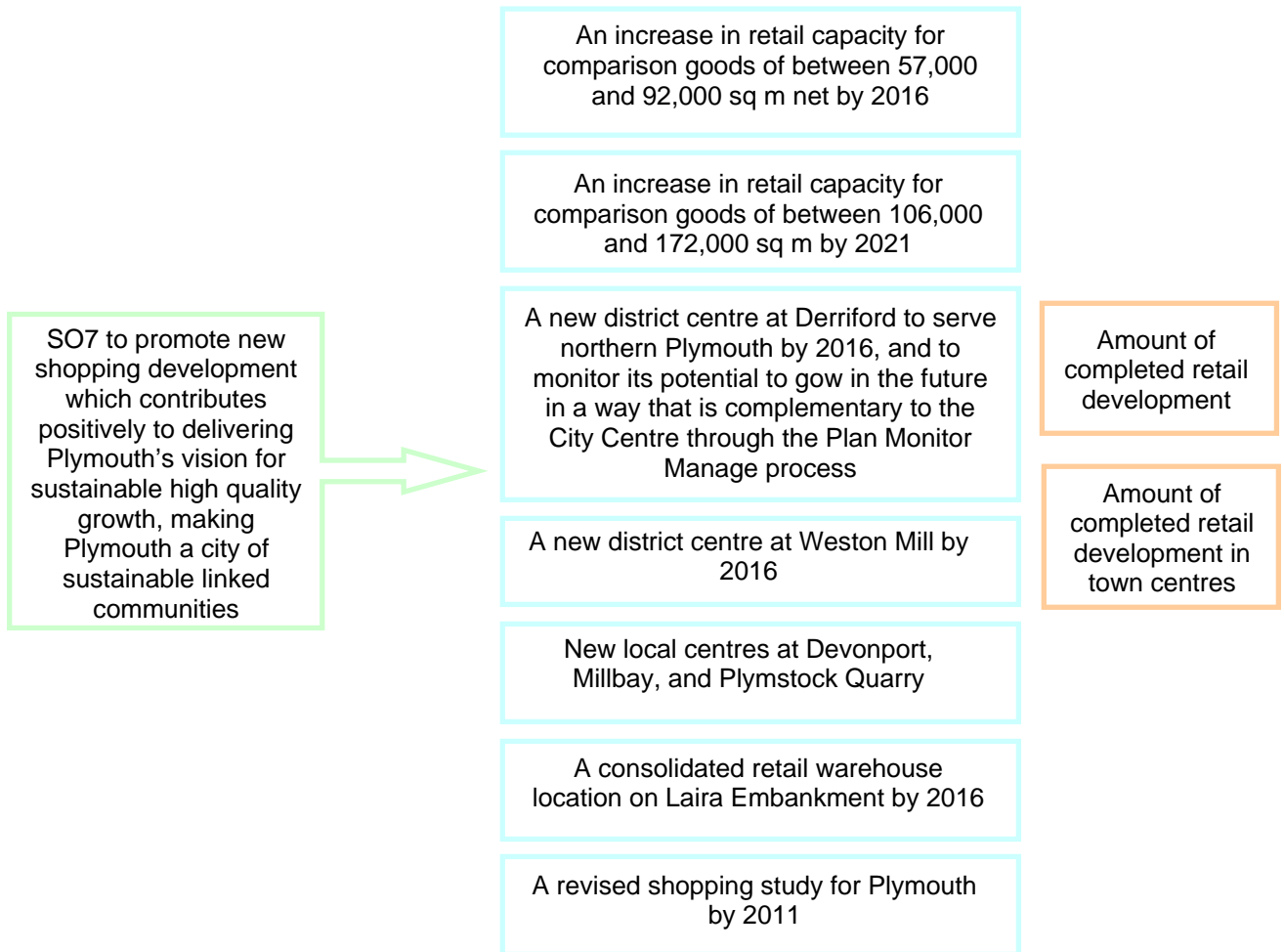
Unemployment

Average house prices

Average earnings

Income support claimants

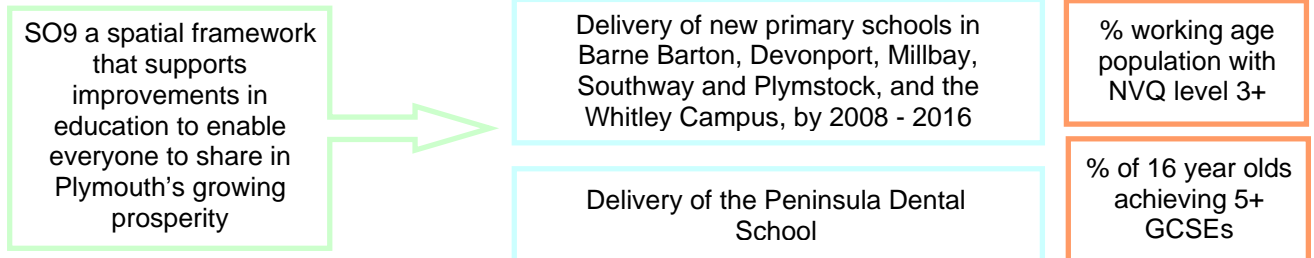
SO7 – Delivering adequate shopping provision



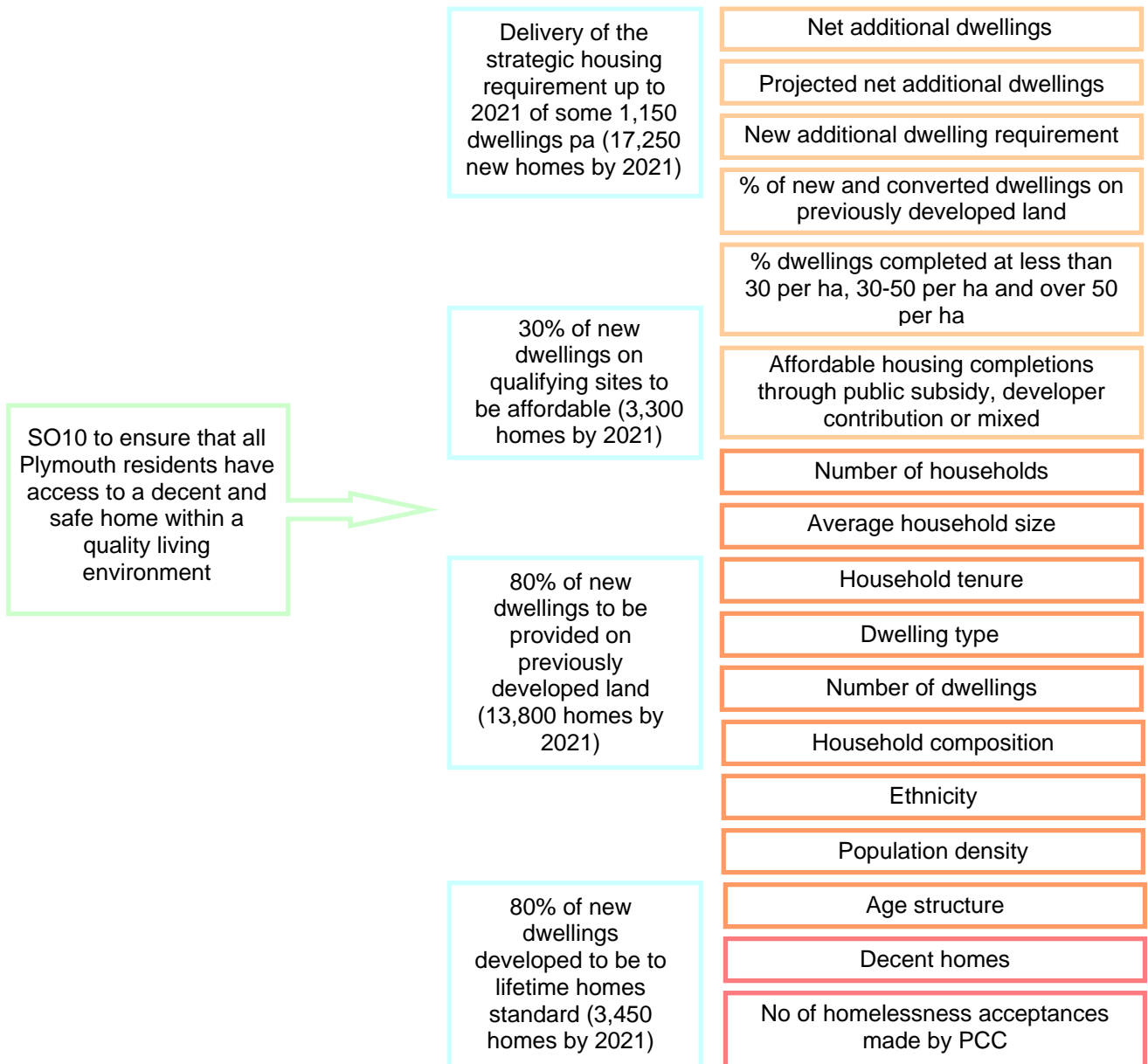
SO8 – Delivering cultural/leisure facilities and the evening/night time economy



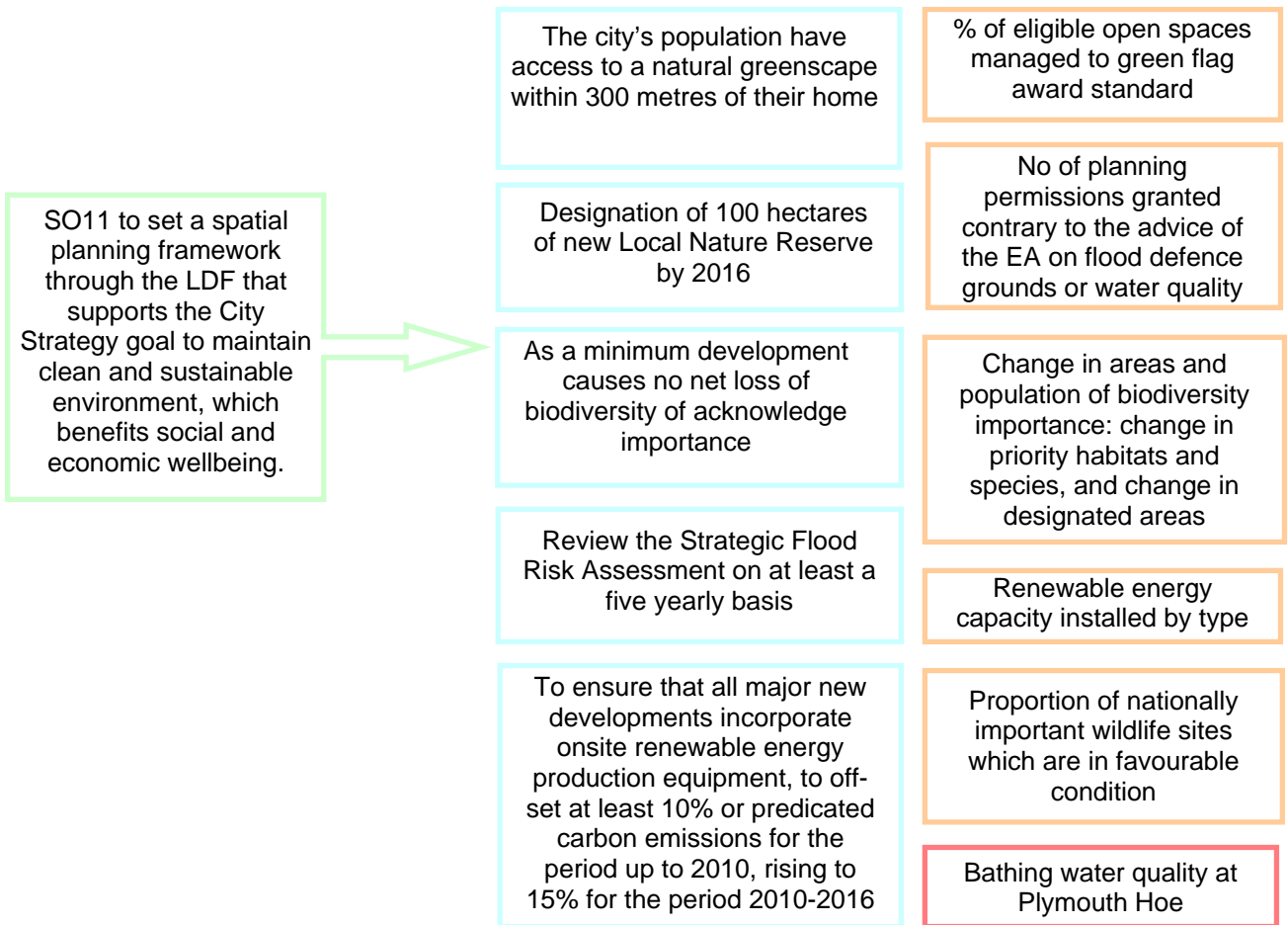
SO9 – Delivering educational improvements



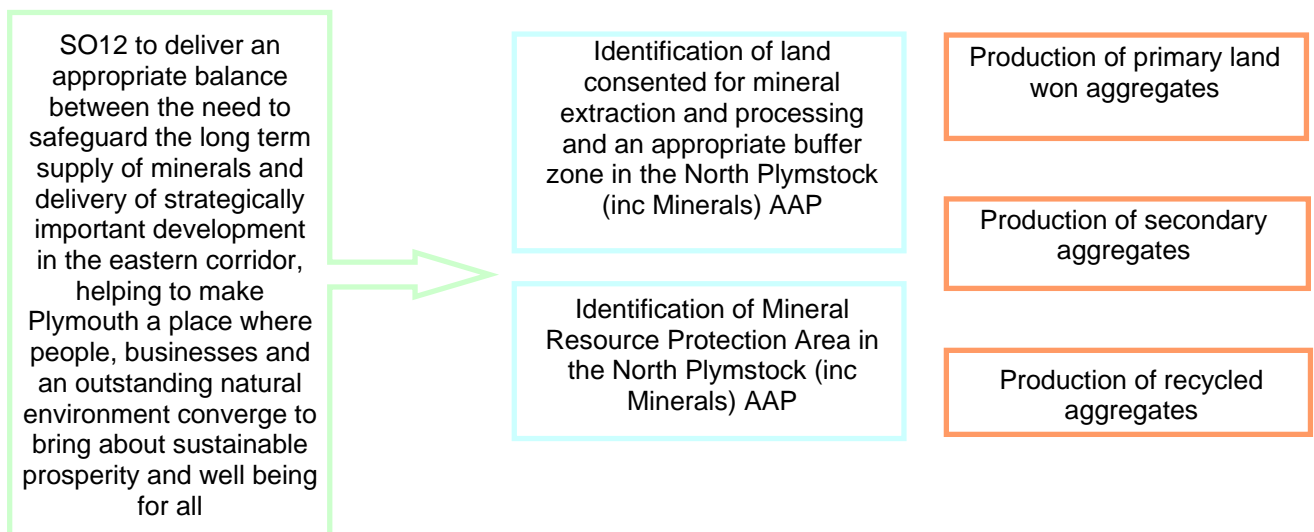
SO10 – Delivering adequate housing supply



SO11 – Delivering a sustainable environment



SO12 – Delivering future mineral resources



SO13 – Delivering sustainable waste management

SO13 to establish a spatial planning framework in the LDF that supports the Regional and Council's Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities

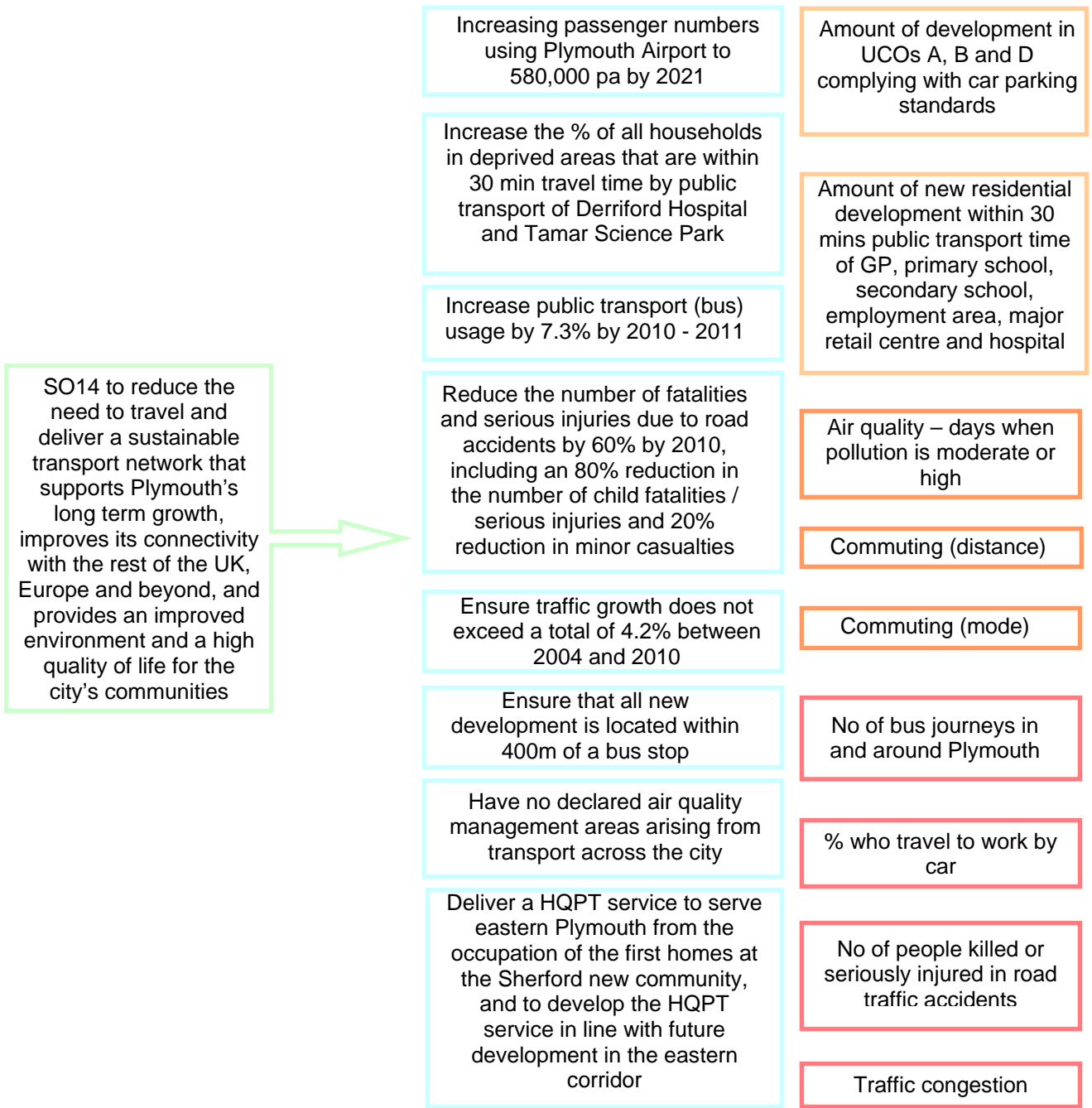
To be developed through the emerging Waste Management Strategy

Capacity of new waste management facilities by type

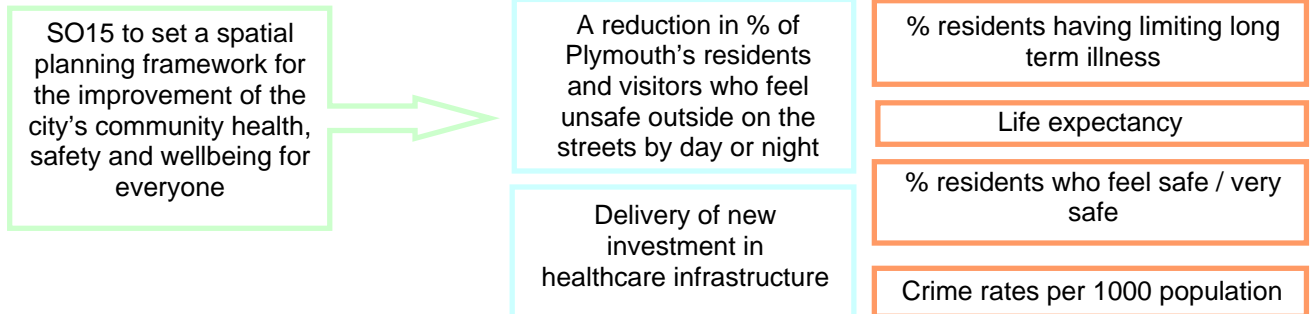
Amount of municipal waste arising

Waste reused recycled, composted and land filled

SO14 – Delivering sustainable transport



SO15 – Delivering community well being



Glossary of Terms and Abbreviations

(The terms in italics are explained elsewhere in the glossary)

The Act	The Planning and Compulsory Purchase Act 2004.
Annual Monitoring Report	Part of the <i>Local Development Framework</i> , the Annual Monitoring Report will assess the implementation of the <i>Local Development Scheme</i> and the extent to which policies in <i>Local Development Documents</i> are being successfully implemented.
Appropriate Assessment (AA)	The Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) requires Appropriate Assessment of plans and projects likely to have a significant effect on a European site. This means that the effects of such plans/projects on Natura 2000 sites need to be assessed to ensure that the integrity of these sites is maintained. Plymouths LDF Core Strategy is such a plan.
Area Action Plan	Used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of <i>Development Plan Documents</i> .
Core Strategy	Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a <i>Development Plan Document</i> .
Department for Communities and Local Government	The Government department with responsibility for planning and local government.
Development Plan	As set out in <i>the Act</i> , an authority's development plan consists of the <i>Regional Spatial Strategy</i> (or the Spatial Development Strategy in London) and the <i>Development Plan Documents</i> contained within its <i>Local Development Framework</i> .
Development Plan Documents	Spatial planning documents that are subject to independent examination, and which together with the Regional Spatial Strategy, will form the <i>development plan</i> for a local authority area. They can include a <i>Core Strategy</i> , <i>Site Specific Allocations of land</i> , and <i>Area Action Plans</i> (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on a <i>Proposals Map</i> . Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out its programme for preparing its <i>Development Plan Documents</i> in the <i>Local Development Scheme</i> .
First Deposit Local Plan	The previous draft Local Plan, published for public consultation in December 2001.
Generic Development Control Policies	A suite of criteria-based policies which are required to ensure that development within the area meets the spatial vision and spatial objectives set out in the <i>Core Strategy</i> . They may be included in any <i>Development Plan Document</i> or may form a standalone document.
GOSW	The Government Office for the South West
Habitat Regulations Assessment (HRA)	DCLG (2006) guidance on Planning for the Protection of European Sites: Appropriate Assessment recommends a 3 stage process: <ol style="list-style-type: none"> 1. Screening. Determining whether the plan 'is likely to have a significant effect on a European site 2. Appropriate Assessment. Determining whether, in view of the site's conservation objectives, the plan 'either alone or in combination with other plans or projects ' would have an adverse effect (or risk of this) on the integrity of the site. If not, the plan can proceed. 3. Mitigation & Alternatives. If the plan is assessed as

	<p>having an adverse effect on the integrity of a site, there should be an examination of mitigation measures and alternative solutions. If it is not possible to identify mitigation and alternatives it will be necessary to establish the '<i>imperative reasons of overriding public interest</i>' (IROPI).</p> <p>All 3 stages of this process are referred cumulatively as Habitat Regulations Assessment, to clearly distinguish the whole process from the step within it referred to as the Appropriate Assessment.</p>
High Quality Public Transport Network (HQPT)	The term used to describe the package of measures planned to produce a public transport system which will have a high capacity, frequent and reliable services, safe and attractive vehicles and which is integrated into existing transport networks (pedestrian, cycle and car). Some measures planned involve new infrastructure, other measures include travel incentives and information. More information can be found in the Transport Chapter and the Local Transport Plan
Issues and Options	Produced during the early production stage of the preparation of <i>Development Plan Documents</i> and published for consultation purposes.
Key Diagram	Authorities may wish to use a key diagram to illustrate broad locations of future development.
Local Development Document	The term used in <i>the Act</i> for <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> and the <i>Statement of Community Involvement</i> .
Local Development Framework	The portfolio of <i>Local Development Documents</i> . It consists of <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> , the <i>Statement of Community Involvement</i> , the <i>Local Development Scheme</i> , and the <i>Annual Monitoring Report</i> . These documents will collectively provide the framework for delivering the spatial planning strategy for the local authority area, and may also include local development orders and simplified planning zones.
Local Development Scheme	A project plan that sets out the programme for preparing <i>Local Development Documents</i> . All authorities must submit a Scheme to the Secretary of State for approval within 6 months of commencement of <i>the Act</i> .
Local Strategic Partnership	A partnership of stakeholders who develop ways of involving local people in shaping the future of their area. They are often single non-statutory, multi-agency bodies which aim to bring together the public, private, community and voluntary sectors.
Local Transport Plan	5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.
Minerals and Waste Development Framework	In two tier areas, counties will be responsible for producing Minerals and Waste Development Frameworks and Schemes. The latter will be the equivalent of the <i>Local Development Scheme</i> . In unitary authorities and National Parks, minerals and waste policies should be included in their local development frameworks.
Planning Policy Statement	A statement of national planning policy guidance produced by the ODPM.
Preferred Options Document	Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation.
Proposals Map	The adopted proposals map illustrates on a base map (reproduced for, or based upon a map base to a registered scale) all the policies contained in <i>Development Plan Documents</i> , together with any saved policies. It must be revised as each new <i>Development Plan Document</i> is adopted, and it should always reflect the up-to-date planning strategy for the area.

	Proposals for changes to the adopted proposals map accompany submitted <i>development plan documents</i> in the form of a submission proposals map.
Regional Planning Body	One of the nine regional bodies in England (including the Greater London Authority) responsible for preparing <i>Regional Spatial Strategies</i> (in London the <i>Spatial Development Strategy</i>). SWRA is the Regional Assembly for the South West Region
Regional Spatial Strategy	Sets out the region's policies in relation to the development and use of land and forms part of the <i>development plan</i> . Planning Policy Statement 11 "Regional Spatial Strategies" provides detailed guidance on the function and preparation of Regional Spatial Strategies.
The Regulations	Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004.
Saved Policies or Plans	Existing adopted development plans are saved for three years from the commencement of <i>the Act</i> . Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The <i>Local Development Scheme</i> should explain the authority's approach to saved policies.
Site-specific allocations and policies	Allocations of sites for specific or mixed uses or development to be contained in <i>Development Plan Documents</i> . Policies will identify any specific requirements for individual proposals.
Statement of Community Involvement	Sets out the standards which authorities will achieve with regards to involving the local community in the preparation of <i>local development documents</i> and development control decisions. The Statement of Community Involvement is not a <i>development plan document</i> but is subject to independent examination.
Strategic Environmental Assessment	A generic term, used to describe environmental assessment as applied to policies, plans and programmes. The European "SEA Directive" (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use".
Supplementary Planning Documents	Provide supplementary information in respect of the policies in <i>Development Plan Documents</i> . They do not form part of the Development Plan and are not subject to independent examination.
Sustainability Appraisal	A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required to be undertaken for all local development documents.
Sustainable Community Strategy	The 2006 Local Government White Paper describes Sustainable Community Strategies as setting out the strategic vision for a place and a vehicle for considering and deciding how to address difficult cross cutting issues. The Sustainable Community Strategy is prepared by the local authority with the Local Strategic Partnership. Local Development Frameworks must demonstrate that they have taken the Sustainable Community Strategy into account.
SWRDA	South West Regional Development Agency
Transport Hub	High quality public transport interchanges which are part of the HQPT. A network of transport hubs will be situated on the HQPT, enabling people to change from one form of transport to another. These hubs may range from a bus stop to a full park and ride, depending on the local circumstances and requirements.
Travel to Work Area (TTWA)	Zone in which the majority of the resident population also work

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