Chapter 9: The Northern Office District, North Cross and the Railway Station

Strategic Objective: 6

To drive forward the economic regeneration of the City Centre, and contribute to the city’s economic growth plans through the creation of a focus for a new business services sector in Plymouth. To improve the gateways to the city and the City Centre, and create an improved environment and true spine route between the waterfront and the station, and beyond. This will be achieved by:

1. The identification of a substantial new office-led mixed use development to drive forward the regeneration of the City Centre.
2. Integration of the University and complementary uses.
3. The creation of a modern and attractive railway station, which is more accessible from the City Centre and which is a high quality gateway to the city.
4. The gradual change of the ‘northern triangle’ of the City Centre from retailing to predominantly offices, residential and student accommodation.
5. Strengthening the character of Armada Way as a key link north and south through the new developments.
9.1 The area directly to the north of the City Centre, including the ‘northern triangle’ of land to the north of Mayflower Street, contains a number of important City Centre facilities, and is adjacent to the University campus and Central Park. It includes the railway station, the North Cross roundabout arrangement, and the area of hotels, offices, student accommodation and retailing at the northern end of Armada Way. This area includes the Armada Shopping Centre.

9.2 These areas do not relate well to each other. The railway station is a poor gateway to the city due to poor design and a generally unattractive environment. The route to the City Centre is unclear, and is via the North Cross traffic roundabout and subways. The area feels disconnected from the City Centre. The ‘northern triangle’ is part of the City Centre, but apart from the Armada Centre has no retail uses. Its offices and student accommodation show that it is more of a City Centre fringe location.

9.3 The regeneration of the City Centre is driven by the growth in population which is planned for in Plymouth by 2026, and the growth in jobs, and particularly in business services, over that period. In this part of the City Centre, however, there is the potential to create a tangible economic driver for this change. A new office district at North Cross, incorporating a redeveloped railway station, a redesigned road layout and close links to the University campus would be a key driver for the changes in the City Centre. An office district would create significant numbers of new jobs on the edge of the Core Retail Area, helping to attract investors and retailers to the new developments. A new railway station would present a much improved gateway to the City Centre, and a redesigned North Cross could include a much clearer and pleasanter route to the City Centre.

9.4 The ‘northern triangle’ would also look more towards the Northern Office District than the Core Retail Area. The office uses could extend south along Armada Way into this area, as could student accommodation developments. Eventually, the opportunity may arise to redevelop the Armada Centre for non retail uses which are more suited to the character of the ‘northern triangle’ and office district.
Policy/Proposal: CC 14

North Cross and the Railway Station

The area from the North Cross traffic roundabout to Plymouth Railway Station will be developed to create a new commercial heart for the City through the identification of a vibrant business district on the edge of the City Centre, with a new, modern railway station and completely redesigned urban environment. The proposal should include:

1. A new office quarter between the Station and Armada Way, providing approximately 100,000 sq m of office floorspace, and other complementary uses including hotels.
2. A completely redesigned railway station integrated into the new district, creating a high quality gateway to the City.
3. An extension of the Armada Way spine through the area, leading to a new public space at the centre of the business district.
4. A positive entrance to the University from Armada Way.
5. A redesigned road system which enables the new office uses to be accommodated.
6. A consideration of air quality issues associated with the Strategic Road Network.
7. Residential and small scale retail and leisure uses to create activity and interest.
8. Improved linkages between University of Plymouth and North Stonehouse.
9. An energy centre that supports delivery of a wider City Centre Combined Heat and Power network.

Development proposals will be exempt from the Core Strategy policy to provide 30% affordable housing.

9.5 At the present time, North Cross does not play an important role in the City Centre, except as a key junction on the strategic road network. It is dominated by the road layout, and has no positive landmark buildings. In many respects, it presents a poor gateway to the City Centre:

- It is an unattractive and sometimes threatening environment for pedestrians.
- The route through North Cross to the station, or from the station to the City Centre is unclear.
- There is a poor sense of place in the area, as a result of the lack of any distinctive design or landmark buildings, despite the area being adjacent to the University campus.
9.6 The Plan for Plymouth envisaged landmark buildings and a grand hotel at North Cross. These plans would have created a real place at North Cross, with activity and interest and buildings which would have been visible from anywhere in the City Centre. It would have also created a quality railway station which was an attractive gateway to the City Centre. Clearly these plans were never realised, and the implementation of the Plan for Plymouth did not happen in the area of North Cross.

9.7 By reorganising the road network at the North Cross traffic roundabout, a great deal of land can be released for development. There is therefore an opportunity for major change in this area, which could drive the overall regeneration of the City Centre. The city’s growth strategy requires the creation of a business services sector, as set out in the Local Economic Strategy. For this to occur, a true City Centre office core is needed, and North Cross is a location which could accommodate such a strategic proposal.

9.8 A new office core situated at North Cross would be a clear symbol of the change which is underway in Plymouth. The incorporation of university and complementary uses would help to raise the profile of the institution, and give it a potential Armada Way frontage – creating a positive gateway to the campus. Plymouth City Centre is in a valley, overlooked by the Hoe to the south and North Cross to the north. Development at North Cross would therefore overlook the City Centre and become a dramatic landmark seen from the City Centre. The proposal would also be a key, strategically important part of the City Centre’s story. It will provide the opportunity for people to live in the City Centre, work in the City Centre, and to spend their leisure time in the City Centre – a true live, work and play city centre. This will allow a 24 hour economy to develop as people spend more time, if not all their time, in the City Centre and create a virtuous circle of activity which will lead to more activity and prosperity. Such a scenario will underline the economic success of the City Centre and drive its regeneration.

9.9 In addition, the proposal will create a new, high quality gateway to the City Centre in terms of the place created and by providing a new railway station, which is better linked to the City Centre and is surrounded by activity and variety.

9.10 The proposal set out in this AAP sets the stage for this strategic site. The development will have to:

- Provide a significant amount of office floorspace, probably in the region of 100,000 sq m, and should attract one or two anchor tenants possibly including the University of Plymouth. The area could also support university/education and complementary uses.
- Use an innovative design with landmark buildings on North Cross and a continuation of Armada Way through the office district to the station.
- Provide a redesigned railway station, with the current station buildings and car park removed.
- Agree a new road layout which allows the creation of a high quality City District but protects the role of the strategic road network.
Recognise the influence of the built form of the proposals on the air quality issues on Cobourg Street which is currently nearing designation as an Air Quality Management Area. Schemes for North Cross and the Northern Triangle therefore need to mindful of the micro climatic impacts they may generate and ensure that block orientation and massing seeks to minimise the ‘canyoning’ effect of built form around the road.

Find a definitive solution to Caprera Terrace, either integrating it into the scheme or removing it.

Explore ways to create transport systems from the Station to the City Centre and potentially on to the Hoe, which can co-exist with pedestrian environments along Armada Way.

Policy/Proposal: CC 15

The Northern Triangle

The area to the north of Mayflower Street should gradually change so that it has a stronger relationship with the University and the North Cross office district. Activities in the area should be re-orientated away from retailing and look to provide other use mixes. Redevelopment proposals should:

1. Create opportunities for mixed use developments including offices, residential, hotels and university related uses such as student accommodation
2. Create a more attractive and positive active frontage onto Western Approach and Armada Way, but consider the impacts of air quality issues associated with the strategic road network.
3. Strengthen Armada Way as the key route from the City Centre to the railway station,
4. Strengthen links to the University through North Cross and across Cobourg Street.

9.11 This part of the City Centre is already seeing a gradual retreat of retail uses and has a number of office uses and student accommodation. The main reason for this is that the area falls outside the main retail circulation in the City Centre, which is focused around New George Street East and Drakes Circus. It is likely that this retreat will continue, as even with the new developments proposed in this AAP, the area north of Mayflower Street will still be too far from the main attractions of the City Centre in the West End and the Core Retail District to be a destination for shoppers. It is likely therefore, that over time even the Armada Centre will change away from retail uses.

9.12 This policy aims to work with these trends and provide a new direction for this area. The uses which have located here are office uses, student accommodation, and the Copthorne Hotel. These uses have greater synergies with the University and the proposed office district at North Cross than with the core City Centre, and so the
Council will support and encourage proposals which continue this gradual change. This area should become a transition area between the retail of Cornwall Street and the office core of North Cross, where a mix of smaller scale offices, some hotels, cafes and some student accommodation are located, joined to both areas by the Armada Way spine route.

9.13 As part of the redevelopment of sites in this area, it will be important to improve the frontage of Western Approach. The existing buildings along Western Approach provide a poor first impression of the City Centre, particularly the Armada Centre frontage and the Copthorne Hotel entrance. Any proposals for change which come forward during the plan period should create a better frontage onto Western Approach, introduce active frontages and contribute to the creation of a better highway space.

9.14 The following are the key development opportunities in this area:

- Copthorne Hotel. A hotel use on this site is supported but opportunities should be taken to redevelop the existing building to provide a landmark building with a better frontage onto Western Approach and a positive relationship with the North Cross Office District and Armada Way.
- The Armada Centre. Opportunities should be taken to redevelop the Armada Centre for non retail use, which could possibly include student accommodation, residential uses and offices.
- Salvation Army Hall and YMCA. Proposals already exist for the redevelopment of this area for residential and office uses, including a tall building. These proposals are supported.
Strategic Objective: 7

To continue the development of an area centred on North Hill which is mixed use but is led by learning facilities and cultural activities. The area is centred on North Hill adjacent to the University of Plymouth campus, the City Museum and Library and the Plymouth College of Art and has seen significant amounts of development as part of the improvements to the University’s campus. Over the life of the AAP, this character will be strengthened and the appearance and attractiveness of North Hill and its surrounds will be improved as an area to be enjoyed by everyone. This will be achieved by:

1. Supporting the University’s aspirations to create a high quality mixed use campus, well connected to the City Centre and surrounding neighbourhoods, with a mix of uses which encourage more people to use the area and create a thriving, well integrated City Centre quarter.
2. Supporting the aspirations of the Plymouth College of Art to consolidate and improve its campus and to introduce new facilities for the arts.
3. Ensuring that the development and improvement of educational facilities in this area go hand in hand with the creation of sustainable neighbourhoods and considering the needs of existing residents.
4. Enabling the creation of a more pedestrian friendly environment between the University, the Plymouth College of Art and the Museum, keeping Tavistock Road open to traffic and improving the public realm and pedestrian facilities fronting the City Museum and Library and the University of Plymouth.
10.1 This area includes the University of Plymouth campus, North Hill, Tavistock Place and the Plymouth College of Art (PCA) and environs. It also includes the City Museum and Library, various venues, cafes and exhibition spaces and has become known as the ‘Cultural Quarter’.

10.2 The area has seen substantial amounts of development recently as part of the improvement and extension of the University campus, including major new educational facilities, public realm improvements, student accommodation, restoration of Drake’s Reservoir and Park, and perhaps most notably the construction of the Roland Levinsky Building, the arts faculty, with exhibition spaces and cinemas that are open to all. The University’s development programme has led to a much more active and vibrant campus that has moved away from being a single-use educational zone that closed down out of operational times. The University continues to seek integration with the City Centre and surrounding areas. In October 2003 the Plymouth University Partnership (the University and City Council working together) published an Interim Planning Statement on strategic development principles for the University, and there is now a Strategic Development Framework in place built on those principles. The City Council and University will continue to work closely together to bring forward the remaining parts of the Strategic Development Framework and achieve its objectives.

10.3 The area is also fortunate to contain Plymouth College of Art (PCA) - one of only four remaining independent colleges of art and design in the UK, with a history dating back over 150 years. PCA have ambitious proposals to extend their campus and raise their profile in the city. The Council worked in partnership with PCA to produce the PCAD Urban Design Framework. Improvements to the PCA campus will provide better facilities for the art, design and media education and production in Plymouth, a much improved gateway site, and public realm enhancements to Tavistock Place.

10.4 This area is clearly greatly influenced by the University and PCA, and by the fact that a great number of students live in the area or in the Mutley and Greenbank neighbourhood which is adjacent. This has lead to some tension between the student population and the existing residents. Although it is almost inevitable that the student population will continue to increase in these areas as the University and PCA expand, this should not be at the expense of the quality of life of established permanent residents. The Council will work through this AAP and the Sustainable Neighbourhoods Development Plan Document to integrate the needs of both communities.
Policy/Proposal: CC 16

University of Plymouth Campus

The University should continue to evolve a high quality mixed use campus, incorporating education-led mixed use development with active ground floor uses which will contribute to the street level vibrancy of the campus, together with areas of student accommodation. The following strategic development principles will be used to guide development proposals brought forward by the University:

1. Safeguard and enhance the University as a vibrant, distinctive and diverse area of central Plymouth, taking into consideration the needs and requirements of the local community.
2. Improve the quality of the environment between the University and the City Centre and improve connections to other areas of central Plymouth.
3. Create new high quality streets and public spaces, including green spaces.
4. Ensure that new developments have active ground floor frontages which create a safe and vibrant street scene.
5. Create an environment where pedestrians and cyclists have priority.
6. Enhance the cultural district on North Hill.
7. Conserve the best historic buildings and introduce new high quality architecture.
8. Establish positive gateways between the University and neighbouring areas of the city and contribute to improvements to the Strategic Road Network, including through the creation of a positive entrance to the campus from North Cross and Armada Way.

10.5 The University of Plymouth has been one of the city’s success stories, expanding significantly in terms of the numbers of students and subjects taught. It has embarked on an ambitious programme of consolidating, improving and modernising its North Hill campus to the north of the City Centre, informed by the University Strategic Development Framework. This programme of development and modernisation has lead to the creation of a more vibrant and mixed-use campus, with a number of new high quality buildings, most notably the iconic Roland Levinsky arts building and other cultural venues that are open to all. The University has invested significantly in improving its public realm and is restoring the historic Drake’s Reservoir and Park which will benefit the community. Commendably, the University has a strong Green Travel Plan and has taken bold measures in reducing the level of on-site car parking.

10.6 The University is a major employer in the City Centre and is an important asset and component of the city’s growth ambitions. It has already successfully undertaken many projects supporting the city’s development:
Creating a coherent University Strategic Development Framework.
- Enabling students to live ‘on-campus’, thereby promoting activity, natural surveillance, and safety during the evenings.
- Moving towards a car free campus.
- Procuring high quality architecture, including the publicly accessible Roland Levinsky arts building with its cinemas and performance spaces.
- Public realm improvements.
- Restoring Drake’s Park and Reservoir and bringing public access back to the area.

10.7 The University has ambitions to continue to improve its campus. The focus of activity will now be:

- Improving pedestrian and cyclist movement to and through the campus, from the City Centre and surrounding neighbourhoods.
- Opening up further facilities on the campus to the general public so the campus and University is seen as a true City Centre neighbourhood.
- Ensuring that all first year students have the offer of accommodation in University managed Halls of Residence. This will mean the construction of further purpose built managed accommodation blocks.

10.8 The Council worked in partnership with the University to produce an Interim Planning Statement, the principles of which have been embedded in the University’s Strategic Development Framework ambitions to improve its facilities and campus. The Council continues to support the University’s future aspirations for the campus. It will be important that new development continues to improve the vibrancy and safety of the area, particularly at street level, and including outside University operational times.

10.9 The Council is aware that concerns have been expressed about the student population expanding into the neighbouring communities of Mutley and Greenbank. These areas are outside the City Centre and University AAP, and in many cases the issues are caused by existing houses being let to students and therefore may not be a matter which can be controlled under Planning powers. This is an issue which affects many cities which host a large university and can be seen as part of the gradual evolution of neighbourhoods over time. Nevertheless, the rapid growth of the University does seem to have led to an imbalance in the communities of Mutley and Greenbank, and this is something that will be addressed in the Sustainable Neighbourhoods DPD.

10.10 The City Centre and University AAP can, however, play a part in finding a solution to these issues, by helping to identify areas in the City Centre where purpose built student accommodation could be appropriate. Many of the proposals in this AAP contain an allowance for student accommodation – particularly in the West End and area to the north of Mayflower Street. In these areas, the presence of numbers of students will assist in increasing activity and vibrancy, complementing other
proposed activities and relieving some of the pressure on properties in other parts of the city. This approach will also assist the University in finding locations for student accommodation for their first year students.

Policy/Proposal: CC 17

Plymouth College of Art/Regent Street Car Park/Charles Cross Police Station.

The Plymouth College of Art site will be enhanced and redeveloped as part of an integrated masterplan to predominately create an improved campus for the college including high quality, educational arts facilities and complementary uses within the Education and Culture District. The redevelopment should create:

1. Approximately 31,500 sq m of floorspace to meet the College's needs.
2. Improved publicly accessible art spaces and cafes.
3. Live/Work accommodation for artists, and incubator/start up units to encourage the formation of creative industries.
4. Improved public access to and through the site.
5. Active ground floor frontages to enliven public streets and spaces.
6. Better pedestrian and cycle links across the Strategic Road Network.
7. Minimal or no on-site parking may be considered given the site’s proximity to the City Centre and public transport facilities.
8. Improved facilities for pedestrians and cyclists including secure cycle storage.
9. High quality architecture, including landmark buildings which raise awareness of the College and highlight its role as a gateway into the City Centre and Education and Culture District.
10. High quality public realm with improved links to the City Centre.
11. Tree planting to green the Strategic Road Network to enhance the environment and absorb air pollution.

10.11 Plymouth College of Art is in an excellent location to the north of Charles Street, close to the City Centre and opposite Drake Circus shopping mall, close to the University, City Museum and Art Gallery, and close to major public transport links. There are clear functional links to the University and the student facilities concentrated on and around North Hill.

10.12 Like the University however, the College feels cut off from the City Centre for pedestrians and cyclists since it is necessary to negotiate major roads to reach it. Reaching the site from the City Centre means crossing the Charles Street part of the Strategic Road Network, or negotiating the complicated Drake Circus junction arrangement. Because of this difficulty and the fact that the College buildings do not have active ground floor frontages that connect with Charles Street, many people do not venture to the college and are unaware of its activity and publicly accessible facilities, such as the Viewpoint Gallery.
10.13 The College has ambitions to redevelop and enhance its site, and has worked in partnership with the City Council to produce the PCAD Urban Design Framework. Its main objectives are:

- To enhance public access to the site and facilities
- To improve awareness of its facilities, including the Viewpoint Gallery
- To create extra space to support the college’s activities
- To help foster creative industries by providing studio space and live/work units for artists both on the existing campus and elsewhere
- To explore links to other activities in the Learning and Culture District
- To achieve redevelopment of its campus while minimising disruption to PCA’s ongoing operational requirements.

10.14 To achieve these aims the College is progressing a detailed masterplan for the phased redevelopment of its campus.

10.15 In the longer term, there may be opportunities to look at using the neighbouring Regent Street car park and Charles Cross Police Station sites to either expand the College or to accommodate complementary uses. Redevelopment of the Regent Street Car Park could include a mix of uses including re-provision of the car park. These are prominent sites that have a major bearing on the setting of the Grade I Listed Charles Church, and the Council will support the consideration of options for their mixed-use redevelopment to enhance Charles Cross as a major gateway to the City Centre from the east. Such plans would, however, need to be worked up in conjunction with the police and the City Council as landowner, and would need to relate to the City Council’s parking strategy.
Chapter 11: The Leisure and Civic District

Strategic Objective: 8

To consolidate the existing concentrations of leisure uses to the south and west of Royal Parade, and of civic functions to the south and east of Royal Parade. These areas are already characterised by a variety of leisure uses around Derry’s Cross, centred on the Theatre Royal, and civic uses such as the Guildhall, Magistrates Court and St Andrew’s Church to the east of Armada Way. These characteristics should be strengthened and enhanced, by:

1. The creation of a new public space at Derry’s Cross, which provides a better setting for the Theatre Royal and a gateway to the West End.
2. Support for existing leisure uses and encouragement for new leisure, office and residential developments to the west of Armada Way which will improve the attractiveness of the area, create links to the Hoe and Millbay waterfronts and support the creation of a public space at Derry’s Cross.
3. The conservation and enhancement of the area to the east of Armada Way as an important part of Plymouth’s past and the route to Sutton Harbour and the Barbican, and as the focus of civic functions such as the Magistrates’ Court and Guildhall.

11.1 This area is the southern portion of the City Centre, between Royal Parade and Notte Street, extending to both sides of Armada Way. It contains a very diverse mix of uses and buildings, and was not laid out in the Plan for Plymouth in the same way that the areas to the north of Royal Parade were. In this area, uses are found such as the Theatre Royal, the Civic Centre, the Magistrates Court, the Guildhall, St Andrew’s Church, a cinema, the Athenaeum, as well as a mix of offices, bars, hotels.
and a casino. The common theme of all these uses is that they are either leisure and entertainment based, or they are traditional civic functions. The District is an area of two halves – the leisure and entertainment uses are concentrated to the west of Armada Way, and the civic functions are concentrated to the east of Armada Way. The notable exception to this is the Civic Centre, which is located on the west of Armada Way.

11.2 The District is important as the link between the City Centre and the waterfront, and so the uses and activities in this area will play a crucial role in reconnecting the city to its waterfront and achieving the City Vision to become one of Europe’s finest, most vibrant, waterfront cities.

11.3 The Derry’s Cross area, also considered as part of the Policy CC03 and Policy CC07, relates as well to the Theatre Royal and to the West End. It is a key location which acts as a gateway to the City Centre and to the West End, and therefore acts to integrate the West End into the leisure and entertainment functions to the south of Royal Parade. Derry’s Cross could be an important public space. Activities from the theatre, restaurants and from the West End could spill into a new public space, and act to draw people into the West End or to the theatre, and so strengthen the profile of these places in the City Centre.

11.4 Armada Way is the primary link between the City Centre and the Hoe, yet to the south of Royal Parade has little intensity of activity and interest to draw people along this route. The importance of the location of the Civic Centre is clearer when it is considered in this context. It is next to the Theatre Royal, the bars and restaurants to the south of Derry’s Cross, yet it is also on the corner of Armada Way and Royal Parade; a key landmark site in the City Centre which should draw people from the City Centre towards the Hoe. Its use as the City Council headquarters, however, does not fulfil this need. The building is in poor physical condition, and the Council considers its retention for offices to be an unviable proposition. The Civic Centre location lends itself to uses such as a hotel, some leisure, entertainment and retail, and possibly some residential, creating a more vibrant set of activities which would encourage more people to make use of this part of the City Centre.
Policy/Proposal: CC 18

South of Derry's Cross and Royal Parade (West)

The area is characterised by a mix of uses with an emphasis on leisure and entertainment. Future developments in this area should strengthen this character, and could include leisure uses, hotels, bars and restaurants and residential. Developments should ensure that:

1. Sites are planned comprehensively and in an integrated way, so that a distinctive City Centre district is created with a mix of uses, activities, positive urban streets and public spaces.
2. The area creates a positive gateway to the City Centre and the West End when approached from Millbay and The Hoe, including the use of high quality architecture.
3. Proposals explore ways to provide areas of public space, to create pedestrian routes through the area, and contribute to the creation of a better public space at Derry’s Cross.

11.5 This is an area on the edge of the City Centre which is characterised by a mix of leisure and entertainment uses, focused on the Theatre Royal and including bars, restaurants, hotels, a cinema and a casino. There are a number of connected parcels of land and routes through this area which make it different in character and atmosphere to the more uniform layout of the main City Centre. There are opportunities for redevelopment of a number of these parcels, and as they come forward opportunities should be taken to strengthen the leisure and entertainment character of this area, to improve the urban form and attractiveness of the area and improve links via Derry’s Cross to Millbay and the West End. This AAP does not therefore seek redevelopment of this entire area but does seek a comprehensive and integrated approach to sites if they come forward for redevelopment.

11.6 There are several clear parcels of land within this area. The Council broadly supports the following approaches on these parcels:

- Derry’s Cross Travelodge – If the site were to become available for redevelopment, proposals for a better designed building providing a more attractive and stimulating frontage onto Derry’s Cross, and including hotel, leisure and entertainment uses could be supported by the Council.
- Corner of Western Approach Junction and Union Street – If proposals for the redevelopment of this site were to come forward, schemes which enable the creation of a landmark building at this key City Centre gateway could be supported. The current mix of uses could be retained in a new building.
- Foot Anstey Building - Proposals exist for a tall building on this site accommodating office, hotel, residential and student accommodation uses. These proposals are supported.
The Athenaeum and Reel Cinema – Interest has been expressed in redeveloping these buildings to provide student accommodation, a hotel, a replacement cinema and associated leisure uses, and accommodation for activities currently taking place in the Athenaeum. These ideas are supported.

The Theatre Royal - the role of the Theatre Royal as Plymouth's premier theatre and the anchor of the Leisure District will continue to be supported by the Council. Proposals to improve the theatre facilities and the setting of the theatre will be supported.

The Theatre Royal Car Park - the Theatre Royal Car Park is one of the City Centre’s main car parks, and is being improved so that it is a more attractive car park and has ‘pay on foot’ ticket machines. Proposals to continue its improvement as part of the wider City Centre Parking Strategy will be supported.

The Civic Centre and Council House - The Civic Centre and Council House, and its car park, occupy a pivotal site in the City Centre at the crossroads of Royal Parade and Armada Way. The building no longer meets the requirements of a modern office and is in a poor physical condition, to the extent that the Council considers its retention for offices to be an unviable proposition. It is therefore proposing to relocate from this site. This AAP proposes that the best location for a City Centre office core is at North Cross, and potential new office locations are also identified in the Sutton Harbour and Millbay & Stonehouse AAPs. The Civic Centre location lends itself to uses which will intensify the leisure attractions around Derry’s Cross, and which will create more activity and interest along this part of Armada Way. A mix of uses could include new homes, commercial leisure uses potentially including a hotel, active ground floor uses including bars and restaurants, and a new location for the City library.

Site fronting onto Notte Street - Proposals exist for the development of this site for offices. Schemes which improve the setting of the Athenaeum and which present an active frontage to Notte Street will be supported.

Policy/Proposal: CC 19

South of Royal Parade, East of Armada Way

This area is home to the Guildhall and Magistrates Courts, as well as the oldest buildings in the City Centre. It is the area where the ‘civic’ functions are concentrated, and where the post-war City Centre blends into the finer grain of the old city in the Barbican and Sutton Harbour. It is home to a number of listed buildings and includes part of the Barbican Conservation Area. This character should be conserved and enhanced, and development proposals should not harm the townscape or individual buildings which contribute to that townscape. Proposals which introduce more residential uses into this area will be supported. The public realm will be enhanced and improved to provide a quality setting for key buildings such as the Guildhall and St Andrew’s Church.
11.7 The main policy objective for this area is conservation and enhancement. The policy areas contains high quality buildings from all periods of Plymouth’s history, ranging from St Andrew’s Church (originally 16th Century but rebuilt after the War), a number of medieval buildings, the 19th Century Guildhall, the important 20th Century Churches of Catherine Street, to the Royal Bank of Scotland building on St Andrew’s Cross, arguably the finest building of the Plan for Plymouth. The area contains a number of listed buildings and part is covered by the Barbican Conservation Area.

11.8 The area is also home to most of the civic functions in the City Centre (with the exception of the Civic Centre itself). The Guildhall, Magistrates Court, St Andrew’s Church and several other churches are all located in this area. The emphasis in this area is therefore the consolidation of the existing civic uses, and the conservation and enhancement of the existing buildings.

11.9 There are some policy objectives which could affect the area in a positive way:

- Improvements to Royal Parade will enhance the setting of the buildings in this area, and there is potential to create public spaces fronting buildings such as the Guildhall and St Andrew’s Church.
- Encouraging more residential uses into this area will create more activity and contribute to improved safety and sustainability of the City Centre.
- By integrating these buildings back into the life of the City Centre, they will contribute to the diversity of character in the City Centre, as they will represent the earliest phases in the development of the city. Visitors will be able to move from these areas to the best examples of buildings from the Plan for Plymouth framing Royal Parade and then along Armada Way to the modern 21st Century City along Cornwall Street and North Cross.
- The area should link the City Centre to the Barbican and Sutton Harbour more effectively, especially as part of a journey through the history of the City Centre and Plymouth as described above. Links to the Barbican and Sutton Harbour are poor; this is because the street pattern becomes less clear and of a finer grain, since it is a remnant of the pre-war street pattern of Plymouth. Opportunities to make the links clearer should be sought without compromising the character of the area or the quality of the buildings.
Chapter 12: Delivery

12.1 This Area Action Plan sets out an ambitious agenda for change in Plymouth City Centre. This agenda does raise significant challenges for delivery:

- There are a large number of proposals to be brought forward during the life of the plan.
- The proposals are on different timescales, but most timescales suggest that development will not commence for several years, and in the case of some of the larger schemes may not commence for over 10 years.
- The proposals are for a complex mix of uses, and the precise nature and mix of the uses is not yet known.
- Land ownership in the City Centre is relatively straightforward, as the City Council owns the freehold of most of the City Centre. However, there are complicated leasehold arrangements on top of this freehold which need to be understood and resolved in order to bring sites forward.
- While any of the major interventions are being built, there will be a need to take steps to enable traders to continue to trade, and to minimise the effects on visitors to the City Centre.

12.2 There are, however, various factors which mean that there are opportunities to manage the delivery of change in the City Centre. These factors are:

- As is set out in this chapter, the path to delivery for many of the key City Centre proposals can begin to be mapped out, in terms of timescales, key stakeholders and potential delivery vehicles.
- The key interventions in the City Centre will be led by the principal commercial sectors and by office uses. These uses should give investors and developers flexibility when assembling a mix of uses which meet the City Council’s aims and yet also deliver a profit and therefore a clear incentive to deliver.
- There are also a number of opportunities for ‘quick wins’ in the City Centre, involving key development proposals and smaller scale but still important changes. This is shown by the opportunity taken by the City Council to implement ambitious public realm works in the West End during 2009.

12.3 At the time of writing, it should be noted that the global recession started by the 2007 credit crunch is affecting all development in Plymouth, and is clearly affecting the viability of City Centre redevelopments across the UK.

12.4 In order to address all of these issues, the AAP has set out to put in place a flexible and responsive planning framework to deliver significant change in the City Centre. It aims to:
Stimulate regeneration in the City Centre by identifying key opportunities for development, setting out clearly the context for change on sites, and clearly stating the key principles which should guide regeneration proposals.

- Protect those areas in the City Centre which are sensitive to change – i.e. those areas which are important parts of Plymouth’s heritage.

12.5 In order to do this, the AAP has identified the distribution of uses and their inter-relationships through specific site allocations and through policies covering every City Centre block, and in this chapter will set out a delivery scheme showing these relationships, dependencies and timescales to delivery.

12.6 The approach taken in this AAP is to set out the Council’s aspirations for change in the City Centre, to set out the broad strategic approach which should be followed over the plan period, and to ‘point a finger’ at the sites which will be key in delivering the change. It has done this by developing a comprehensive understanding of the factors which will influence how and when development can be delivered in the City Centre. The AAP does not set out to create a detailed design framework or masterplan for change in the City Centre. This is because the detailed planning and design of individual schemes needs to respond to the needs of retailers and investors at the time of delivery, and needs to be able to take advantage of the latest thinking about City Centre developments and sustainability. Since some of the developments are unlikely to be implemented for at least 10 years, the AAP needs to set out a flexible approach to each site which does not prescribe the detailed form of development, and which allows the detail to evolve as the delivery process goes on.

12.7 The AAP therefore sets out the key principles and policy hooks to allow the delivery process to start. Part of this process will involve the City Council producing more detailed guidance on how it would like the developments in the City Centre to take place. This will involve the preparation of:

- A transportation/urban design masterplan for the Strategic Road Network
- A City Centre public realm framework
- A framework for the historic environment, setting out how the City Centre’s most sensitive areas as identified in this AAP will be conserved and enhanced, and integrated into the newer developments.

12.8 In addition, there are a number of Supplementary Planning Documents which contain guidance which is relevant to City Centre developments. These are:

- Planning Obligations SPD – funding issues, particularly for public realm contributions
- Design SPD – tall buildings and general guidance
- Development Guidelines SPD – shop fronts and general guidance.
Delivering the Local Development Framework and the City Centre & University AAP.

12.9 The Plymouth Local Development Framework sets out to deliver a step change in the pace and quality of development in Plymouth. Its main aim is to spearhead the growth agenda that will transform the city into one of Europe’s finest waterfront cities, as envisaged in the Vision for Plymouth.

12.10 In order to achieve this, the LDF sets out several key milestones which will drive change in the City. In summary, these are:

- Increasing the population of the city to 300,000 by 2021
- Building 32,000 new homes of a range, mix and type to support the growth of a balanced community
- Providing 172,000 sq m of new shopping floorspace across the city
- Creating 24,000 new jobs in the city’s travel to work area
- Re-orienting the economy, with a focus on a new business services sector.
- Creating high quality design in all developments
- Respecting and using the city’s tremendous heritage and history
- Ensuring that all the changes and developments contribute to the creation of sustainable communities in all parts of the city.

12.11 Figure 4 illustrates the concept of these steps taking the city from its position today to the place we aspire to in 2021. Different parts of the Local Development Framework play specific parts in taking these steps forwards. For example, the North Plymstock Area Action Plan delivers large numbers of homes of a range mix and type through particular allocations and by enabling the development of the Sherford new community. Other steps run through all of the Area Action Plans being prepared and are set out as key principles in the Core Strategy. For example, the creation of sustainable communities is the golden thread which runs through the whole LDF, and all of the policies and Local Development Documents in the LDF contribute to the sustainability of the City and its communities.
12.12 The City Centre and University Area Action Plan plays a role in delivering all of the aims of the Local Development Framework, but in particular it delivers:

- An approach which respects and promotes the city’s heritage
- The most significant element of the additional floorspace required by the Core Strategy
- A new office core to drive the creation of a business services sector
- Significant numbers of new homes in the City Centre
- The creation of a new, sustainable community in the City Centre
- A regional destination which is the natural destination for people living or visiting the far south west.
The City Centre and University Delivery Scheme

12.13 Figure 5 takes these LDF milestones and shows how the individual policies and proposals in the AAP will deliver them, and when. It fits key proposals, key pieces of infrastructure and key policy priorities and places them within a scheme based on the LDF milestones. The scheme therefore illustrates:

- The timescales for delivering the LDF priorities in the City Centre.
- The timescale for the delivery of key strategic sites in the City Centre.
- The relationship between the delivery of sites, the delivery of infrastructure required to support the changes in the City Centre.
- When key policy objectives should have been achieved and the main interventions required to achieve them.

12.14 Finally, Table 1 sets out the main delivery issues site by site, considering delivery mechanisms, resourcing issues and likely timescales in detail.

12.15 Taken together, these figures set out a comprehensive picture of the delivery of the changes envisaged in this AAP
Figure 5

Figure 5: City Centre and University Local Delivery Scheme

Table 1: Delivery

<table>
<thead>
<tr>
<th>Phase</th>
<th>Mode</th>
<th>Area</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1: Design and Preparation</td>
<td>Bus</td>
<td>Park Row</td>
<td>2023-01-01</td>
<td>2023-06-30</td>
</tr>
<tr>
<td>Phase 2: Construction</td>
<td>Car</td>
<td>New Street</td>
<td>2023-07-01</td>
<td>2023-12-31</td>
</tr>
</tbody>
</table>

Notes:
- All information is approximate and based on existing plans and ongoing discussions with stakeholders.
- All dates are subject to change and may be revised based on funding availability and construction progress.

Project Team:
- Chief Project Manager: John Doe
- Project Engineer: Jane Smith

Budget:
- Total Budget: £5 million
- Funding Sources:
  - Local Authority: £3 million
  - Private Sector: £2 million

Potential Challenges:
- Construction delays due to unforeseen site conditions
- Funding risks due to economic uncertainties

Risk Management:
- Regular site meetings to monitor progress
- Monthly progress reports to stakeholders

Contact Information:
- Project Manager: John Doe, johndoe@citycentre.local
- Project Engineer: Jane Smith, janesmith@citycentre.local

This project is expected to enhance the local transport infrastructure and improve mobility in the City Centre.
<table>
<thead>
<tr>
<th>Area Action Plan Proposal/Policy</th>
<th>Targeting/Phasing Timescales</th>
<th>Phasing Issues</th>
<th>Delivery Land Issues</th>
<th>Delivery Funding</th>
<th>Delivery Mechanisms</th>
<th>Body Responsible for Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>C02: The Royal Parade Blocks</td>
<td>2009-2021</td>
<td>Privatedevelopment</td>
<td>Planning applicationprocedure</td>
<td>PCC; developers; European/national grants</td>
<td>Tariff contributions</td>
<td>Leaseholders/Council asplanning authority</td>
</tr>
<tr>
<td>C05: Low carbon development</td>
<td>2011-2021</td>
<td>Phasing linked to delivery of key development projects</td>
<td>PCC control highway land into which pipe infrastructure will be placed</td>
<td>PCC; RFA/LTP; Local Transport Plan/Public Realm Masterplans</td>
<td>PCC; CDC; RDA; private development potential use of CPO</td>
<td>Energy Services Company Council as landowner and Highways Authority</td>
</tr>
<tr>
<td>C07: Royal Parade</td>
<td>2012-2015</td>
<td>Need to ensure continuity of bus operations, and ensure that movements around the Strategic Road Network are not compromised and are improved</td>
<td>PCC control highway land. Partnership working with St Andrew's Church and Guildhall required</td>
<td>Tariff contributions</td>
<td>PCC; CDC; RDA; private development potential use of CPO</td>
<td>Council as landlord and Highways Authority</td>
</tr>
<tr>
<td>C08: Colin Campbell Court</td>
<td>2013-2015</td>
<td>Care needs to be taken to ensure continuity of businesses on Frankfort Gate and PCH and the interests of PCH tenants are taken into consideration.</td>
<td>Site is in mixed ownership including PCC, PCH and 3rd party.</td>
<td>Tariff contributions</td>
<td>PCC; CDC; RDA; private development potential use of CPO</td>
<td>Council as landlord/Developer</td>
</tr>
</tbody>
</table>

Table 1: Delivery of AAP Proposals / Policies
<table>
<thead>
<tr>
<th>Area Action Plan Proposal/Policy</th>
<th>Targeting/Phasing/ Timescales</th>
<th>Delivery Mechanisms</th>
<th>Delivery Funding</th>
<th>Delivery Land Issues</th>
<th>Body Responsible for Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC09: Morley Court and Harwell Court</td>
<td>2016-2021</td>
<td>Care needs to be taken to ensure that existing residents views are sought.</td>
<td>PCH; PCC</td>
<td>Site is in PCH ownership and is a popular area of housing in the City Centre</td>
<td>Plymouth Community Homes/ Developer</td>
</tr>
<tr>
<td>CC10: The Heart of the Market and Independents District</td>
<td>2010-2021</td>
<td>Need to ensure retail operations continue and access to services at rear of units is maintained.</td>
<td>PCC; leaseholders, developers</td>
<td>Individual shop units are leased from City Council.</td>
<td>Council as landowner/ Leaseholders</td>
</tr>
<tr>
<td>CC11: Cornwall Street</td>
<td>2020 onwards</td>
<td>Care needs to be taken to preserve independent retailers and smaller shop units along Cornwall Street (West).</td>
<td>PCC; CDC; private developer</td>
<td>Site is in a number of leaseholds and includes car parking areas. Partnership working with Methodist Church required.</td>
<td>Council as landowner/ Leaseholders/ Developers</td>
</tr>
<tr>
<td>CC12: Drakes Circus and New George Street</td>
<td>2019 - 2021</td>
<td>Need to ensure retail operations continue and access to services at rear of units is maintained.</td>
<td>PCC; leaseholders; developers</td>
<td>Individual shop units are leased from PCC. Drakes Circus extension to south would require issue of telephone exchange to be resolved.</td>
<td>Council as landowner/ Landowner/ Leaseholders</td>
</tr>
<tr>
<td>Area Action Plan Proposal/Policy</td>
<td>Body Responsible for Delivery</td>
<td>Delivery Mechanisms</td>
<td>Delivery Funding</td>
<td>Delivery Land Issues</td>
<td>Phasing Issues</td>
</tr>
<tr>
<td>---------------------------------</td>
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<td>----------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>CC13: Drakes Circus Roundabout</td>
<td>Landowner – P&amp;O</td>
<td>Planning application procedure/s106 enforcement</td>
<td>Landowner</td>
<td>Land is left over from Drakes Circus development. Scheme needs to relate well to all surrounding buildings and create an exciting public realm</td>
<td>2012-2013</td>
</tr>
<tr>
<td>CC14: North Cross and the Railway Station</td>
<td>Council as landowner/Network Rail/University/Developer</td>
<td>Planning application procedure/partnership working with Network Rail and University, and future developer</td>
<td>PCC; CDC; RDA; Network Rail; Developers</td>
<td>Cooperation with PCC required to create a satisfactory new road infrastructure, and with Network Rail to create a high quality railway station</td>
<td>Traffic movements on the strategic Road Network must be protected, as must rail services. Views of residents/occupiers of Caprera Terrace must be fully incorporated into scheme</td>
</tr>
<tr>
<td>CC15: The Northern Triangle</td>
<td>Landowners</td>
<td>Planning application procedure</td>
<td>Private development</td>
<td>Land in multiple ownerships, well established uses. Will need incentive to develop.</td>
<td>Some sites already with permission for change. Armada Centre unlikely to come forward unless/until Sainsbury’s relocate</td>
</tr>
<tr>
<td>CC16: University of Plymouth</td>
<td>University of Plymouth</td>
<td>Planning application procedure</td>
<td>University of Plymouth</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Area Action Plan Proposal/Policy</td>
<td>Body Responsible for Delivery</td>
<td>Delivery Mechanisms</td>
<td>Delivery Funding</td>
<td>Delivery Land Issues</td>
<td>Phasing Issues</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-------------------------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>----------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>CC17: Plymouth College of Art</td>
<td>Plymouth College of Art</td>
<td>Planning Application Procedure</td>
<td>Plymouth College of Art; Learning and Skills Council</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>CC18: South of Derry’s Cross and Royal Parade (West)</td>
<td>Council as landowner and Highway Authority</td>
<td>Planning Application procedures</td>
<td>Private Development; PCC</td>
<td>Various sites in multiple ownership. PCC owns Civic Centre site and car parks.</td>
<td>Some sites already with permission/schemes being pursued</td>
</tr>
<tr>
<td>CC19: South of Royal Parade, East of Armada Way</td>
<td>Council as planning authority/ Landowners</td>
<td>Planning application Procedures</td>
<td>Private Development</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
Chapter 13: Community Benefits

13.1 All major planning applications need to consider the contributions that need to be made to provide wider community benefits. These will be based on the Planning Tariff set out in the Planning Obligations and Affordable Housing Supplementary Planning Document. This document sets out that planning obligations will be made up of a contribution decided by the planning tariff, and a negotiated element which is directly related to the needs of the development. Contributions will be reasonably related to the development proposal, and need to be calculated based on the provisions in the tariff. However, the highest priorities for the City Centre and University Area Action Plan are outlined below.

Table 2 - Community Benefits

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Justification</th>
<th>Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measures to improve the City Centre public realm (planning tariff and direct delivery)</td>
<td>Identified as a priority in the Core Strategy, in Strategic Objective 2 of this AAP and in the City Centre BID Business Plan</td>
<td>This will include provisions for the improvement of all parts of the public realm in the City centre, as set out in Policy CC03 of this AAP. It will entail contributions towards masterplanning public realm schemes, the implementation of schemes, and in some cases requirements for public realm improvements to be undertaken as part of schemes. Improvements to the public realm will contribute to the creation of an enriched, vibrant City Centre which attracts visitors.</td>
</tr>
<tr>
<td>Transport Infrastructure (planning tariff and direct delivery)</td>
<td>Identified as a priority in the Core Strategy, the LTP and delivery database, and this AAP</td>
<td>The improvements to the City Centre require access to the centre by all modes to be improved, but particularly access by public transport, cycle and on foot.</td>
</tr>
<tr>
<td>Combined Heat and Power (negotiated element)</td>
<td>Identified as a priority in national guidance, the Core Strategy and this AAP</td>
<td>In order to meet building regulations requirements for low carbon development throughout the plan period, it will be necessary for City Centre developments to look at innovative ways to minimise their energy requirements. The City Council has commissioned work which shows that the most effective way to do this is through the development of a combined heat and power network throughout the City Centre, and so this AAP puts in place policies to enable such a network to be created. All businesses and people occupying buildings in the City Centre will benefit from CHP, but it will be necessary</td>
</tr>
</tbody>
</table>
for all developments to contribute to the creation of the network as and when it is feasible for them to do so.

| Affordable Housing (negotiated element) | Identified as a priority in the Core Strategy | Although the Core Strategy affordable housing requirement has been waived for the Strategic Sites in the City Centre, it applies to any other development in the City Centre which meets the criteria. |

### Monitoring

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

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

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

**13.5** Significant issues will be monitored through the Annual Monitoring Report process, although it should be recognised that in relation to most of the strategic proposals in the City Centre and University Area Action Plan their impact will only be felt after a number of years. In relation to this Area Action Plan, monitoring will specifically include:

- Checking that the development targets identified in the Area Action Plan are being met and identifying the actions needed to address any barriers and blockages. As well as being reported in the AMR, these issues will also be fed into the Delivery Framework.
Monitoring the quality of new developments in the City Centre and their compliance with the policies and proposals of the Plan.

Assessing the potential impacts on the Area Action Plan of new or updated national, regional and local policy and guidance.

Measuring the performance of the Plan against the Plan’s Vision and Objectives and assessing whether the Objectives are still appropriate.

Measuring the performance of the Plan against other relevant local, regional and national targets.

Measuring the impact of delivery of the Plan against the sustainability indicators and assessing whether the Plan is contributing to the creation of a sustainable community in the City Centre and whether there are any significant unforeseen adverse effects. In particular, the numbers of new dwellings being created in the City Centre will be monitored, with an emphasis on where the dwellings are located, the range, mix and type of dwellings, and how well they contribute to the creation of a community in the West End.

Measuring how easily the inhabitants of new and existing dwellings in the City Centre can access community facilities, either within the City Centre itself or in nearby neighbourhoods.

Collecting appropriate data and making use of the data collected by other partners to support the evidence base of the Plan and any subsequent review.

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

13.7 As a result of this monitoring regime, conclusions may be reached which have implications for the objectives, policies and proposals of the Plan. In some cases, monitoring of the delivery of the Area Action Plan may identify supportive actions that need to be taken by other partners, such as the City Centre Company or the City Development Company, or by other council Departments.

13.8 A full review of the Plan will take place after five years unless the results of any of the above suggest that an earlier review is necessary.

13.9 The following tables bring together the targets for each of the Plan’s proposals, clearly showing the relationship between the objectives, indicators and targets for the City Centre and University Area Action Plan.

13.10 Table 3 shows the likely completion rate for housing showing overall numbers as well as the total numbers of affordable and Lifetime Homes. It also shows how each proposal contributes to the other targets relating to housing density, and balancing the housing mix within the City Centre.
Table 4 shows the likely completion rate for economic development in this Area Action Plan, including B1, B2 and retail.

### Table 3 - Monitoring of Housing Development

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Plan Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC08</td>
<td>CC11</td>
</tr>
<tr>
<td>Building of new dwellings</td>
<td>130-400</td>
</tr>
<tr>
<td>of which, on previously developed land</td>
<td>130-400</td>
</tr>
</tbody>
</table>

### Table 4 - Monitoring of Employment Development

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Plan Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC08</td>
<td>CC11</td>
</tr>
<tr>
<td>Retail space sq m (gross)</td>
<td>8500-11000</td>
</tr>
<tr>
<td>Employment space sq m</td>
<td>0</td>
</tr>
</tbody>
</table>
13.12 The Housing Trajectory graph in Figure 6 shows the most housing completions taking place from 2019. This is due to the housing completion estimates for Strategic Proposal CC11 at Cornwall Street which is not expected to start until the end of the plan period. Implementation of this Proposal involves assembling land and entering into a development process for a major retail led city centre redevelopment, for which a 10 year lead in time is not unusual. The Trajectory also estimates completions taking place between 2010 and 2016. These completions are estimated to take place on a number of existing commitments and through the implementation of Strategic Proposal CC08 at Colin Campbell Court. The estimates of housing completions are based on evidence from the Strategic Housing Land Availability assessment and advice the Council has taken on the deliverability of the City Centre Strategic Sites. Clear delivery mechanisms are identified but any short term under achievement of housing completions on these sites can be accommodated by the overall context of housing provision set out in the Core Strategy. The delivery of housing will be monitored through the AMR, which will identify any issues including the potential need to review this Plan and other Local Development Documents.
Chapter 14: Proposals Map
Chapter 15: Glossary

Active frontage
A building frontage with entrances and windows that overlook the public realm and generate activity, overlooking, and therefore safety on the street.

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

Amenity
A feature that contributes to the overall character or enjoyment of an area. For example, open land, trees, historic buildings or less tangible factors such as tranquility.

Annual Monitoring Report (AMR)
Assesses the implementation of the LDS and the extent to which policies are successfully being implemented and targets met.

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

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

Brownfield site
Previously developed land that is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated infrastructure.

Built form
Buildings and structures.

Character (of area)
Individual distinctiveness created from a combination of natural and man-made elements with historic, socio-economic and other factors.

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

Conservation Area
An area of special architectural and/or historic interest that deserves preservation or enhancement of its character or appearance.

Constraint
A limiting factor that affects development, conservation etc.
Core Strategy
The key Development Plan document. It sets out the long-term spatial vision and spatial objectives for the local planning authority area and the strategic policies and proposals to deliver that vision. It will contain a set of primary policies for delivering the Core Strategy. Broad locations for development are also set out. Plymouth’s Core Strategy was adopted in April 2007.

Council
The local authority, Plymouth City Council.

Delivery
The implementation of an objective or planned proposal within the criteria set by the plan.

Demands
The aspirations of the public, which may be greater than their needs.

Development
Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission (see also "permitted development").

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

Development Plan
This will consist of Regional Spatial Strategies and Development Plan Documents contained within a Local Development Framework. It will also contain any ‘saved plans’ that affect the area.

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

Developer contribution
(see Planning Obligations)

Distinctiveness (of an area)
(see Character)

Environmental appraisal
Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.
Evidence Base
The researched, documented, analysed and verified basis for all the components of a Local Development Framework.

First Deposit Local Plan
The review of the adopted 1996 Plymouth Local Plan that was published in 2001 following public consultation, but was not subject to a public examination.

‘Front-loading’
The important pre-production processes involved in preparation of Local Development Documents seen by the Government as the key to efficient production and examination of LDDs. The Sustainability Appraisal, Statement of Community Involvement, Local Development Scheme and the Annual Monitoring Report play a large part in ensuring front-loading.

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

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

Housing stock
The total amount of housing within a plan area, but this may be divided into components such as private housing stock or rented housing stock.

HSE
Health and Safety Executive. The Health and Safety Commission is responsible for health and safety regulation in Great Britain. The Health and Safety Executive and local government are the enforcing authorities who work in support of the Commission.

Impermeable
Buildings or parts of an area that do not allow pedestrian movement through them.

Implementation
Carrying out the proposed actions to required standards that are set out in the plan.

Independent Examination
An examination held in public by an Inspector from the Planning Inspectorate.

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

Legal Agreement
A legally binding contract, between a developer and the local planning authority that constitutes a planning obligation (see also definition for planning obligation).

**Lifetime Homes**
What makes a Lifetime Home is the incorporation of 16 design features that together create a flexible blueprint for accessible and adaptable housing in any setting. The flexibility and adaptability of Lifetime Homes accommodate life events quickly, cost-effectively and without upheaval.

**Listed Building**
A building mentioned in statutory lists as being of special architectural or historic interest under the Listed Buildings and Conservation Areas Act. There are different grades of listing to indicate relative interest.

**Live/Work Unit**
A dwelling and workspace combined within one unit of accommodation – for example, an artist’s flat and studio space.

**Local Development Framework (LDF)**
This includes a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Annual Monitoring Report and any ‘saved’ plans that affect the area.

**Local Development Document (LDD)**
This is either a Development Plan Document or a Supplementary Planning Document and is contained in a Local Development Framework.

**Local Planning Authority**
The local authority or council that is empowered by law to exercise planning functions. In Plymouth’s case this is Plymouth City Council.

**Local Transport Plan (LTP2)**
A five-year rolling plan produced by the Highway Authority. In Plymouth’s case this is Plymouth City Council.

**Local Development Scheme (LDS)**
This sets out the programme for the preparation of the Local Development Documents.

**Material Consideration**
A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

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

**Needs**
The necessary requirements of the public, which may be less or different than their demands.

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

**Output**
The direct effect of the plan’s policies measured by indicators such as annual housing completion rate.

**Partner Organisations**
Other organisations that are in partnership with the Council, either through a written agreement or a looser form of partnership.

**Permeability**
The extent to which it is possible to move through buildings or areas.

**Planning Condition**
A written condition on a planning permission that restricts the development in some way to achieve a stated purpose.

**Planning Obligation (and / or Section 106 agreement)**
A legal undertaking given to a Council by a developer who is seeking planning permission for a development. It can be used to regulate or restrict the use of land, require the carrying out of specific actions or require payments to be made to the planning authority.

**Planning System**
The system of town and country planning originally created in 1947 to control the use and development of land. It has been modified extensively since then. The Planning and Compulsory Purchase Act 2004 led to spatial planning as the latest revision of the planning system.

**Planning Policy**
A guiding principle, that has statutory weight, that sets out a required process or procedure for decisions, actions, etc.

**PPG and PPS**

**Programme**
A time-related schedule of operations and/or funding to achieve a stated purpose.

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

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

**Public Open Space**
An allocation or a requirement in a development plan for open space with unfettered access by the public.

**Public realm**
Those areas in cities and towns that are visible, useable and accessible by the public.

**Regional Spatial Strategy (RSS)**
The main policy document setting out the Spatial Strategy for growth and development in the south west region and the strategic policies which will shape this.

**Section 106 agreement**
See definition for Planning Obligation.

**Spatial Planning**
An ongoing, enduring process of managing change, by a range of interests that achieves sustainable development.

**Spatial Vision**
A brief description of how the area will be changed by the end of the plan period.

**Statement of Community Involvement (SCI)**
Sets out the standards to be achieved when involving the community in the preparation of plans and in development control decisions. It is subject to independent examination.

**Statutory**
Required by law (statute), usually through an Act of Parliament.

**Strategic Environmental Assessment (SEA)**
A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. The European ‘SEA Directive’ (2001/42/EC) does not in fact use the term strategic environmental assessment; it requires a formal ‘environmental assessment’ of certain plans and programmes, including those in the field of planning and land use.

**Strategic**
A strategy-based policy or decision that operates at a higher level than a policy or decision created to deal with local and day-to-day issues.

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

**Sustainable Development**
A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four aims, to be achieved simultaneously, are: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

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

**Sustrans**
The UK's leading sustainable transport charity. One of its projects is to establish a national cycle network.

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

**Tenure**
The conditions on which property is held. Examples are owner occupation, renting and shared ownership.

**Townscape**
The general appearance of a built-up area, for example a street a town or city.

**Transport Interchange**
A planned facility for changing between different modes of transport (e.g. bus/car/cycle/ taxi).

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

**Use Classes Order**
Chapter 16: Evidence Base

Plymouth First Deposit Local Plan, Plymouth City Council, 2001

City Centre Precinct Urban Design Framework, Plymouth City Council, 2002


Vision for Plymouth, Mackay, Zogolovich and Haradine, 2004

City Centre and University Area Action Plan Issues and Options Report, Plymouth City Council, March 2005

Summary Report of Responses to City Centre and University Area Action Plan Issues and Options consultation, Plymouth City Council, 2005


Awakening the West End, LHC Urban Design/Plymouth City Centre Company, 2006

Plymouth University Strategic Development Plan, Nicholas Burwell Architects

PCAD Urban Design Framework, PCC/PCAD

Adopted Plymouth Core Strategy, Plymouth City Council, April 2007


Plymouth City Centre Precinct – Assessment of strategic options for the management of its heritage assets, Plymouth City Council,

Plymouth City Centre Future Direction Investment and Development Strategy, Cushman and Wakefield

City Centre and University Area Action Plan Consultation Document, Plymouth City Council, October 2008

City Centre and University AAP Sustainability Appraisal Report, Plymouth City Council, October 2008

North Cross Design Framework, Form Design Architects Group, 2008

LDF Local Development Scheme, Plymouth City Council, April 2009
Equality Impact Assessment of the City Centre and University Area Action Plan
Issues and Preferred Options Consultation Document, Plymouth City Council,
February 2009

Summary report of the Issues and Preferred Options Consultation March 2009,
Plymouth City Council, April 2009

Plymouth City Centre & Derriford Sustainable Energy Studies, Centre for
Sustainable Energy/Wardell Armstrong, June 2009

City Centre and University Area Action Plan Pre-Submission draft, Plymouth
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City Centre and University AAP Pre-Submission Sustainability Appraisal Report,
Plymouth City Council, July 2009

City Centre Transport Model and evidence base, Plymouth City Council