

ITEM: 12

Application Number: 08/02161/OUT

Applicant: Trustees of the Cann Estates

Description of Application: Outline application to develop 5.5ha of land for employment purposes (Use Classes B1(b),B1(c) (Comprising approx. 5,400 sqm of floorspace, with car parking areas, access road and alterations to Belliver Way, Roundabout)(Re-submitted scheme)

Type of Application: Outline Application

Site Address: LAND TO THE SIDE OF BELLIVER INDUSTRIAL ESTATE PLYMOUTH

Ward: Southway

Valid Date of Application: 25/11/2008

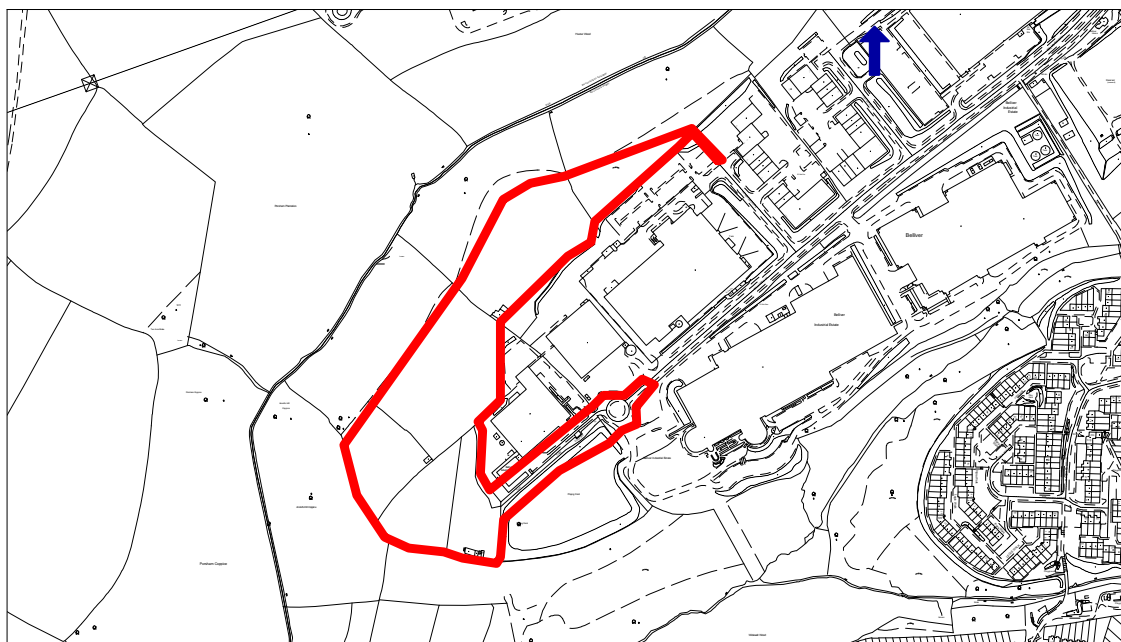
8/13 Week Date: **24/02/2009**

Decision Category: Major Application

Case Officer : Robert Heard

Recommendation: Grant conditionally subject to S106 Obligation, Delegated authority to refuse in event of S106 not signed within 4 months of the date of this committee meeting

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OFFICERS REPORT

Site Description

This application relates to a crescent shaped piece of land to the north and west of Belliver Industrial estate. Currently it comprises of green fields with a number of hedgerows.

The site is located on the northern edge of the city and is surrounded on three sides (south, west and north) by open countryside and woodland. On the eastern side it is contiguous with the north western boundary of the Belliver Industrial Estate. The closest residential property is located in Roborough / Belliver residential areas some distance away to the south, separated from the application site by woodland.

The Belliver industrial estate is accessed from the A386 Tavistock Road to the east, via the Tamerton Road.

Proposal Description

Outline application to develop 5.5ha of land for employment purposes (Use Classes B1(b),B1(c)), comprising approximately 5,400 sqm of floorspace, with car parking areas, access road and alterations to Belliver Way, Roundabout (Re-submitted scheme)

Relevant Planning History

07/01877/OUT - Outline application to develop 5.5ha of land for employment purposes (Use Class B1 and B2) comprising 5,400 square metres floorspace, 111 car parking spaces, access road and alterations to Belliver Way roundabout. REFUSED

Consultation Responses

Environment Agency

Support subject to conditions.

Highway Authority

Support subject to conditions

South West Water

No objections.

Public Protection Service

Support subject to conditions.

Civil Aviation Authority

No objections.

Representations

Site notices have been posted and neighbouring commercial premises consulted about the application. No response has been received.

Analysis

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

As stated above, this application is in outline only, for the development of 5.5 hectares of land for employment purposes, as an extension of the existing Belliver Industrial Estate. The key issues are considered to be: -

- The principal of development of this 'greenfield' site for employment uses (policies CS04 CS18, CS21 and CS22 of the Core Strategy)
- The design and appearance of the proposed development (policies CS02, CS20 and CS32 of the Core Strategy)
- Impact upon flora and fauna (Policies CS18 and CS19 of the Core strategy)
- Impact upon historic environment (policy CS03 of the Core Strategy)
- Impact upon the amenities of neighbouring property (policy CS34 of the Core Strategy)
- Community Benefits / Planning Obligations (policy CS33 of the Core Strategy)
- The adequacy of access and parking arrangements (policies CS28 of the Core Strategy)

Principal of development for employment purposes

The site was allocated for employment in the Local Plan First Alteration (LPFA) (policy AER para. 10.4), but it was then proposed to change to 'green space' with regional importance as a strategic buffer, and citywide importance as visual amenity and habitats and species (ref. 071) in the First Local Deposit Plan (FLDP). Both the superseded LPFA and abandoned FLDP are now historic documents, with no formal weight and limited relevance to the consideration. But, unlike the Local Development Framework, ahead of the Site allocations Development Plan Document (DPD), they are the latest site specific policies.

In broad terms the adopted Core Strategy (policy CS04 (5) – Future Employment Provision) is supportive of employment development in the Northern Corridor, Derriford / Seaton area, stating the importance of identifying (through the forthcoming DPD) *‘a range of employment sites and premises that will provide the city’s contribution to achieving at least 40 hectares of new employment land in the Plymouth PUA between 2006-16, and a further 22 ha by 2021. This will accommodate both traditional employment uses (B1, B2, B8), as well as other priority economic growth sectors. Sites should be well located to public transport infrastructure.’* Therefore despite the fact that this application has been made and come forward for consideration in advance of the DPD it is considered that, in land use terms, it can be supported in principle.

Design and appearance of the proposed buildings

Although only illustrative, the plans submitted demonstrate that eleven units can be accommodated on the site (illustrated in four building clusters) with adequate space for access, turning and unloading, parking and landscape screening. The site is screened by woodland and on lower ground than the existing Belliver industrial estate, thus its visual impact upon the wider landscape will be minimal, especially as a landscape scheme is planted and matures.

Biodiversity/Impact upon flora and fauna

Members might recall that a previous application at the site (07/01877/OUT) was refused due to the ecological assessment that was submitted with the application not containing any survey work in relation to bats or reptiles. All bat species are protected under European Legislation and reptiles are protected under national legislation. All protected species are a material planning consideration. ODPM circular 06/2005 ‘Biodiversity and Geological Conservation – statutory obligations and their impact within the planning system’ states in paragraph 98 and 99 that:

‘The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat.’

‘It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.’

This application contains an updated Ecological Assessment, Bat Survey, Reptile Survey and Biodiversity Enhancement Plan. The surveys revealed that bats and reptiles are present at the site. A moderate density of foraging and commuting common, pipistrelle bats were revealed, as were a low population of slow worm and common lizard. Mitigation measures proposed include retention of hedgerows, sensitive lighting, habitat replacement and temporary relocation of species during the period of construction. The Biodiversity Enhancement Plan proposes new hedgerow planting, species

rich grassland planting and creation of a pond to be planted with a range of native species.

The mitigation summarised above and set out in detail within the survey reports and biodiversity plans submitted with the application are considered to be acceptable by the Councils Nature Conservation Officer and ensure that there is a net gain in biodiversity at the site, that reptiles and bats are protected and that the site is developed in a reptile and bat friendly manner, making provision for both species within the sites future redevelopment.

The development is considered compliant with policy CS19 (Wildlife) of the Adopted City of Plymouth Local Development Framework Core Strategy (2007) and the design of the development 'retains, protects and enhance features of biological interest', resulting in a 'net gain' for biodiversity.

Impact upon historic environment

The Archaeological Assessment of this previously undeveloped land suggests it was previously woodland with a low potential for finds. This is accepted and it is not considered that the proposed development will have any adverse affect upon the historic environment

Impact upon the amenities of neighbouring property

The site is isolated, being situated on the northern edge of Plymouth, with only the existing units in the Belliver Industrial estate for neighbours. It is therefore considered that the proposed development will have no adverse impact upon the amenities of neighbouring property. Owing to its separation from other uses the Belliver industrial estate has in the past been designated a 'Special industrial Zone' capable of accommodating noisy and noxious uses.

Transport (access and parking arrangements)

All matters, including access, are reserved for future consideration. The proposed access (shown on the indicative layout plan submitted with the application) into the site will be an extension of the existing road, which currently terminates using a roundabout type turning head at the end of Belliver Way. The plans submitted with the application propose to continue the road into the site by way of an adoptable standard industrial estate road and this is supported by the Councils Highways Officer.

The site has scope to provide adequate parking, turning, loading and unloading space for the proposed units. Further details of the arrangements will be required and conditions are attached in order to ensure acceptable implementation.

At present there is considered to be some, rather than good, accessibility to public transport to the site with bus services along the A386, bus stops in Tamerton Road and a limited morning service to the industrial estate. This proposal will place additional demands upon it which need to be addressed by improving bus links.

The Councils Highways Officer is supportive of the application, subject to conditions and a financial contribution of £25, 000 towards the Northern Connect shuttle bus service, which connects the site with the wider public transport network.

Equalities and diversities issues

Whilst this application is made in outline only, it is considered that it will provide a development that will be DDA compliant (to be addressed through the reserved matters). The development will provide a number of units for use within the business and industrial sectors and therefore it is likely that a wide range of jobs will be created, that will be made available to all members of the public including minority groups. Whilst the site is on the edge of the city and not particularly accessible, a contribution is being sought to improve public transport to the site.

Section 106 Obligations

A contribution of £25,000 (plus 5% management fee) is required to contribute to improved public transport facilities in northern Plymouth.

Conclusions

This outline application proposes the extension of Belliver Industrial Estate, in order to provide new units for use within the B1 (b and c) use classes. The area is characterised by existing industrial development and the principle of development, discussed above in the report, is accepted. The application is recommended for approval, subject to conditions and the completion of a Section 106 Agreement with 4 months of the date of this committee, with delegated authority sought to refuse the application if the Section 106 Agreement is not signed within this timescale..

Recommendation

In respect of the application dated **25/11/2008** and the submitted drawings, **CL5544/001A (Site Location Plan), H102A (Reconfiguration of existing roundabout), A5544-013/1 (Indicative Site Sections), A5544/013 (New, Retained and Removed Hedgerows) and accompanying Design and Access Statement, Ecological Assessment, Reptile Survey, Bat Survey, Biodiversity Enhancement Plan, Flood Risk Assessment, Planning Statement, Economic Assessment, Land Quality Assessment, Transport Statement and Archaeological Assessment** , it is recommended to: **Grant conditionally subject to S106 Obligation, Delegated authority to refuse in event of S106 not signed by 4 months from committee meeting**

Conditions

APPROVAL OF RESERVED MATTERS

(1) Approval of the details of the access, appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

SUBMISSION OF RESERVED MATTERS

(2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the access, appearance, landscaping, layout and scale shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason:

Application was made in outline only under Section 92 of the Town and Country Planning Act and approval of the details specified is still required.

TIME LIMIT FOR SUBMISSION

(3) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990.

TIME LIMIT FOR COMMENCEMENT

(4) The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason:

To comply with Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

BIODIVERSITY

(5) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Biodiversity Enhancement Plan (1043.EB Revision 01) hereby approved. For the avoidance of doubt, lighting shall not exceed a level of more than 1 lux within the adjacent woodlands and a follow-up bat survey shall be undertaken in the year following construction. In addition, a Management Plan shall be submitted to and approved in writing by the Local Planning Authority to ensure appropriate management of the site in perpetuity, in a wildlife friendly manner.

Reason:

In the interests of the retention, protection and enhancement of wildlife and features of biological interest and in accordance with Core Strategy policies CS01, CS19, CS34 and Government advice contained in PPS9.

STREET DETAILS

(6) Development shall not begin until details of the design, layout, levels, gradients, materials and method of construction and drainage of all roads and footways forming part of the development have been submitted to and approved in writing by the Local Planning Authority. No building shall be brought into use until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ROAD ALIGNMENT AND DRAINAGE

(7) Development shall not begin until details of the vertical alignment for the new street areas have been submitted to and approved in writing by the Local Planning Authority. No unit shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved details.

Reason:

To provide a road and footpath pattern that secures a safe and convenient environment and to a satisfactory standard in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

COMPLETION OF ROADS AND FOOTWAYS

(8) All roads and footways forming part of the development hereby permitted shall be completed in accordance with the details approved under conditions 6 and 7 above before the first occupation of the penultimate dwelling.

Reason:

To ensure that an appropriate and safe access is provided in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF NEW JUNCTION

(9) Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason:

To ensure that an appropriate and safe access is provided in the interests of public safety, convenience and amenity in accordance with Policies CS28 and

CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING PROVISION

(10) The building shall not be occupied until the car parking area shown on the approved plans has been drained and surfaced or such other steps as may be specified, in accordance with the details submitted to and approved by the Local Planning Authority, and that area shall not thereafter be used for any purpose other than the parking of vehicles.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CAR PARKING RESTRICTION

(11) No part of the site shall at any time be used for the parking of vehicles other than that part specifically shown for that purpose on the approved plan.

Reason:

In the opinion of the Local Planning Authority the level of car parking provision should be limited in order to assist the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CYCLE PROVISION

(12) The development shall not be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for bicycles to be parked.

Reason:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

LOADING AND UNLOADING PROVISION

(13) Before the development hereby permitted is first brought into use, adequate provision shall be made to enable goods vehicles to be loaded and unloaded within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To enable such vehicles to be loaded and unloaded off the public highway so as to avoid:- (i) damage to amenity; (ii) prejudice to public safety and convenience; and (iii) interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

PUBLIC TRANSPORT PROVISION

(14) Development shall not commence until details of the proposed stop(s) have been approved in writing by the Local Planning Authority; and the building(s) shall not be occupied until stop(s) have been constructed in accordance with the approved plans.

Reason:

To improve access to the site by public transport, without which the proposed development would not be acceptable, as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

STAFF TRAVEL PLAN

(15) The development hereby permitted shall not be occupied until a Staff Travel Plan (STP) has been submitted to and approved in writing by the Local Planning Authority. The said STP shall seek to encourage staff to use modes of transport other than the private car to get to and from the premises. It shall also include measures to control the use of the permitted car parking areas; arrangements for monitoring the use of provisions available through the operation of the STP; and the name, position and contact telephone number of the person responsible for its implementation. From the date of occupation the occupier shall operate the approved STP.

Reason:

In the opinion of the Local Planning Authority, such measures need to be taken in order to reduce reliance on the use of private cars (particularly single occupancy journeys) and to assist in the promotion of more sustainable travel choices in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CODE OF PRACTICE DURING CONSTRUCTION

(16) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXISTING TREE/HEDGEROWS TO BE RETAINED

(17) In this condition "retained tree or hedgerow" means an existing tree or hedgerow which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of occupation of the buildings for their permitted use.

(a) No retained tree or hedgerow shall be cut down, uprooted or destroyed, nor shall any tree be topped or lopped other than in accordance with the

approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with BS 3998:1989(Recommendations for Tree Work).

(b) If any retained tree or hedgerow is removed, uprooted or destroyed or dies, or is lopped or topped in breach of (a) above in a manner which, in the opinion of the Local Planning Authority, leaves it in such a poor condition that it is unlikely to recover and/or attain its previous amenity value, another tree or hedgerow shall be planted at the same place and that tree or hedgerow shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree or hedgerow shall be undertaken in accordance with Section 9 of BS 5837:2005 (Guide for Trees in relation to construction) before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground areas within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason:

To ensure that trees or hedgerows retained in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 are protected during construction work and thereafter are properly maintained, if necessary by replacement.

DETAILS OF BOUNDARY TREATMENT

(18) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before occupation of the first available building. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are in keeping with the standards of the vicinity in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE DESIGN PROPOSALS

(19) No development shall take place until full details of both hard and soft landscape works and a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports

etc.); retained historic landscape features and proposals for restoration, where relevant.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

SOFT LANDSCAPE WORKS

(20) Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; the implementation programme].

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

LANDSCAPE WORKS IMPLEMENTATION

(21) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

DETAILS OF EARTHWORKS

(22) No development shall take place until details of earthworks have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of the land areas including the levels and contours to be formed, showing the relationship of the proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the details of the development are acceptable to the Local Planning Authority and that they are in keeping with the standards of the vicinity in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LANDSCAPE MANAGEMENT PLAN

(23) A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development,

whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MAINTENANCE SCHEDULE

(24) No development shall take place until a schedule of landscape maintenance for a minimum of five years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason:

To ensure that satisfactory landscaping works carried out in accordance with Policies CS18 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

EXTERNAL MATERIALS

(25) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROVISION OF ON-SITE RENEWABLE ENERGY EQUIPMENT

(26) The proposed development generates a requirement to incorporate onsite renewable energy production equipment offsetting at least 10% of predicted carbon emissions. Details of this equipment shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of work on site. This equipment shall then be installed and made operational prior to first occupation and henceforth maintained.

Reason:

In order to ensure that the proposed development makes appropriate contribution towards reducing the City's ecological footprint and the causes of climate change.

DRAINAGE

(27) No development approved by this permission shall be commenced until a detailed scheme for the provision of surface water drainage works including:- overland flow routes, construction quality control procedure, a timetable of construction, and details for the maintenance and management of the scheme

has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the drainage during the construction phase to prevent pollution from the site. Prior to occupation it shall be demonstrated to the satisfaction of the Local Planning Authority that relevant parts of the scheme have been completed in accordance with the details, quality control procedure and timetable agreed. The scheme shall thereafter be managed and maintained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason:

To prevent increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be the principle of industrial development in this location, access and parking requirements and biodiversity issues, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (1) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy, (b) non-superseded site allocations, annex relating to definition of shopping centre boundaries and frontages and annex relating to greenscape schedule of the City of Plymouth Local Plan First Deposit (1995-2011) 2001, and (c) relevant Planning Guidance (SPG) Notes, Government Policy Statements and Government Circulars, as follows:

INFORMATIVE: SOUTH WEST WATER

(1)The developer's attention is drawn to the comments and/or requirements of South West Water, a copy of which will have been sent direct to the applicant or the applicant's agent.

PPG13 - Transport
PPG4 - Industrial and Commercial Development
PPS1 - Delivering Sustainable Development
CS28 - Local Transport Consideration
CS32 - Designing out Crime
CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS22 - Pollution
CS18 - Plymouth's Green Space
CS19 - Wildlife
CS20 - Resource Use
CS21 - Flood Risk
CS03 - Historic Environment
CS02 - Design

CS04 - Future Employment Provision