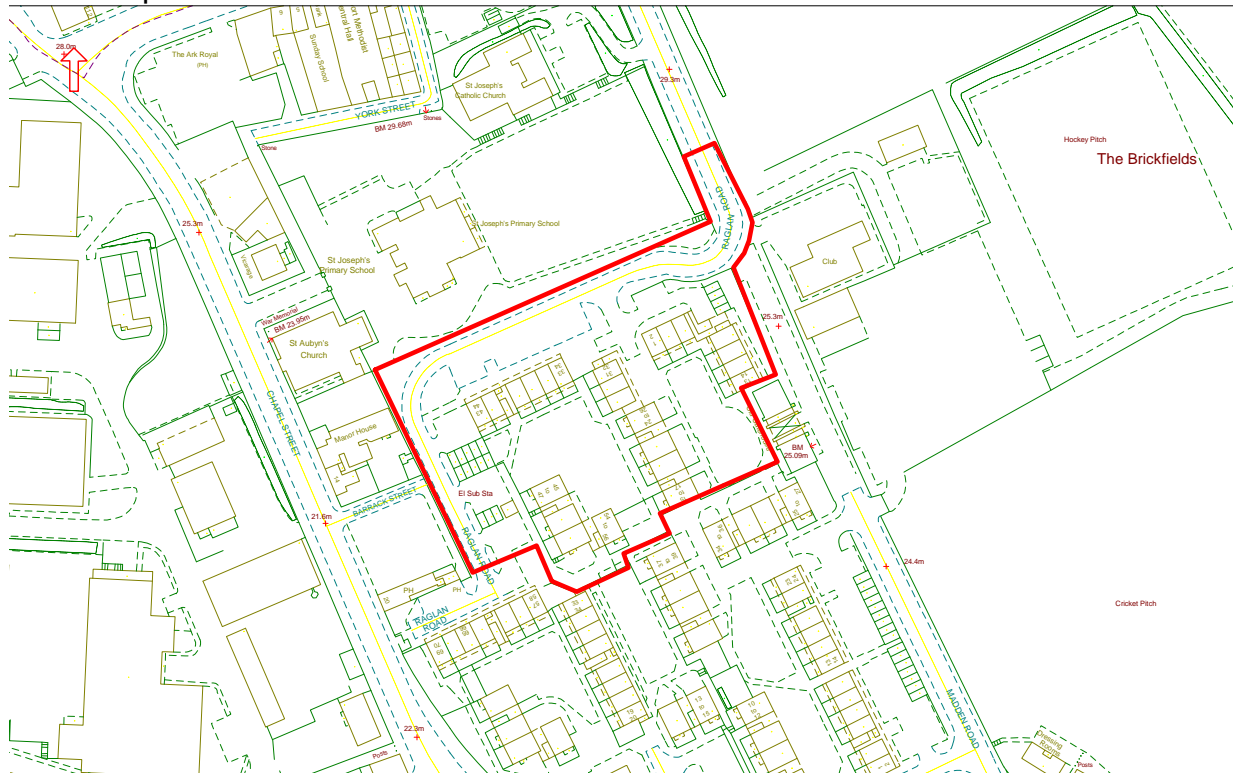


ITEM: 9

Application Number: 09/01565/FUL
Applicant: Risesign Ltd
Description of Application: Erection of three blocks containing a total of 14 two bedroom flats with associated landscaping changes, parking facilities and refuse storage facilities.
Type of Application: Full Application
Site Address: LAND AT 1-56 RAGLAN ROAD PLYMOUTH
Ward: Devonport
Valid Date of Application: 27/10/2009
8/13 Week Date: **26/01/2010**
Decision Category: Major Application
Case Officer : Carly Francis
Recommendation: Refuse
Click for Application Documents: www.plymouth.gov.uk

Insert map for committee.



OFFICERS REPORT

Site Description

Located within the Devonport area of the City, the site comprises a 1960s development of 56 flats in total arranged in 5 blocks of three and four storey buildings, with communal garden areas and parking on the northern and western sides. The site is accessed from Raglan Road to the north. From the south, access is closed to vehicles in front of the Listed Gatehouse adjoining the south-east corner of the site. The site adjoins St Joseph's Primary School to the north; historic buildings including St Aubyn Church, Manor House, former barrack wall and public house are situated to the west; residential flats are to the south; and the Listed Gatehouse and Brickfields sports area beyond are to the east.

Proposal Description

Erection of three blocks containing a total of 14 two bedroom flats with associated landscaping changes, parking facilities and refuse storage facilities.

The proposed development would have a net density of approximately 57 dwellings to the hectare. All blocks would be four storeys high and Blocks A and B would each have 4 two-bed apartments and Block C would have 6 two-bed apartments. Block C would accommodate a store, as well as bicycle storage for the development and garaging for four cars.

Relevant Planning History

09/00547/FUL Erection of 3 blocks containing a total of 14 two bedroom flats with associated landscaping changes, parking facilities and refuse storage-REFUSED.

This application was refused for the five reasons summarised below:

- 1) Absence of infrastructure contributions
- 2) No affordable housing provision
- 3) Inadequate information regarding the risk of contaminated land
- 4) Detrimental to residential amenity
- 5) No improvement to the range and quality of housing

Reasons 4 and 5 were additional reasons added by members at Planning Committee. The reasons added by members were as below:

RESIDENTIAL AMENITY

The Local Planning Authority considers that the development would be detrimental to the amenity of residents of existing properties and would fail to provide sufficient levels of amenity for future occupiers. The proposal is therefore considered to be contrary to point 5 of Policy CS15 of the Local Development Framework Core Strategy (adopted 2007).

RANGE AND QUALITY OF HOUSING

The Local Planning Authority considers that the proposal does not improve the range and quality of housing in the area and is therefore contrary to Area Vision 1 of the Local Development Framework Core Strategy (adopted 2007) and Chapter 5 'Improving Housing' of the Devonport Area Action Plan (adopted 2007).

05/00834/FUL Three four-storey buildings providing a total of 16 flats -
REFUSED

This application was refused for 9 reasons as summarised below:

- 1) Inadequate parking provision for the parking of vehicles
- 2) Inadequate street details; unacceptable provision for secure storage of cycles, poor pedestrian links to the wider footway network, inadequate street lighting details
- 3) Overdevelopment
- 4) Creation of areas of unsafe/ insecure environment
- 5) Loss of/ impact on amenity areas
- 6) Loss of amenity and outlook to the adjoining dwellings
- 7) Loss of / inadequate provision of refuse and storage facilities
- 8) Loss of protected trees
- 9) Impact on public sewage infrastructure

This applicant appealed this decision and the appeal was dismissed.

Despite the range of refusal reasons given by the Council, the Inspector only dismissed the appeal on the basis that Block C would result in the loss of formal amenity space and would have a detrimental impact on the outlook from neighbouring flats (Nos. 39-44).

Consultation Responses

Highway Authority- no objections, however recommend that conditions regarding car parking provision, cycle provision and a Traffic Regulation Order be attached to any grant of planning permission.

South West Water- no objections.

Public Protection Service- no objections providing conditions regarding a code of practice and noise and a contamination study be attached to any grant of planning permission.

Police Architectural Liaison Officer- no objections in principle, however recommends that conditions regarding window and door fittings, lighting and gates to the footpath, be attached to any grant of planning permission.

South West Water- no objections.

Representations

10 letters of objection, objecting on the basis of:

- Loss of green space and other facilities
- Overdevelopment
- Detrimental to amenity of residents
- Inadequate parking provision
- Would overshadow existing flats
- Loss of 'The Anchor' area
- Impact of building work
- Would affect property value
- Inadequate/ Poor access to refuse storage area
- Creation of dark and dangerous pathways/ no thought to crime level
- The flats would be poorly managed
- Inadequate sewerage system
- Less secure site/ unsafe for children
- New flats are not in keeping
- Not in line with Devonport Area Vision Policy
- Reduce amenity space
- No thought given to landscaping

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.

This application follows a recent application for three residential blocks that was refused in August this year. Prior to this another scheme was refused in 2005; details of these previous decisions are given in the planning history section of the report.

The main issues for consideration for this proposal are the impact on surrounding residential properties, on the amenities of the community, on the highway and on trees.

The main policies relevant to this application are CS01, CS02, CS15, CS16, CS18, CS20, CS28, CS32, CS33 and CS34 from the adopted Core Strategy.

The Devonport Area Action Plan 2006-2021, 'Planning Obligations and Affordable Housing' and 'Development Guidelines' Supplementary Planning Documents are also relevant.

This proposal remains exactly the same as in the previous application. The difference with this application is that some additional information has now been submitted. A contaminated land assessment has now been carried out and some additional information regarding the trees on site has been included.

This proposal, as with the previous application, is for 14 flats, the 2005 application was for 16 flats. The differences between this application when compared to the 2005 application is that Blocks A and B have slight differences in position and design, and the main difference is that Block C has been relocated. It is no longer proposed in the internal courtyard/ central amenity area but would be located on a hard surfaced parking area. It is proposed that the parking area be re-configured so that parking spaces are retained.

The planning history holds significant weight in determining this application as this proposal largely reflects the previous applications that were refused. The Planning Inspectorate disregarded many of the Council's previous refusal reasons in the 2005 application and therefore it is inappropriate to reiterate these reasons in subsequent applications. The Inspector's findings are therefore referred to throughout this report.

Layout, Scale and Design

The introduction of these three residential blocks is still considered to result in overdevelopment and to create a cramped appearance. However apart from the concern expressed about Block C the Inspector concluded in the 2005 application that the defining characteristic of the estate was one of enclosure and the overall effect of the proposed development would be to reinforce this enclosure. He did not consider that the development would appear cramped and hence it is not considered that the application should be refused on these grounds.

The buildings would not impact on the setting of any listed building; they are a sufficient distance away and are within the envelope of the site where there are existing blocks of flats. It appears that some screening would be provided to Block C by trees, and a road and boundary wall would separate the block from the adjacent Manor House.

The scale of the blocks has remained unchanged; none of the buildings would be higher than the adjacent existing blocks and therefore the scale is considered appropriate in accordance with policies CS15 and CS34 as was deemed by the inspector previously.

The floor areas of the units are slightly different in each block. In Block A they are approximately 57.6 m², in Block B 60 m² and in Block C 56 m². The floor

areas are considered to be adequate and all of the units proposed would have adequate amenities and natural lighting to all habitable rooms.

The design of the blocks in this application and the previous application has remained largely unchanged from the 2005 application; however the drawings do show a greater level of detail. The Inspector's comments regarding the design were that, while the proposed design was unremarkable, the blocks would integrate sympathetically and unobtrusively with the simple form and proportions of existing development. This opinion is supported; the design could not be considered outstanding, however it is deemed acceptable in this case and would accord with policy CS02.

The materials to be used have not been detailed and therefore if permission is granted a condition would need to be attached to ensure that these details are agreed before works commence. The materials used should be sympathetic to those used in the existing residential blocks.

Overlooking/ loss of light

Block A is joined to the east of flats 5 and 6 with a core link block and the high level deck access fits into the upper level of the new core. There are no windows on the adjacent blocks that would be affected by Block A and therefore there would be no loss of privacy, light or outlook as a result of this block.

Residents have raised concerns regarding the proposed position of Block B. Block B would be no greater in height, than as proposed by the 2005 application, although its footprint has been slightly enlarged. The building would be closer to the garden areas of the adjacent flats and, while it is considered that this would exacerbate the impact of the building on the amenity areas of the adjacent flats, it would only be one metre closer than as proposed in the 2005 application. This is not deemed substantially different enough to deem refusal. It may also affect access to some residents' sheds which are sited directly opposite the proposed block. It is noted that this block would have some impact on the amenity of residents and may result in some loss of light, however its impact would not be significantly different to that in the previous 2005 application and therefore it is not considered that the application could be refused on this basis.

Block C does not create any concerns of overlooking, there are no windows on the side elevation of the existing building that would face Block C and the windows proposed on the east elevation of Block C are in a position that would ensure that rear amenity areas and balconies of existing flats could not be overlooked. Some degree of overlooking may be possible from the windows on the south elevation of Block C to the balcony and amenity areas of the adjacent building; however the nature of these buildings means that a degree of overlooking already exists, the development would not create any new overlooking concerns. Although ground levels vary, plans show Block C in relation to the adjacent existing block, and the block would be no higher than the adjacent block and windows would be at the same levels.

Refuse Storage

A new bin store will be provided adjacent to Raglan Road. This will be constructed of brick and timber and will serve the entire development. A second for bin storage will be provided adjacent to Block C, due south of it. These will replace the existing accommodation for bins which would be demolished to make way for Block A. These will become the communal refuse collection points. There is also surplus storage space within the ground floor of Block C. Residents have raised concerns that the bin storage proposed is inadequate. Although the developer is proposing replacement bin storage, the amount of bin storage is still considered to be inadequate considering the increase in residents. The position of the bin stores would also involve the residents carrying refuse some way across the site. Therefore it is not considered that the proposal would accord with Policy CS15, Policy CS34 or the new Development Guidelines SPD. The Development Guidelines SPD, although not yet adopted, is a material consideration and sets guidance for refuse storage standards which this proposal does not comply with. This SPD had not been published when the other applications were considered. Concerns regarding inadequate refuse storage formed the basis of a refusal reason in the 2005 application where even less bin storage was proposed. This refusal reason was not upheld by the Inspector at appeal and therefore given the reduced number of units and additional storage areas in this application it is not deemed that this would hold substantial weight as a refusal reason.

Amenity Areas

As a result of the buildings proposed, some areas would be lost which the local community say are utilised by children playing. The residents object to the position of Block B as it would involve the loss of a planting area and 'the anchor' (a piece of street art). It is not considered the loss of this area would be a strong ground of refusal as the inspector previously commented that the loss of this area along with the area lost to Block A contribute little to the estate in terms of amenity space. He was concerned, however, at the loss of the formal amenity space where Block C was proposed. The Inspector was previously concerned that 'Block C would significantly reduce the size of one of these courtyards, thereby reducing the amount of amenity space whilst simultaneously increasing the number of residents.' While it is appreciated that the amenity space is still being reduced and the residential units increased, less residential units are being proposed in this application and the revised position of Block C means that less of the formal amenity area would be encroached upon. Approximately 150m² would be lost to the proposed parking area in this application; in the previous application a further 120m² would have been lost to Block C. While the loss of any amenity space is not encouraged, the amenity space would not be 'significantly' reduced and therefore it is not considered that the loss of this space could warrant refusal. The new position of Block C would also make the site feel more open than as previously proposed. It was considered that the block in its previous position would have had a harmful impact to neighbouring dwellings due to its scale and proximity and the physical presence it would have. It was also deemed by the Council and the Inspector that it would have an oppressive and overbearing effect on the outlook from adjacent flats. These concerns have

been removed and the proposal would now accord with Policies CS15 and CS34.

Safety and Security

Residents have raised safety concerns, and it is considered that from the proposed layout some unsafe spaces would be created. Some of the safety concerns raised relate to the passageways that would be formed, such as that between Block B and the existing buildings. Other concerns include the removal of the fence that currently secures the central amenity area (in order to make space for the parking area).

The Police Architectural Liaison Officer has commented that the Devon and Cornwall Constabulary is not opposed in principle to the granting of planning permission, but he has referred back to the comments made for the previous applications. One of the grounds for refusal for the 2005 application was that the proposals would create an unsafe and insecure environment. It was considered that the resulting environment did not take sufficient account of the need to safeguard personal safety and crime prevention which would cause demonstrable harm to the amenities of both future and existing residents within the estate. The Police Architectural Liaison Officer cannot see what measures the developer has taken to address these issues. He also comments that it does not appear that there is any natural surveillance to the proposed car parking areas. The applicants has responded by saying that it is necessary to comply with secure by design principles advised by the Police Liaison Officer in this case, because they are willing to agree that lighting would meet British Standard BS 5489 and that the door and window fittings would meet British Standard PAS024. The applicant thinks that this is satisfactory in ensuring safety and security, particularly as the Inspector did not consider it to be a matter of concern in the 2005 application. The Police Architectural Liaison Officer has subsequently requested that, should the application be approved, the above measures be conditioned along with a condition to ensure that the footpath below Block B be fitted with gates to prevent any unauthorised access.

While safety and security concerns remain and it is not deemed that the proposal accords with policy CS32, the applicant has resisted providing additional information such as lighting proposals. This was not considered significant grounds on which to uphold the appeal last time and therefore despite the differences in the applications, it is not felt that an Inspector would support such grounds of refusal in this case either.

Landscaping

A tree survey has been submitted with this application and a further drawing provided to clarify the trees on site that would be lost. It is not considered that any tree of intrinsic value would be lost as a result of the development. The applicant has still not provided planting details to mitigate against the loss of trees. Therefore in order to ensure that the proposal accords with policy CS18; it would be necessary for conditions to be attached to any grant of approval to ensure protection of those trees to be retained during construction, and a details of replanting to mitigate for those trees lost.

Drainage & Sewerage

A reason for refusal in the 2005 application and a concern raised by residents relates to the fact that Block B will be built over a public sewer. The applicants have again failed to provide sufficient information to demonstrate that the drainage, waste water and sewerage infrastructure capacity is maintained and where necessary enhanced, which is contrary to policy CS34. However no objections have been raised by South West Water and in light that this refusal reason in the 2005 application was again not upheld it is not considered that this should form a refusal reason. Such infrastructure requirements are covered by alternate legislation and therefore it is considered that the best way of highlighting these concerns in this instance would be by attaching an informative to the decision notice.

Contaminated Land

The previous application was refused on the grounds that insufficient information was provided to assess the risk of contaminated land or the risk of pollution to controlled waters. A more comprehensive contaminated land assessment has now been submitted with the application and the Council's Public Protection Department is satisfied that the application can be approved subject to conditions. The proposal is therefore considered to comply with policy CS22.

Highway Considerations

Transport and highway reasons formed part of the refusal of planning permission for the 2005 application; however these reasons were again not upheld at appeal. It is for this reason they did not form the basis for refusal of planning application 09/00547.

The car parking layout shown is similar to that shown in planning application 09/00547, indicating an overall off-street car parking ratio of 1:1. Spaces along the south side of the street have a second parking space behind, double banked (in tandem that would equate to 1:1.3 overall), they may only be counted as one parking space due to tenancy agreements that may include a restrictive covenant whereby any tenant or occupier may only park one car within the private car parking spaces. Such restrictive covenants rather than reduce demand are only likely to encourage second cars to be parked on the highway. The application also indicates that additionally there would be 4 parking spaces provided within a garage area below block 'C'.

It has already been established that the two existing car parking spaces numbered 11 & 12 on the application plan are within the turning head of the public highway. There may also be some doubt in relation to the extent of parking space number 10 on the application plan that may also impinge upon the public highway. The two car parking spaces within the public highway turning head must be discounted, as they have been unlawfully marked and allocated and need to be removed. However even if the three car parking spaces were to be lost, out of the overall total, the loss of three spaces may not be sufficiently material in the determination of this application, particularly given the previous view of the Planning Inspector. It could however be

conditioned that the developer be required to replace the two lost car parking spaces.

The Transport Officer advises that to assist in overcoming undesirable and indiscriminate car parking that would obstruct the function of the public turning head, Double Yellow Lines (DYL's) on the bend should be extended into and around the adjacent public turning head. This should be a condition in any grant of planning permission along with requirement for the applicant to remove the offending allocated car parking spaces and markings 11 & 12 from the public highway turning head, restore the surface of the highway, and replace the lost two spaces elsewhere within the private land of the application site, details of which should be submitted to the Local Planning Authority.

A car parking ratio of one space per flat is in accordance with national planning guidance, that does not require a minimum number of spaces to be provided, but rather prescribes a maximum of 1.5 parking spaces per dwelling or flat. It may be considered that this is reflected in the previous appeal decision associated with application 05/00834 where the inspector failed to support the view that a slightly higher car parking ratio in the order of 1:1.3 would be required to meet the likely car parking demand associated with the flats.

The application indicates that adequate provision would be made for the storage of refuse bins and cycle parking, with 16 cycle parking spaces being provided for the proposed new residential units, which is welcomed. It would however be preferable had the developer demonstrated a stronger commitment to encouraging sustainable transport, by working toward providing cycle storage for all of the residential units within the application site. Additional cycle storage provision across the site at a rate of one space per two dwellings should be encouraged, extending the opportunity for cycling as a sustainable means of travel across the application site, which on balance would seem reasonable given that the off-street car parking ratio would be reduced overall across the application site.

The Design & Access Statement accepts, as did the Planning Inspector, that the site is insular by design and therefore not as permeable for pedestrians as might otherwise be expected and this application does not offer any improvement to that, although further encouraging cycling by providing cycle storage facilities across the whole of the site may be considered to help mitigate this to some extent.

Although the Highway Authority would not support the proposal in principle, a recommendation of refusal would not be a viable option or sustainable position due to the earlier Planning Inspector's decision.

Sustainable Resource Use

The proposal does not propose any sustainability measures to meet the requirements of Policy CS20. Point 3 of Policy CS20 requires 'new residential

development of 10 or more units (whether new build or conversion) to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016'. This again was not a material consideration in the original application, however the Core Strategy was adopted in 2007 and proposals should now make sustainable provision. The proposal is therefore deemed to be contrary to the aims of CS20 and it is proposed that the application be refused on this basis.

Section 106 Obligations

This development is required to contribute in a tariff basis. A sum of £66,826 is required (this is with the 50% reduction applied as standard to all applications submitted before 31st December 2009).

This figure breaks down in the following way:

Children's Services: £11,725

Health: £2,170

Libraries: £1,092

Green Space, Natural Environment & Children's Play Space: £12,747

Recreation and Sport: £10,248

Public Realm: £539

Transport: £25,123

And a management fee of £3,182

This development does not strictly trigger the need for affordable housing provision as 14 units are proposed, falling just below the 15 unit threshold. While the scheme does not provide any affordable housing and this was identified as an issue in the last scheme, it is now considered that this would be inappropriate for this scheme- especially since the Devonport Area Action Plan states that there should be a higher proportion of private housing. It is therefore recommended that this is not made the subject of a refusal reason this time.

The applicant has stated that paying the tariff sum would make the development unviable. Therefore a viability report has been submitted in order to demonstrate this. This report and the additional information submitted have been reviewed further and it appears that the scheme would not be profitable enough to pay the specified tariff contributions. The new units would, however, have an impact on the city's infrastructure and the Council should therefore still consider whether it is appropriate or not to allow the development in terms of Policy CS33 and in accordance with the Planning Obligations and Affordable Housing Supplementary Planning Document (adopted December 2008). This SPD states that 'if the Council agrees that a proposal cannot reasonably afford to meet all of the Council's specified requirements; it will not necessarily result in the proposal receiving approval from the Council. It is quite possible that the issues will be so significant that the application will be refused, but in reaching this decision the Council will

consider whether there are overriding benefits in favour of granting permission, and if so will seek to prioritise planning obligation requirements.'

It is not considered that this scheme would offer overriding benefits to outweigh the impact it would have on infrastructure without paying contributions and therefore the proposal does not accord with policies CS33, CS01, CS15 and CS33 or guidance outlined in Draft Regional Spatial Strategy, National Guidance in Circular 05/05, PPS3 and Plymouth City Councils 'planning obligations and affordable housing supplementary planning document', the Development Guidelines SPD and the Devonport Action Plan.

The proposal cannot be supported for this reason.

Equalities & Diversities issues

The applicant has stated that all of the flats have been designed to lifetime homes standard. No details have been provided at this stage, although the applicants are content for a condition to be attached requiring details for 100% of the flats to be lifetime homes compliant.

Two secure cycle storage sheds also form part of the proposal.

Conclusions

This proposal still creates concerns in respect of overdevelopment; inadequate safety and security; and highways aspects; and on the whole is deemed to have a negative impact to the local community and existing residents. Despite these matters, in light of the Planning Inspector's previous conclusions, it is not considered that the application could be refused again on these grounds.

A Contamination Assessment has now been provided and any concern regarding land contamination at this stage removed; the previous refusal reason relating to this has therefore been overcome.

In relation to the other refusal reasons, while it is no longer recommended that the absence of affordable housing provision be used as a refusal reason, it is considered that despite the conclusions of the viability assessment, the proposal should be refused on the grounds of there being no infrastructure contributions.

In addition the committee previously resolved that the application should be refused as the proposal does not improve the range and quality of housing in the area in line with Area Vision 1 of the Core Strategy and the Devonport Area Action Plan. Officers consider this to be a solid refusal reason, as it states in this document, that Devonport is an area in need of housing as opposed to flats. This action plan was adopted in 2007 and therefore was not a material planning consideration in the initial 2005 application. It is therefore recommended that the application be refused for this reason.

It is also considered that the aims of CS20, to provide sustainability measures, should not be ignored; this is now a material consideration and therefore should be a refusal reason.

Despite the recommendations made in the above report, members may also wish to add the additional refusal reason they attached when this application was last brought to Planning Committee. This relates to residential amenity- the development was deemed to be detrimental to the amenity of residents of existing properties and to not provide sufficient levels of amenity for future occupiers contrary to point 5 of Policy CS15.

Your officers consider that the application should only be refused for the reason that the scheme makes inadequate infrastructure provision, is contrary to the aims of the Devonport Area Action Plan and fails to proposal sustainability measures in line with CS20 (see below) - but the Committee may wish to also add the refusal reasons relating to Residential Amenity and the Range and Quality of Housing, as raised by members themselves when the scheme was last considered.

Recommendation

In respect of the application dated **27/10/2009** and the submitted drawings, **Site Plan, 15753A/4, 15753A/1-R1, 101 A, 102 A, 103A, 17753A/5, 100/C, 15753A/1-R1/trees and accompanying Design and Access Statement, Transport Statement and CARD GEOTECHNICS Desk Study and Environmental Assessment Report** , it is recommended to: **Refuse**

Reasons

INFRASTRUCTURE CONTRIBUTIONS

(1) In the opinion of the Local Planning Authority, the proposed development can not make adequate provision to mitigate the adverse community infrastructure impacts of the development, and does not support the development of a sustainable linked community. The development thereby conflicts with Policies CS01, CS12, CS15, CS28, CS30, CS33, Area Vision 1 of the adopted City of Plymouth Local Development Framework Core Strategy, together with guidance outlined in Draft Regional Spatial Strategy, IPS3, IPS4, PGN11, National Guidance in Circular 05/05 and PPS3.

RANGE AND QUALITY OF HOUSING

(2) The Local Planning Authority considers that the proposal does not improve the range and quality of housing in the area and is therefore contrary to Area Vision 1 of the Local Development Framework Core Strategy (adopted 2007) and Chapter 5 'Improving Housing' of the Devonport Area Action Plan (adopted 2007).

ON-SITE RENEWABLE ENERGY PRODUCTION

(3) The development fails to incorporate renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016. The proposal is therefore contrary to Policy CS20 of the adopted City of Plymouth Local Development Framework Core Strategy.

INFORMATIVE: PUBLIC SEWER

(1) The applicant should note that the proposed Block B would be built over a public sewer and permission would be required from the service provider for this to be built upon.

Relevant Policies

The following (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning 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 Government Policy Statements and Government Circulars, were taken into account in determining this application:

PPS3 - Housing
CS28 - Local Transport Consideration
CS32 - Designing out Crime
CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS18 - Plymouth's Green Space
CS01 - Sustainable Linked Communities
CS02 - Design
CS15 - Housing Provision
CS16 - Housing Sites
SPD1 - Development Guidelines