

# PLANNING APPLICATION REPORT



**ITEM: 5**

**Application Number:** 10/02117/FUL

**Applicant:** Lone Eagle Properties

**Description of Application:** Erection of an office extension to the existing building and provision of additional car parking (renewal of 07/00932)

**Type of Application:** Full Application

**Site Address:** 1 BREST ROAD DERRIFORD PLYMOUTH

**Ward:** Moor View

**Valid Date of Application:** 11/01/2011

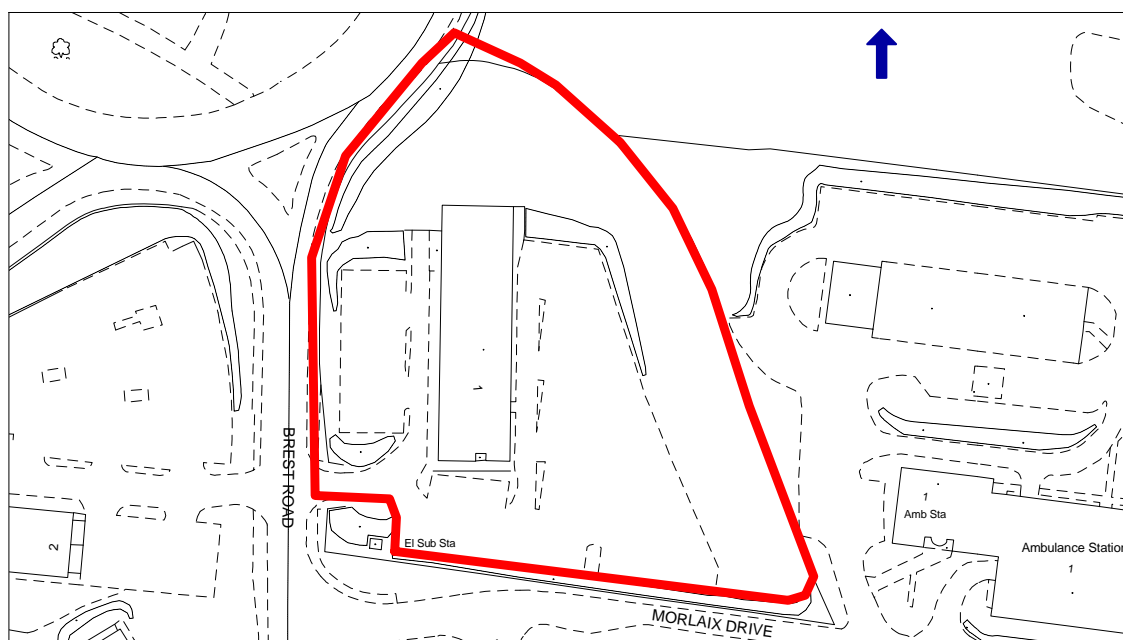
**8/13 Week Date:** **12/04/2011**

**Decision Category:** Major Application

**Case Officer :** Robert McMillan

**Recommendation:** Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 11<sup>th</sup> April 2011

**Click for Application Documents:** [www.plymouth.gov.uk](http://www.plymouth.gov.uk)



## OFFICERS REPORT

### Site Description

The site is on the south east side of the Derriford roundabout on the east side of Brest Road, north of Morlaix Drive and has an area of 0.74 hectares. It is surrounded by one of the Derriford Hospital car parks on the north east, the Ambulance station on the east, Morlaix Drive on the south with an intervening scruffy verge and an electrical sub-station in the south west corner, The Apex Inland Revenue offices on the west and the roundabout on the north west. There is a four storey 1960's office building set into the ground on the west side of the site with parking on all sides apart from the north. It is known locally as the 'General Accident' building and is finished in stone, concrete panels and a rather unusual pink render. Owing to the levels it reads as 2 ½ storeys from the north. The site is well landscaped with a belt of mature trees on the western boundary, wide verges on the northern and eastern parts of the site with a pocket of 3 mature sycamores on the north east, 2 of which are on the adjoining site but overhang the site. There are 3 other trees in and adjoining the eastern parking area. There is a significant fall across the site of about 8m.

### Proposal Description

The proposal is to renew planning permission 07/00932 that ran until 21 January 2011. The development is to build a four storey extension in the south eastern part of the site creating an 'L' shaped building to provide 2,712 sq m gross of office space. It would be 42m long by 15.6m wide with the stairwell extending a further 3.4m. It would have a similar height to the existing building which is 16m on the northern façade with plant room rising a further 2m. From the south it would be a further 1m above ground level owing to the fall in the land across the site. It would be finished in a matching pink render, brown brickwork on the plinth, ground floor and stairwell with vertical columns of blue render on the stair well and on the side of the western projection. The western part would be largely glazed with grey slatted brise soleil and grey metal cladding above the top floor windows.

The parking areas would be extended into the northern and eastern verges to compensate the lost parking and provide additional spaces resulting in a net increase of 33 spaces from 109 to 142 of which 6 would be for people with disabilities. The northern part would be at a higher level. Three of the existing trees on the eastern side would be removed.

The applicant states that by applying employment densities to the proposal of one job per 19 sq m of gross internal floorspace it could provide 134 jobs.

### Relevant Planning History

07/00932 – FULL - Erection of an office extension to the existing building and provision of additional car parking – GRANTED subject to a Section 106 Agreement – (Not implemented, hence this application)

05/01222 – FULL - 4 storey extension to office building, with associated alterations/extensions to car parking areas – REFUSED

## **Consultation Responses**

### **Highways Agency**

No objection

### **Highway Authority**

No objection as this is a renewal of an existing permission subject to conditions

### **Public Protection Services**

No objection subject to conditions

### **Economic Development Unit**

With the City Council's vision for Derriford and Seaton being to create a new sustainable mixed-use urban centre and to develop key employment sites, and as this is part of an existing employment area, the Economic Development team has no objections.

### **Plymouth City Airport**

No response but with the previous applications did not object subject to: lighting of an apt design that does not distract or confuse pilots; and that landscaping would not increase the risk of bird strike.

### **Representations**

None

### **Analysis**

The main issues with this application are: background and consideration of changes in policy since 2008, office location policy, transport and parking, design and appearance and trees and landscaping. The main Core Strategy policies are: CS01 Development of Sustainable Linked Communities, CS02 Design, CS04 Future Employment Provision, CS18 Plymouth's Green Space, CS20 Sustainable Resource Use, CS21 Flood Risk, CS22 Pollution, CS28 Local Transport Considerations, CS32 Designing Out Crime, CS33 Community Benefits/Planning Obligations and CS34 Planning Application Considerations. The guidance in Supplementary Planning Document 1 (SPD1) Development Guidelines, SPD2 Planning Obligations and Affordable Housing First Review and SPD3 Design. Planning Policy Statement 4 (PPS4) Planning for Sustainable Economic Growth 2009 supersedes Planning Policy Guidance Note 4 and PPS6. The draft Derriford and Seaton Area Action Plan pre-submission version 2011 (DSAAP) has relevant policies and proposals in particular Proposal 17 – A new District Centre for Derriford.

### **Background**

The procedure to renew unimplemented planning permissions came into force in October 2009. The government's intention is: "to make it easier for developers and Local Planning Authorities to keep planning permissions alive for longer during the economic downturn so that they can more quickly be implemented when economic conditions improve." It is a temporary measure in response to the current economic circumstances and only one time extension to each permission will be possible.

The main material considerations to be considered relate to the various policy documents published since the previous application was considered by the planning

committee in 2007. These are PPS4, and the three SPDs and the latest version of the DSAAP mentioned above. They do not lead to any fundamental changes to the policy and material considerations in force when the previous application was determined.

### **Office location policy**

PPS4 Planning for Sustainable Economic Growth defines offices as a main town centre use that should be located in the city centre, district or local centres. The site is in an employment area but not a current district centre. However a major objective of the core strategy is to create a district centre at Derriford as stated in Area Vision 9.3 and policy CS07 to create a heart for the north of Plymouth. The area vision diagram shows the district centre straddling Tavistock Road appearing to include the application site. Other objectives in AV9.1 and 2 are to develop a diverse mix of commercial and community uses and to play an important role in the sub-region's long term economic well-being by the provision of important economic infrastructure.

A key aim in strategic objective SO6 that supports the Council's Economic Strategy is creating a bi-polar economy by strengthening and adding to the existing economic base at Derriford to complement the city centre. Policy CS04.4 safeguards and supports the key strategic employment sites at Derriford including the Plymouth International Medical and Technology Park and Tamar Science Park including opportunities for extensions and improved linkages between these sites and the hospital. CS04.5 supports proposals for new commercial development in order to create Derriford as Plymouth's secondary office location. The proposal fully complies with these economic and office policies and would provide the benefit of providing space for potentially 134 jobs. It is in accordance with the Core Strategy.

Policy EC10.1 of PPS4 states that:

“Local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.”

Paragraph 10.2 of PPS4 sets out five criteria relating to sustainable development, limits to carbon dioxide emissions, sustainable transport, design, impact on the regeneration of the area and impact on local employment. The application complies with them.

The DSAAP is out for public consultation. It now locates the district centre on the east side of Tavistock Road as compared with the Core Strategy Area Vision 9 that has it centred on the west side of Tavistock Road. Key factors leading to the change are the lack of progress with delivering the district centre on the west side and advancement on site assembly of sites of sufficient size on the east side. Paragraph 5.3 of the Core Strategy states that when Area Action Plans are adopted they take precedence over their respective Area Visions. Proposal DS17 covers a large area on the east side of Tavistock Road for the new District Centre including the application site. DS17.2 allows for 25,000 sq m of business floorspace suitable for offices as well as other uses.

In addition the lawful use of the site is for B1 office which is an important material consideration.

In summary the location of the office extension complies with the adopted Core Strategy, PPS4 and the DSAAP.

### **Transport and parking**

Some members may recall that with previous applications parking was a controversial issue. The site currently has 109 parking spaces for 2,794 sq m gross external floorspace of offices. This equates to 1 space per 25.6 sq m. The applicant is proposing an additional 33 spaces for the extension of 2,712 sq m, giving a total of 142. This is 1 space per 82 sq m for the proposal and 1 per 39 sq m overall. The local highway authority was concerned that the combined level of parking would encourage more car trips to and from work that would add to the already congested northern corridor.

Members decided that the economic advantages of the scheme outweighed the parking concerns and granted conditional permission. This was subject to a section 106 agreement to provide transport improvements to mitigate the impacts of the development. The applicant agrees to renewing the agreement subject to a slight change to one of the obligations and the terms are set out below in the "Section 106 Obligations" part. As this is a renewal application the local highway authority does not object subject to the previous conditions being applied again. The application complies with policy CS28.

### **Design**

The current building is rather uninspiring office block typical of its era, made slightly unusual by the use of pink render. The proposal is for an eastern extension at the southern part of the building of a simple contemporary design that complements and enhances the existing structure. The designers have given the building a presence by making the junction of the new with the old the entrance with more glazing and a projection that relates to the access off Brest Road and its set-back frontage to Morlaix Drive. The materials are more muted to reduce the garishness of the existing contrasting concrete and pink render horizontal bands. In design terms the extension would enhance the site in accordance with its prominent gateway location to comply with Area Vision 9.4 and 5 and policies CS02 and CS34.

### **Trees and landscaping**

The site contains trees with an attractive group on the western part of the site, another group on and off-site on the north eastern boundary and individual trees within the parking area and verge. The original layout showed that 5 trees would be removed. The applicants changed the layout to retain a Sycamore and London Plane. The other three are lower category specimens but could be relocated or replaced. There is scope to provide additional perimeter planting particularly on the north western boundary. The main trees worthy of retention will be retained with others relocated or replaced. This together with additional planting would ensure a satisfactorily landscaped development to comply with policy CS18.4.

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.

### **Section 106 Obligations**

A planning obligation is required to mitigate the transport impacts of the development.

Strategic transport is dealt with in the Planning Development Tariff part of the Planning Obligations and Affordable Housing SPD. By reason of the increased working population facilitated by the development and the increased demand for journeys, it will contribute to the cumulative impact of development on the city's strategic transport infrastructure. This will bring the likelihood of increased congestion and pollution unless there is adequate mitigation. The estimated cost of mitigating this impact is £50,000 to be used for transport projects in the Northern Corridor and Delivery Scheme in the DSAAP.

As part of the negotiated element of the obligation to mitigate the impacts on the immediate local transport and public transport infrastructure: £15,000 is required to be used in connection with transport works on the Tavistock Road/William Prance Junction; and £3,500 as a contribution towards the provision of a bus boarder at the bus stop on Tavistock Road.

The applicant has agreed to these terms.

### **Equalities & Diversities issues**

The development will be capable of being used and occupied by all equality groups including people with disabilities and six disabled parking spaces will be provided close to the building. No equality group would be adversely affected by the proposal.

### **Conclusions**

The application is for a renewal of an existing permission. The applicant has stated that it marketed the site but owing to the economic circumstances could not find an occupier. The policy framework has changed since 2007/08 but the proposal still complies with policy and the material considerations indicate that permission should be renewed. The DSAAP proposes significant changes to Derriford including this site and its surroundings. A renewal of permission would not prejudice the DSAAP or the proposals for this part of Derriford. For these reasons this renewal application is acceptable.

### **Recommendation**

In respect of the application dated 11/01/2011 and the submitted drawings Planning statement, design and access statement, transport assessment and tree survey, it is recommended to: **Grant Conditionally Subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 11<sup>th</sup> April 2011**

## Conditions

### DEVELOPMENT TO COMMENCE WITHIN 3 YEARS

(1) The development hereby permitted shall be begun before the expiration of three years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

### APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site location plan, 02228 L 01.01P2, L02228 01.02P3, 02228 L 02.01, 02228 L 03.01, 02228 L 04.01, 02228 L 04.02, 02228 - P10 and 02228 - P11.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

### SURFACE WATER DISPOSAL

(3) Development shall not begin until details of the proposals for the disposal of surface water have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is first occupied.

Reason:

To enable consideration to be given to any effects of changes in the drainage regime on landscape features and to avoid the risk of flooding elsewhere to comply with policy CS21 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

### LANDSCAPE DESIGN PROPOSALS

(4) 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, 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]. The details shall not increase the risk of bird strike to aircraft.

Reason:

To ensure that satisfactory landscape works are carried out in accordance with Policies CS18 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007

#### SOFT LANDSCAPE WORKS

(5) 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; and the implementation programme].

Reason:

To ensure that satisfactory landscaping works are carried out in accordance with Policies CS18 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### LANDSCAPE WORKS IMPLEMENTATION

(6) 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 adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### MAINTENANCE SCHEDULE

(7) 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 adopted City of Plymouth Core Strategy Development Plan Document 2007 are subsequently properly maintained.

#### EXISTING TREE/HEDGEROWS TO BE RETAINED

(8) 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 building.

(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 t 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 are retained and protected during construction work in accordance with Policies CS18 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### DETAILS OF BOUNDARY TREATMENT

(9) 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 the building is occupied. 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 policies CS02 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 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 in accordance with the details to be submitted to and approved in writing by the Local Planning Authority, and that an area providing for 129 spaces 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 to comply with policies CS28 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 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

to comply with policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 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 17 bicycles to be parked.

#### Reason:

In order to promote cycling as an alternative to the use of private cars to comply with policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### CYCLE STORAGE

(13) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

#### Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building to comply with policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### TRAVEL PLANS

(14) Comprehensive Travel Plans will be developed for all elements of the development hereby permitted. The acceptability of these travel plans will need to be agreed in writing by the Local Planning Authority and Local Highways Authority, in consultation with the Secretary of State for Transport, in advance of occupation of the development.

The Travel Plans will need to be prepared in line with prevailing policy and best practice and shall include as a minimum:

The identification of targets for trip reduction and modal shift

The methods to be employed to meet these targets

The mechanisms for monitoring and review

The mechanisms for reporting

The penalties to be applied in the event that targets are not met

The mechanisms for mitigations

Implementation of the Travel Plan to an agreed timescale or timetable and its operation thereafter

Mechanisms to secure variations to the Travel Plan following monitoring and reviews

#### Reason:

In the interest of highway safety and management of impacts on the local and trunk road highway networks, in accordance with policy CS28 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### EXTERNAL MATERIALS

(15) No development shall take place on the superstructure until samples of the materials to be used in the construction of the external surfaces of the 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 policies CS2 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### SURFACING MATERIALS

(16) No development shall take place on the superstructure until details and samples of all surfacing materials to be used 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 policies CS2 and CS34 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### EXTERNAL LIGHTING

(17) No external lighting shall be installed on the building or site until the details have been submitted to and approved in writing by the local planning authority. The details shall be of types that are of flat glass, full cut-off design with horizontal mountings such that there is no lightspill above the horizontal.

#### Reason:

To ensure that the lighting does not confuse or distract pilots in the vicinity of Plymouth City Airport, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

#### CODE OF PRACTICE

(18) Prior to the commencement of the development hereby approved, a detailed management plan for the demolition/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.

#### RENEWABLE ENERGY

(19) No work shall begin on the development hereby permitted until a report on on-site renewable production has been submitted to and been approved in writing by the local planning authority for that phase. The report shall identify

how a minimum of 15% of the carbon emissions are off-set by on-site renewable energy production methods. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. If such requirements are to be provided by means of a biomass boiler in full or part, details shall also be provided to demonstrate that the boiler will be used, which shall include a commitment to maintain the boiler and details of how a long term fuel supply can be secured and delivered. The proposed solutions should be considered in the light of the Derriford Sustainable Energy Strategy. The approved scheme shall then be provided in accordance with the approved details prior to the occupation of the building and thereafter retained and used for energy supply for so long as the development remains in existence.

Reason:

To provide on site renewable energy production to off-set 15% of predicted carbon emissions comply with Policy CS20 of the adopted City of Plymouth Core Strategy Development Plan Document 2007.

#### FURTHER DETAILS

(20) No work shall commence on site until details of the following aspects of the development have been submitted to and approved in writing by the Local Planning Authority, viz: the external location and siting of the renewable energy plant and equipment to be approved under condition 19. The works shall conform to the approved details.

Reason:

To ensure that these further details are acceptable to the Local Planning Authority and that they 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.

#### INFORMATIVE - CODE OF PRACTICE

(1) The management plan required by condition 18 shall be based upon the Council's Code of Practice for Construction and Demolition Sites which can be viewed on the Council's web-pages, and shall include sections on the following:

1 - Site management arrangements including site office, developer contact number in event of any construction/demolition related problems, and site security information.

2 - Construction traffic routes, timing of lorry movements, weight limitations on routes, initial inspection of roads to assess rate of wear and extent of repairs required at end of construction/demolition stage, wheel wash facilities, access points, hours of deliveries, numbers and types of vehicles, construction traffic parking.

3 - Hours of site operation, dust suppression measures, noise limitation measures.

## **Statement of Reasons for Approval and Relevant Policies**

The renewal of planning permission 07/00932 is acceptable because the location of the office extension at this site complies with policy in particular Area Vision AV9 and policies CS01 and CS04 of the the City of Plymouth adopted Core Strategy Development Plan Document, 2007, PPS4 and Proposal DS17 of the Derriford and Seaton Area Action Plan pre submission version. The parking level is acceptable to comply with Core Strategy policy CS28 and the design, tree retention and landscaping comply with Core Strategy policies CS02, CS34 and CS18.

In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (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 (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

PPG13 - Transport  
PPS1 - Delivering Sustainable Development  
CS32 - Designing out Crime  
CS33 - Community Benefits/Planning Obligation  
CS34 - Planning Application Consideration  
CS22 - Pollution  
CS18 - Plymouth's Green Space  
CS20 - Resource Use  
CS21 - Flood Risk  
CS01 - Sustainable Linked Communities  
CS02 - Design  
CS04 - Future Employment Provision  
SO11 - Delivering a sustainable environment  
SO1 - Delivering Plymouth's Strategic Role  
SO2 - Delivering the City Vision  
SO3 - Delivering Sustainable Linked Communities  
SO4 - Delivering the Quality City Targets  
AV9 - Derriford/Seaton  
SO6 - Delivering the Economic Strategy Targets  
SO15 - Delivering Community Well-being Targets  
SPD2 - Planning Obligations and Affordable Housing  
SPD1 - Development Guidelines  
SPD3 - Design Supplementary Planning Document  
PPS4 - Economic Growth