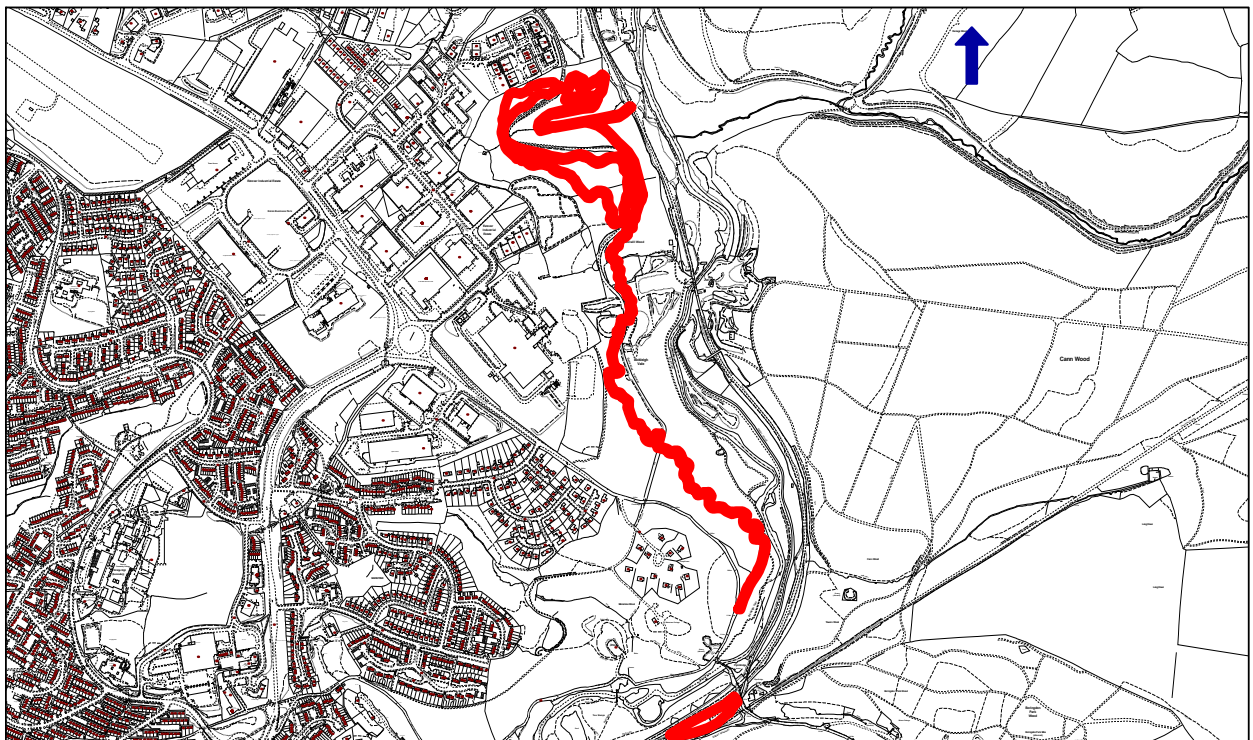


PLANNING APPLICATION REPORT



ITEM: 01

Application Number:	12/01712/FUL
Applicant:	National Trust
Description of Application:	Development of an off road cycle track, re-arrangement and enlargement of car park and use of part of car park for mobile catering
Type of Application:	Full Application
Site Address:	PLYM VALLEY PLYMOUTH
Ward:	Moorview
Valid Date of Application:	28/09/2012
8/13 Week Date:	28/12/2012
Decision Category:	Major - 5 or more Letters of Representation received
Case Officer :	Adam Williams
Recommendation:	Grant Conditionally
Click for Application Documents:	www.plymouth.gov.uk



OFFICERS REPORT

Site Description

Plym Valley is an area of woodland located to the North of Plympton and the east of Estover and Mainstone.

The area is predominantly broadleaved woodland with some areas of grassland and meadow. Due to the fact this area is a valley there are steep gradients within the woodland and some parts are difficult to access without following prescribed routes. The area has historically had industrial uses such as quarrying and agriculture taken place.

The valley is owned and managed by the National Trust and is open for public use, predominately by walkers, dog walkers and cyclists. The National Cycle Network (NCN) route 27 runs along the old railway line and viaduct, following the route north leads to Clearbrook and following the route south leads to Coypool. Various formal and informal walking routes can be found throughout the valley.

Proposal Description

The proposal is for a continuous off road cycle track within Plym Valley, a reconfiguration to the existing car park to provide an extra 22 spaces and an area allocated for use for a mobile catering unit.

Pre-application

There was no pre application for this resubmitted application. There was a pre-application on the previous proposals however and the topics included the design and siting of the café/cycle hub and also supporting documentation.

Relevant Planning History

11/01254/FUL - The proposal is for a continuous off road cycle track within Plym Valley with some separate sections for skills areas - Withdrawn

11/01074/FUL - Single storey cycle hub and café facility - Withdrawn

Consultation Responses

Natural England – Natural England have no objections to the proposals

Transport and Highways – No objections subject to conditions. The analysis by Transport and Highways is contained and summarised within the Transport section of this report

Environment Agency – considers that this proposal will only be acceptable if planning conditions are included to ensure that the appropriate design of the proposed watercourse crossings and the appropriate management of surface water drainage, the appropriate management of any unsuspected contamination encountered during construction

Public Protection Service (PPS) – Acceptable subject to condition. PPS considers that, although large numbers of proposed visitors to the woodland are forecast it is considered that the noise levels will not be significant from the use of the track alone. PPS has concerns about the construction phase of the works and this has been highlighted in the application as a time restricted activity, which should be confirmed by condition via a code of practice condition. There is also concern about litter caused by the mobile catering unit, however, a condition is recommended in order to control this.

Public Rights of Way Officer - Confirms that there are no recorded public rights of way within the development boundary. However, whilst the Definitive Map is conclusive evidence in law of the rights shown upon it, the reverse is not necessarily true which is to say that because a way might not be shown to carry public rights does not mean such rights do not exist. However the nature of the proposed development is such that the impact upon any unrecorded rights of way will be minimal. Access over those tracks will not be prevented and no rights will be lost.

Additionally the officer considers there is not likely to be any undue conflict between users and the mitigation measures proposed are more than sufficient. Public pedestrian rights and permissive cycle use can and does sit in harmony in many locations throughout the country. Therefore there are no objections.

Representations

532 letters of representation have been received, approximately 419 in objection and 113 in support of the scheme. A majority of objections letters followed a petition style i.e. copied letters with signatures.

The main areas of objection and concern which hold planning merit have been in relation to:

- Precedent will be set for more trails if approved.
- Informal routes already available in Cann Woods.
- Facility is aimed at a minority group at the expense of the majority i.e. walkers.
- Effects on Ecology & Biodiversity and potential loss of habitat including tree loss.
- Tree root damage through compaction.
- Safety – with regards to user conflict between cyclists and walkers.
- Lack of credible Transport Plan.
- Noise from cyclist using the trails spoiling the peace which is apparent throughout the valley
- Site management issues such as litter and marshalling

There was also a representation from Sustrans who are non-statutory consultee;

Sustrans – Support the application. Sustrans has assessed the evidence in terms of transport impacts and considers that an increase in motorised traffic is unlikely.

Analysis

This application turns upon Policies: CS02, CS03, CS18, CS19, CS22 & CS34 of the Core Strategy 2006-2021, and the National Planning Policy Framework (NPPF)

The primary planning considerations for this application are; the concept of the proposals, ecology and biodiversity, user conflict and amenity, historic environment and transport, as detailed below.

In addition it should be noted that there is direct mention of off road cycle trails within the Plymouth Green Infrastructure Delivery Plan 2010. The reference can be found in sections 3.6.13 and 3.6.14.

Concept

The application seeks permission for 4.2km of new cycle trail within Plym Valley and is separate from existing walking routes. The proposal is a scaled down version of a scheme submitted last year (ref 11/01254/FUL and 11/01074/FUL) for off road cycle routes through the Plym Valley area. The previous applications featured a greater amount of cycle trails and a café/cycle hub (which has been omitted from this application). The trail is proposed to complement existing cycle use in the area and build on the popularity of National Cycle Route (NCN) 27 and other more informal trails within adjacent sites such as Cann Woods. The trail is aimed at families with children over 10 years of age and therefore graded as intermediate/beginner level. The trails would consist of 1.2m – 1.6m wide tracks which link the existing track on NCN27 and Plymbridge Road. The trail begins after a short ride up the NCN route 27 and ends at the bottom of the valley marked as S2.10 on plan CS_045863_022_Rev4.

The trails proposed for Plym Valley are graded *blue*. Blue graded trails are classified (under the cycle trail grading system) as ‘moderate’ aimed at occasional cyclists looking to develop skills for off road riding, the only notable difference between these trails and easier green trails are the introduction of moderate gradient increases, trail features such as berms and a non-tarmac surfaces. The aim of a blue graded trail is to provide a more interesting riding experience over the normal green grades of the National Cycle Network, whilst providing a riding experience for riders of all abilities. Trail grades go from green, to blue, to red and then to black. For example black trails are aimed for expert mountain bikers with quality equipment, no other grades are proposed within this application apart from blue.

Some objectors have noted that as some people may tire of the formal trails and then may go off track and create new routes. As a response the applicant has stated that, as the trails are graded as blue, it should not attract the more adventurous riders as these riders have facilities for their skill level and are well utilised. Locally these can be found at Cann Woods, Haldon Forest (near Exeter) or on Dartmoor. The proposed trails in Plym Valley are designed to encourage new riders and regulate speed with gradient climbs and relatively tight turns. These features are unlikely to appeal to riders looking for adventurous routes.

Ecology and biodiversity

The application proposes the delivery of new cycle routes within a woodland environment and as a result the proposals have been fully assessed to determine if there will be an impact on the areas biodiversity. Detailed survey work has been provided by the applicant and an assessment of impacts has been conducted. Officers have concluded that any minor impacts of the development can be successfully mitigated and the development will result in a net gain in biodiversity. This view is shared by Natural England. To ensure a net gain in biodiversity is delivered in line with policy CS19, both the Design and Access Statement and the Phase I Ecological Report set out the following recommendations;

- Install bird boxes for different species of birds on a number of mature trees within the site;
- Install bat boxes for different species of bats;
- Remove invasive laurel where possible;
- Clearings could be created to enhance ground flora by increasing light levels;
- Use brush, log or grass arisings to create hibernacula for invertebrates, amphibians, reptiles and small mammals.

A condition will be attached to ensure the development is carried out in accordance with the Extended Phase I Habitat Survey (dated August 2012), the Reptile Survey (dated October 2012) and the Proposed Biodiversity Enhancement Works Plan (dated 05/11/12) for the site. This will secure biodiversity enhancements throughout the valley to mitigate the impacts of the trail, deliver a net gain for biodiversity and introduce some management to the woodland to increase its wildlife value.

The Phase I Habitat Survey submitted with the application has demonstrated that the management methods proposed in association with the development of an off road cycle track within Plym Valley will result in an overall net gain in biodiversity. This will mostly be as a result of Laurel clearing and removal of non-native species that will increase light levels within the woodland, and encourage a more diverse understory and ground flora. The trails are proposed to weave in between existing trees and exploit the topography. There may be sections where trees will need to be pruned or very young trees (less than 4in in diameter) removed where required. Due to the cessation of regular, woodland management, like many other UK woods there are too many trees and as a result less light, leading to less biodiversity- many of our woods are too dark and some carefully selected felling (not of important conservation features, veteran trees etc.) improves woodland structure and helps to create a mosaic of different habitats e.g. bat corridors.

Notably, three mature trees will need to be removed to allow the trail to navigate a section of the wood adjacent to the quarry off the tram track; it is considered by officers that the trees to be removed are not particularly distinctive and hence not a special case for retention for their intrinsic value.

Some objectors have expressed concern over compaction to tree root systems caused by the trails. Section 1.3.7.3 of the Detailed Design specification and schedule refers to tree root protection measures, where exposed roots need to be passed then over tip construction methods will be employed. This involves the excavation of organic soil from between roots, which is then replaced with suitable free draining

base course. It is considered by officers that these measures are appropriate to protect retained trees root systems.

Other key aspects of species protection surround badger and bats. The proposals will not impact upon bat populations in the valley, the trees to be removed have been assessed and they do not contain any bat roosts. To ensure the proposals have a positive impact on this species, bat boxes that provide suitable roosting features will be installed throughout the valley. The proposed routes of trails are also clear of any active badger setts. Some objectors have noted that previously vacant Badger sets are back in use again. The badger sets have been examined by specialists in Planning and no evidence of recent use could be identified.

Plymbridge woods is an extensive woodland complex, previously industrialised, as evidenced by old quarrying works and presumably timber extraction etc. Consequently it is robust enough to support nature conservation, passive recreation and managed active recreation- as sought by this application for a cycle track, if appropriately managed, to separate e.g. walkers from cyclists. Large woodlands of this nature can accommodate various uses, which are not mutually exclusive by default.

User Conflict and amenity

Through a review of the proposed routes and the measures that will be employed where the new routes will cross existing paths, officers consider that user conflict will be minimal. The existing foot paths and new trails will be adequately signed, similar to signage found within Haldon Forest which aims to inform users about the appropriate users for the different trails.

It should be noted that all of the trails are new route which will be signed as cycle trails. At the points where the cycle trails cross existing shared use paths signage and barriers will be installed to control the speed of approaching cyclists. The main feature proposed is a pinch point which requires a cyclist to prop a bike on its rear wheel to pass through, usually a pinch point is a low fence with a narrow passing or two boulders with a narrow passing. Passing through these pinch points whilst riding will result in damage to pedals as such the rider will need to slow or even stop to cross.

In comparison to the previous application there are no sections proposed for dual use, or any sections where the cycle trail following existing walking routes. With the exception of 4 crossing point the trails are all new and will not be suitable for walkers, signage will be placed to re-iterate this.

Historic Environment

The majority of the proposed route sections lie on the west side of the Plym away from the heart of the industrial complex at Cann Quarry. The Scheduled Monument of Borringdon Post-Medieval Deer Park (National Monument No: 33780) lies far to the east and is not affected by the proposals. Plym Bridge (Grade II* listed) now no longer forms part of the proposal

However there are a number of impacts on historic features which are as follows;

- Plymouth and Dartmoor Railway – The proposed cycle trails cross this tramway at 4 points and longer runs along it at any point. The conservation of these tracks should be part of the construction design, the historic environment assessment has recommended the building up on the track surface to protect the crossing points. These details will be secured via a programme of archaeological works condition which will need to take place before works commence.
- Former Field Boundaries and Gateposts- The proposed cycle routes cross a number of old boundaries some associated with gateways where the gate posts still survive. More detailed consideration should take place on site to ensure no damage takes places.
- Former Quarry Tracks and Paths - The cycle routes cross and overlie or utilise former tracks and paths in place.

The recommendations within the Historic Environment Assessments demonstrate that impacts to historical features will be minimal. To ensure the historic environment is protected, a programme of archaeological consultation, monitoring and recording will be delivered and will run concurrent with the development of the cycle trails if planning consent is granted.

The precise routes and sections sensitive to impact will be discussed on site between the contracted archaeologist and the developer to ensure that no damage to historic and archaeological features occurs or that appropriate mitigation measures are agreed and put in place. This strategy is supported by Planning Officers and a planning condition is recommended to ensure the submission of a detailed method statement.

Transport

This scheme is part of the I South West project which aims to provide recreational cycle facilities to complement existing cycle networks in the area. It is considered by officers that the proposals comply with the Local Transport Plan. The Local Transport Plan includes schemes to provide greater cycle links from east to west areas of the city. This will be delivered by upgrading Laira Bridge and planned improvements around the Ride and Marsh Mills, which link to routes serving Plym Valley. These planned proposals will therefore increase cycle access to Plym Valley from larger proportions of the city.

The Transport Statement submitted with the application indicates that 250,000 people visit the valley every year either as cyclists using the National Cycle Network route, local walkers and passengers by car. Existing highway infrastructure around the site is limited, the existing Plym Bridge is closed to traffic and the roads which serve as access to the valley from Estover and Plympton are narrow. Car parking is limited to the existing National Trust car park east of the bridge (50 spaces), additional parking on private ground west of the bridge (20 vehicles) and informal on street parking along Plymbridge Road (20 spaces). Additional car parking takes place along Coypool Road in Marsh Mills with access gained from the existing cycle route. Considering the valley sees 250,000 visits per year it is likely that a majority of existing visitors arrive to the valley either on foot or on a bike.

The uplift in visitors might be expected to be significantly less than that forecast for the previous scheme and some figures are provided in the Transport Statement. Based on experiences from other similar facilities it is estimated that an additional 33 vehicles per day might be attracted to these facilities. However this is considered a worst case situation as the proposal could actually manage the existing demand for cycling in the area using the NCN and other areas, and given the proximity to the existing built up area a large increase in visitors by car could be considered unlikely. Notwithstanding this point the existing National Trust car park is proposed to be extended to accommodate 90 cars, an increase on 22 spaces which is considered sufficient to cater for the forecast increase in demand. Space for a mobile catering facility is also proposed. Previous concerns were expressed about the impact of the proposal on parking in the neighbouring residential streets in the Mainstone area. However as the current application has moved the routes well away from these areas and significantly scaled down, it is considered that this would not have a significant impact on the existing situation.

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

None

Equalities & Diversities issues

The trails have been designed to encourage inclusion and increase riding confidence. In addition the protection of walkers and existing users will be secured through the implementation of pinch points at crossing locations; signage will also be placed throughout the area to notify users of pedestrians and cyclists.

Conclusion

To conclude, it is considered by officers that the proposals comply with Plymouth City Council planning policies and the National Planning Policy Framework. The proposals comply with Plymouth City Council's ambition to create a healthier city, which is also mirrored within the NPPF to create local services which support health and well-being, which states *'The planning system should also promote strong, vibrant and healthy communities by providing housing, good design and local services to support health and well-being.'*

Officers consider that the proposal will deliver a new community facility within the woodland in a manner which protects and enhances the natural environment. This is also in accordance with the National Planning Policy Framework which states, *'Planning decisions should protect, and try to improve, wildlife and the habitats they live in, as well as landscape, and old buildings.'*

Historic environment concerns can be addressed on site during construction with a programme submitted to the Local Planning Authority for approval before works can commence.

Transport concerns are considered to be addressed via numerous mitigation measures proposed by the applicant. These plus further measures will be secured by condition to reduce the impact to an acceptable level. The proposed cycle trails are considered to make a valuable contribution to the provision of multi-functional and accessible green infrastructure in the Plymouth area.

This planning application is therefore recommended by officers for approval subject to conditions.

Recommendation

In respect of the application dated **28/09/2012** and the submitted drawings Biodiversity enhancements plan, CS_045863_028_REV1, CS_045863_022_rev4, CS_045863_025_rev1, Walking and Cycling trails, CS_045863_022_Rev4, PLY_BR_01, Typical Bridge Details, Detailed design specification and Schedule, Development Report, Design and access statement, Transport statement, Technical Trail Feature Sheets, Flood Risk Assessment, Historic Environment Report, Extended Phase I Habitat Statement, it is recommended to: **Grant Conditionally**

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: (Biodiversity enhancements plan, CS_045863_028_REV1, CS_045863_022_rev4, CS_045863_025_rev1, Walking and Cycling trails, CS_045863_022_Rev4, PLY_BR_01, Typical Bridge Details, Detailed design specification and Schedule, Development Report, Design and access statement, Transport statement, Technical Trail Feature Sheets, Flood Risk Assessment, Historic Environment Report, Extended Phase I Habitat Statement)

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.

CAR PARKING PROVISION

(3) The development shall not be brought into use 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 a minimum of 90 cars to be parked [and for vehicles to turn so that they may enter and leave the site in forward gear].

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.

CODE OF PRACTICE

(4) During development of the scheme approved by this planning permission, the developer shall comply with the relevant sections of the Public Protection Service, Code of Practice for Construction and Demolition Sites, with particular regards to the hours of working, crushing and piling operations, control of mud on roads and the control of dust.

Reason:

The proposed site is in immediate vicinity to existing residential properties, whose occupants will likely be disturbed by noise and/or dust during demolition or construction work and to avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

LAND QUALITY

(5) Reporting of Unexpected Contamination

In the event that contamination or ground conditions are found when carrying out the approved development, that were not previously identified, expected or anticipated; they must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model

Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

FOOD SAFETY, HEALTH AND SAFETY AND NOISE

(6) No development shall commence until details of the proposed staff toilet facilities, proposed refuse storage arrangements, and arrangements for the collection and disposal of litter generated by the premises, are submitted to and approved in writing by the Local Planning Authority

Reason:

to protect the land from unsightly rubbish and to protect health and safety of staff.

WATERCOURSE CROSSINGS

(7) No development shall be commenced until details of all watercourse crossings has been submitted to and approved in writing by the Local Planning Authority. Prior to use of the cycle track 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 agreed details.

Reason

To ensure the bridges are appropriate and do not increase flood risk or have a detrimental environmental impact.

SURFACE WATER DRAINAGE

(8) No development shall be commenced until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. Prior to use of the cycle track 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 agreed details. 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 ensure the drainage system is appropriate to ensure flood risk is appropriately managed and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal.

BIODIVERSITY

(9) Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Extended Phase I Habitat Survey (dated August 2012), the Reptile Survey (dated October 2012) and the Proposed Biodiversity Enhancement Works Plan (dated 05/11/12) for the site.

Reason

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

ONSITE CYCLE MEASURES

(10) The development hereby approved shall not commence until details of on site cycle signage, cycle speed reduction measures and cycle gates have been submitted to and approved in writing by the Local Planning Authority.

Reason:

in the interest of public safety.

DETAILED METHOD STATEMENT

(11) No works shall commence until a method statement detailing the means of building up the levels of the proposed cycleway where it crosses the trackbed of the former Plymouth & Dartmoor Railway (considered to be primarily ss. B2.2, B2.8 & B2.9 as indicated in the 'Detailed Design Specification and Schedule' accompanying the application) so as to protect the remains of the railway, shall have been submitted to and approved in writing by the Local Planning Authority . The said statement shall include details of the design, method of construction and materials to be used. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

MONITORING PROCEDURES

(12) No works shall commence until the applicant has agreed a method of monitoring and if necessary amending the construction of the proposed cycleway where it may conflict with a known historic interest (considered to be primarily ss. B2.2, B2.6, B2.7 & B2.8 as indicated in the 'Detailed Design Specification and Schedule' accompanying the application) which method shall have been submitted to and approved in writing by the Local Planning Authority .

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007

NOISE

(13) Should any generator be required for the mobile catering, it shall not cause a nuisance to any nearby residential properties. Details of the generator should be submitted to and approved in writing by the Local Planning Authority

Reason:

to ensure that residents do not experience unacceptable levels of noise disturbance.

INFORMATIVE - CODE OF PRACTICE

A copy of the Public Protection Service, Code of Practice for Construction and Demolition Sites can be adopted either in part or as a whole to satisfy the above condition. It can be downloaded for submission via:

<http://www.plymouth.gov.uk/homepage/environmentandplanning/pollution/noise/construction.htm> It is also available on request from the Environmental Protection and Monitoring Team: 01752 304147.

INFORMATIVE - POLLUTION PREVENTION

The Environment Agency recommends that the applicant takes into account the following pollution prevention guidance (PPG):

PPG 5 Works and Maintenance in or near water.

PPG 6 Pollution prevention guidance for working at construction and demolition sites.

PPG 7 The safe operation of refuelling facilities (mobile bowser).

These PPG notes can be found on our website via the following link:

<http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: impact upon neighbouring amenity, impact on the local highway network, impact upon the character of woodland and its ecology and biodiversity, 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 (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:

CS34 - Planning Application Consideration

CS18 - Plymouth's Green Space

CS19 - Wildlife

CS22 - Pollution

CS03 - Historic Environment

CS02 - Design

NPPF - National Planning Policy Framework March 2012