

10. Issues and Options responses to: Derriford/Seaton/Southway Area Action Plan

Table 10: Summary of responses to the Derriford/Seaton/Southway Area Action Plan Issues and Options.

Number expressing concern	13
Number expressing support	18
Number of other comments	9
Total	40

10.1. Comments in support of the proposed options

There is support for:

- 10.1.1. The main part of document on improving quality of life. Housing needs should be met on a supply and demand basis, and a use should be found for existing commercial properties. Conservation areas in Tamerton should be protected.
- 10.1.2. For environmental issues at Plymouth Airport.
- 10.1.3. Strongvox supports the identification of land at Estover Paper Converting Works and BAE Systems as a highly sustainable location for mixed-use development. Enhancement to the neighbourhood centre at Southway is also supported.
- 10.1.4. Tamar Science Park supports the Issues and Options, and wishes that the park is included as an important employment site. No reference appears to be made to the future development potential of TSP, or to the shortly to be commissioned RDA-funded Business Development Strategy for Derriford. The proposed new route from the airport through Forder Valley to the A38 is fully supported. Immediate consideration should be given to establishing a connection between Tamar Science Park and Plymouth International Medical and Technology Park.
- 10.1.5. BAE systems supports the general redevelopment but is concerned about intrinsic links to Derriford and Seaton.
- 10.1.6. Turner Holden supports the overall approach to the future planning of the area, based on promoting a high quality northern gateway into the city. A new neighbourhood centre at Derriford will provide an important new focus for the area. The separation of the area by the A386 will need to be addressed. Land at the former Seaton Barracks could contribute to the achievement of the aims and objectives of the Mackay vision of a growing city population over the long term. The Seaton Barracks site does not encroach on the important environmental assets of the area.
- 10.1.7. Plymouth Hospitals NHS Trust generally supports the approach to the redevelopment of their surplus land. Further comments include:

- Llewelyn Davies have identified incorrect land ownership boundaries on the Derriford Hospital Illustrative Framework Plan. As such, the development potential of the surplus land has been under-estimated. Land within the ownership of Westcountry Ambulance Trust has also been identified for redevelopment, which is outside the control of the Trust.
 - The quantity of proposed retail space is considered insufficient given the existing and future numbers of staff on the Medical campus, which will generate 'need'. Previous discussions with the Policy Team identified the aspirations for a Mutley Plain quantum of retail development.
 - With the current issues surrounding the PFI Vanguard Project, caution must be given to identifying land belonging to the Trust for specific land uses. There is a possibility that the location of the existing Derriford Hospital may alter as a result of marginal redesign, which could affect, for example, the location of the bus station/transport interchange. It is, therefore, important to provide the Trust with some flexibility when considering the Area Action Plan for the Derriford area.
- 10.1.8. The Cann Estate Trustees note that consideration is needed for securing investment in Southway. There is a need to improve the interface of housing to green space, with funding for new community infrastructure to include schools.
- 10.1.9. Dawnan Limited c/o Montrose Capital Limited owns Windsor House and the adjoining reservoir to the south on Tavistock Road. It welcomes the acknowledgement that the area forms part of a northern gateway to the city. It also supports the intention to create a new centre as a focus for northern Plymouth. The Proposals Map in the First Deposit Local Plan contained a number of inaccuracies regarding recent development at the former waterworks on Tavistock Road. Any plan attached to the LDF should correct this. Creating a local centre based on a significant traffic gyratory is unlikely to create the sort of focus that is anticipated in the objectives for this area. The area identified for the local centre should be extended on the north-west side of Tavistock Road, to include the existing retail and office areas to the south of the existing area identified.
- 10.1.10. The Environment Agency strongly supports the enhancement of the river valley as a strategic open space and wildlife corridor, with a public recreation opportunity.
- 10.1.11. Derriford's Resident Group supports safeguarding greenscape corridors and promoting public access. The protection of environmental assets and making more of Plymouth's green spaces is also supported.
- 10.1.12. Plymouth Chamber of Commerce and Industry supports development in this area. The key matter for consideration is the balance between development and protection/enhancement of Forder and Bircham Valleys.
- 10.1.13. SWRDA notes the need to ensure that appropriate transportation links are put in place to provide links with the city centre.
- 10.1.14. Plymouth and SW Cooperative Society supports the provision of a new local centre at Derriford, but notes the need to avoid a detrimental impact on Southway and Crownhill.

10.2. Concerns raised

A number of concerns have been raised:

- 10.2.1. That transport needs improving.
- 10.2.2. Regarding development of the airport and increased traffic congestion.
- 10.2.3. Regarding redevelopment of ex-paper-converting buildings.
- 10.2.4. Great concern about lack of public awareness regarding the LDF. Concerns about public transport and lack of a community centre.
- 10.2.5. Concerns about the airport, increased use of runway 13/31 if runway 0624 is closed. 'Public Safety Zones' may need to be extended.
- 10.2.6. Build a new airport with good road access and stop further development of the existing one.
- 10.2.7. Issues and options constrained by inherited problems from previous planning mistakes, some of which are outside the control of PCC. The 'Northern Gateway to the City', the A38, is a source of many problems for the people who live there. The Airport, University College, and 'excessively large' Derriford Hospital all compete for public transport, road space and land. With the proposals for 'transport interchanges' and 'district centres', there does not appear to be much space left except for the Park and Ride.
- 10.2.8. M Thomas Management Ltd is greatly concerned by the way the feasibility of the runway extension is being handled.
- 10.2.9. DEBRA is concerned about jet aircraft operating from the City Airport if the runway is extended.
- 10.2.10. Circle Red owns the ten-acre site at Manadon. It has plans to redevelop the site for a mixed use development including playing fields and open space, and seeks to promote this site through the LDF.
- 10.2.11. Lone Eagle Property is concerned that the plan incorrectly identifies the proposed extension to the NU Building. Major redevelopment plans on land within Lone Eagle's ownership severely compromises existing operational requirements (the car park) and office extension proposals.
- 10.2.12. Cann Estate Trustees are concerned that it is unclear how the redevelopment of the airport will benefit the city. Greenfield mixed use is not explained. The Llewelyn Davies proposals should be made available for public view. There is no boundary plan, and it appears to exclude the Southway estate. There may be a need for a separate AAP for Southway.
- 10.2.13. The Cyclist's Touring Club is concerned by the failure to consider the contribution to be made by encouraging cycling as a means of transport and recreation.
- 10.2.14. Dawnan Ltd c/o Montrose Capital Ltd owns the site on the west side of Tavistock Road occupied by Windsor House, together with land to the rear which adjoins land which has been partially developed for industrial purposes, but remains largely empty. Since permission was granted for residential and industrial development on this site in July 2000, there has been little success in gaining industrial occupiers. The land is, therefore, a wasted resource, and should be allocated for residential development, to link with residential development to the north and to provide a development corridor from Tavistock Road through to the Southway residential area.

10.3. Other comments

- 10.3.1. Why has Glenholt as an area not been included in the Issues and Options?

- 10.3.2. Use area south of airport for extended park and ride and transport interchange.
- 10.3.3. Comment on how to encourage people to use buses when they are expensive and infrequent.
- 10.3.4. PCC Conservative Group comments on the importance of retaining the City Airport. They feel that the runway should be extended. If small peripheral areas of the Airport were developed, a proportion of the profits should be reinvested into securing the long-term future of the Airport. They query where engine testing will take place if the current site is built upon. Housing development will justify further school facilities. A mixture of industrial units should be included around the Budshead area, rather than mainly housing. There is a need to stress the importance of employment and encourage employers to move to the city. Further retail units need to complement Crownhill shopping centre.
- 10.3.5. Seaton Area Residents Association makes extensive comments including:
- Support for a new road across the valley.
 - Existing district centre at Crownhill does not appear to receive enough emphasis.
 - Agree with concept of a new district centre at Derriford. Should be located east of A386.
 - Assume that runway 24/06 will be closed shortly. Support residential development on land this makes available. Also support Park and Ride, 'fast lane' public transport, and the continued existence and improvement of Plymouth City Airport.
 - Support plans for hotel and medical science based development. However, residential areas will require protection from commuter parking pressures.
 - Resigned to demise of Poole Farm.
 - Aware of housing pressures in the city. Already agreed to proposed medium density housing at 'Seaton View', providing it respects an appropriate and permanently established lower boundary.
 - New development should be accessed via either, or both, the new road or Brest Road. There should be no attempt to try and achieve connectivity with Hunter Close. Wish to see a clear green buffer area to the west of the new development. Do not support need for area to be maintained as a public open space, but it should be left green and undeveloped.
 - Concerned about vehicle access to Charlton Road Community.
 - Would like a very long-term plan that 'anchors in perpetuity the southerly development line'. Wish to see proposed valley water park.
 - Would oppose the creation of an amenity without the provision to manage and preserve it. The Association would be proud to make an enduring contribution to help achieve this.
- 10.3.6. JUBB Consulting makes several comments:
- A new neighbourhood centre should be focused on the A386, linking developments on either side of the A386 and minimising shopping trips. Therefore there would be little need to enlarge the Southway centre.
 - The main modal interchange/transport hub should be next to Derriford Hospital, with local bus services to the Park and Ride at the George as well as at Tesco's and at Woolwell and Southway district centres.

- There should be a highway link with bus lane and bus priority measure between the Forder Valley interchange and Plymouth International Medical and Technology Park, subject to environmental safeguards.

10.3.7. Kingdom Hall Project comments that land should remain mixed-use.

10.3.8. South Hams District Council raises the issue of how traffic congestion on the A386 can be minimised or reduced.