



# derriford and seaton area action plan 2006-2021

issues and preferred options consultation  
february 2009





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# 1 Introduction

## What is the Derriford and Seaton Area Action Plan?

**1.1** Plymouth City Council is producing an Area Action Plan (AAP) for the Derriford and Seaton area. Its purpose is to set out a strategy with proposals for the creation of a sustainable community. When adopted, it will form part of Plymouth's Local Development Framework (LDF).

**1.2** This consultation document discusses the key issues which the AAP must address and the ways in which this could be done. It then goes on to define the key principles that will be used to formulate the plan.

### Top Tip

This is your opportunity to tell us about anything we have missed, or got wrong, and whether you think we are on the 'right track' in terms of preparing the final plan.

## What is the Local Development Framework?

**1.3** Plymouth's LDF provides a strategic planning framework for the city, guiding change to 2021 and beyond. The LDF, together with the Regional Spatial Strategy, forms the statutory Development Plan for the city. Several parts of the LDF have been adopted, including the Core Strategy which was adopted in April 2007.

**1.4** The Plymouth Local Development Scheme (LDS) sets out more information on the various LDF documents, their current status and the timetable for producing those that are not already adopted. The Derriford and Seaton AAP will provide one more piece of the jigsaw in terms of the City's plans to improve the city.

## Why produce this document?

**1.5** The Derriford and Seaton Area Action Plan is the second AAP to be progressed using the new Local Development Framework Regulations which came into force in June 2008. These regulations removed the requirement for a 'Preferred Options' consultation stage, and effectively set out that Local Authorities should engage with stakeholders, the public and other organisations throughout the development of an LDF document. The new regulations have therefore simplified the process of producing a Development Plan Document, whilst still ensuring that stakeholders have a chance to influence the final plan.

**1.6** The process of producing the Derriford and Seaton AAP was started in 2005 with an Issues and Options Report. This new Consultation Document achieves two things:

- It ‘refreshes’ the Issues and Options process by recapping on some information that has been set out before and presents the list of key issues which the AAP must address,
- It sets a milestone in the process of producing the AAP, by checking with the public and other stakeholders that we have correctly analysed the key issues. It then moves the process on to the development of the strategy for Derriford, by setting out the ‘key ingredients’ which we believe should form the basis for preparing the AAP, and asking for views on these.

### How can you get involved?

**1.7** We are publishing this consultation document for a six week consultation period. **You can make comments from Friday 6th February to Monday 23rd March 2009.**



**1.8** We are asking a range of people, stakeholders and organisations to make comments and suggestions. This is the time to influence the issues, options and preferred strategy set out in this document, or let us know any other comments or thoughts about the Derriford area that you think we should know about.

#### Top Tip

To help you we have included a series of questions in this document. Look for the yellow boxes.



**1.9** Comments can be made electronically using the Council's consultation portal accessed from [www.plymouth.gov.uk/ldf](http://www.plymouth.gov.uk/ldf). This also enables you to see other comments made so far.



**1.10** You can comment in writing. Forms are available on the Council's website at [www.plymouth.gov.uk/ldf](http://www.plymouth.gov.uk/ldf) or pick up paper copies at the Civic Centre, Windsor House, local libraries and local housing offices.



**1.11** We will be holding a number of consultation events around the city and the Derriford area during the consultation period where you can discuss options with Council Officers. Find out more at [www.plymouth.gov.uk/ldfgetinvolved](http://www.plymouth.gov.uk/ldfgetinvolved)

**1.12** To help people gain a more detailed knowledge of the issues and decisions taken to get us to this point, including information about options and ideas that have been discarded, other key documents have been published. This is called the Evidence Base and it has been used to help write this document. The documents

include a sustainability appraisal and the main evidence report prepared by LDA. All these documents can be found on the Council's website at: [www.plymouth.gov.uk/ldf](http://www.plymouth.gov.uk/ldf).

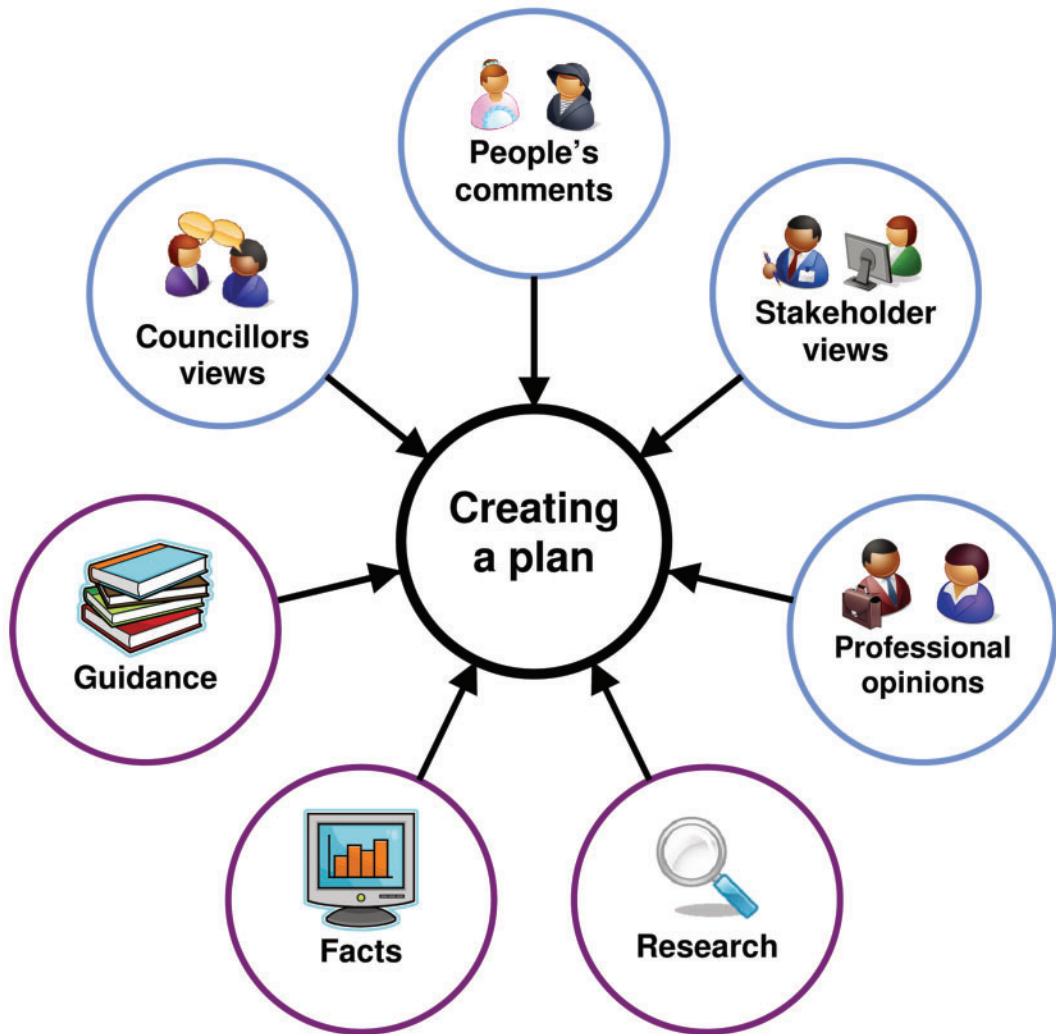
### Top Tip

You may want to refer to the documents in the evidence base when making your comments.

### What happens next?

**1.13** During 2009, we will be continuing to develop the Derriford and Seaton Area Action Plan.

**1.14** A whole range of information is used to inform the plan, as shown in the diagram below. The responses we receive as part of this consultation will help to write it. There may also be further opportunities to get involved with the production of the AAP throughout this time.



**1.15** By summer 2009, we will have produced a complete draft of the AAP. This document will be made available for a statutory six-week consultation period, during which formal representations can be made on the “soundness” of the AAP. Following this period, we will consider the representations and, assuming this does not mean a major revision of the document, we will formally submit the AAP to the Secretary of State.

### Top Tip

"Soundness" is defined in PPS12 (see evidence base). To be sound, planning documents should be justified, effective and consistent with national policy.

**1.16** All representations received during the final consultation period will be considered at an Independent Examination conducted by a Planning Inspector. The Inspector will consider the AAP against the 'tests of soundness', and produce a report setting out what changes (if any) are required. The Inspector's report will be binding on the Council.

**1.17** Full details of the process of producing an AAP can be found in the Council's Statement of Community Involvement ([www.plymouth.gov.uk/sci](http://www.plymouth.gov.uk/sci)).

**1.18** The timetable for producing the Derriford and Seaton AAP can be found in the Local Development Scheme ([www.plymouth.gov.uk/lgs](http://www.plymouth.gov.uk/lgs)).

**1.19** Both of these documents are also available in paper copy by contacting: Development Planning Unit, Civic Centre, Plymouth, PL1 2AA or telephone: 01752 305477.

## 2 The Vision for Derriford/Seaton

### Where did the current vision for the Area Action Plan come from?

**2.1** The idea of creating a new heart for northern Plymouth was put forward during the preparation of the LDF Core Strategy. Derriford already fulfils a sub regional role for a range of different activities including air travel, employment, higher education and healthcare. As the city grows in the long term, it has the potential to develop this role, particularly since the population of this part of the city does not have the benefit of a real focus or centre, unlike towns and cities which have similar size populations to the northern part of Plymouth, such as Exeter.

#### Area Vision 9 - Derriford and Seaton

To create a thriving, sustainable, mixed-use new urban centre at the heart of the north of Plymouth, which is well connected to surrounding communities and to the city's High Quality Public Transport network. The Council's objectives to deliver this vision are:

1. To develop a diverse mix of commercial and community uses supported by a strong, vibrant new residential community.
2. To play a major supporting role in the sub-region's long term economic and social well-being through the provision of strategically important health, economic, further education and transport infrastructure (including an improved Plymouth airport).
3. To develop a district shopping centre, centred on the west side of the A386, to support the surrounding residential and commercial communities but with potential to grow once it is demonstrated that it will not undermine the development of the City Centre's shopping role.
4. To provide a new high quality 'northern gateway' into the city, with a strong sense of place.
5. To facilitate public transport, cyclist, pedestrian and vehicular access in a sustainable way.
6. To create a strong urban form, utilising distinctive high quality architecture and spaces with sufficient scale, which is easy to understand and assists in orientation.
7. To create a high quality, safe and accessible environment.
8. To create key new transport linkages with surrounding areas, including potential Forder Valley and Whitleigh links.
9. To capitalise on the existing network of green spaces, views and historic environment and enhance the role of these, with greater access and links to wider areas.

**2.2** Much of the existing development in the Derriford area is low density and generally spread out, so there is great opportunity for intensification, restructuring and infill development. The case for further development at Derriford was debated during the preparation of the Core Strategy, and also, at the same time, at the Issues and Options stage of this AAP.

**2.3** Now adopted, the Core Strategy vision statement becomes the starting point for further development of this AAP.

**2.4** Derriford's role as a sub regional employment location is further developed through the Plymouth Local Economic Strategy, which sees Derriford as one of the two key locations in the city where the objectives of the economic strategy can be delivered. The other is the City Centre / waterfront. The Economic Strategy also sees a key role for Langage / Sherford. The City Centre and Derriford are the key nodes linked by one of the main transport corridors. The Plymouth Local Economic Strategy states:

*“The Derriford area to the north of the city centre has experienced an impressive degree of development over the last decade and has clearly marked itself out as a knowledge campus of regional, if not national importance. The presence of the College of St Mark and St John, the Peninsula Medical School, Derriford Hospital, Plymouth Airport, the International Business Park and the Tamar Science Park have transformed this area into a particularly high quality business and services hub with obvious potential for further growth and development.... The two key nodes identified by the strategy are the City Centre and Derriford, both areas will provide major impetus to the city's development. There is a clear need to ensure that connectivity and access are maximised to realise their full development potential.”*

**2.5** The Plymouth Local Economic Strategy goes on to state the development of Derriford is critical to the future economic prosperity of the city: *“The creation of a bi-polar city economy, comprising the City Centre and Derriford, must be fully enabled to maximise the economic potential of the City.”*

### What is the role of the Area Action Plan?

**2.6** The Core Strategy contains the high level vision statement for the area and states that the AAP will *“ensure the co-ordinated planning and delivery of development options in a manner which is both integrated and complimentary. There are very significant infrastructure issues, particularly in relation to transport. The AAP will provide a framework to guide developers and decision makers on the form and content of development and the provision of infrastructure.”*

**2.7** The Local Development Scheme states:

*“The Derriford and Seaton AAP sets the context for coordinating major area based development initiatives in northern Plymouth. Its purpose is make site specific proposals, including proposals for the disposition of main activities, transport facilities, densities and urban /landscape design framework. It will promote the delivery of sustainable communities and sustainable transport solutions to meet local needs.*

*It sets out the spatial planning policies /proposals for this area, including:-*

- *Context for preparing this AAP, in terms of the policy background (national, regional & local)*
- *Aims & objectives that are specific to this AAP, together with details about the type and amount of development*
- *Additional guidance & information that is required to amplify the policy or proposal*
- *How the AAP will be implemented and monitored*
- *Background papers /documents /references*
- *The process by which the AAP has been prepared, together with a statement of conformity with SCI.”*

**2.8** This Consultation Document therefore develops the vision into a more detailed framework for the future development of the area. It identifies the issues that the AAP needs to tackle and resolve, and the broad direction in which current thinking is taking us. It also raises the key questions that we want people to address when considering the future for this area.

## 3 The Main Issues

**3.1** At Issues and Options stage, back in 2005, the following issues were identified:

- Improve transport connections, public transport and relationship to the wider area
- Strengthen the community of Southway
- Provide a new centre for Derriford
- Promote public access to and enjoyment of natural green space and the open countryside.

**3.2** The key questions asked were:

- What balance of employment and new residential development should be achieved at Southway?
- Are the sites with development potential appropriate?
- Is a new centre needed in the Derriford area to serve Derriford and northern Plymouth?
- How can congestion on the A386 be minimised or reduced?
- How can development be balanced with the need to protect and enhance enjoyment of Forder and Bircham Valleys?
- How can a sense of place be achieved in the Derriford area?

**3.3** During the Issues and Options consultation, the following comments were made:

- With reference to the proposed new District centre there was broad support for developing a new, mixed-use centre close to the A386 that would be a northern gateway and a focus for north Plymouth communities. In particular, that the centre creates a link between communities on either side of the A386; that the retail offer is appropriate to residents *and* area workers; and that it complements the local centres in Southway and Crownhill.
- In relation to housing there was support for new housing but concerns that existing residents should not be affected by adverse changes to the communities' physical fabric or a decline in the value of current housing stock.
- On employment land allocations there was concern that changes in the allocation and reallocation of employment land should not be done in a way that:
  1. limits the current and future operational capacity of the area's larger employers,
  2. degrades local environmental assets, or
  3. compromises the public transport infrastructure.
- In relation to open space there was an interest in retaining, maintaining and enhancing the area's green corridors.
- On the issue of transport there was a desire for enhanced, affordable public transport assets that create appropriate links within the area and between the

airport, the new district centre and with the city centre. In addition, hopes were expressed that private cars can move through the area expeditiously and that the new road linkages contribute to this. There was interest in creating an environment that encourages greater bicycle use.

- Finally, with reference to the Airport, there was a range of responses both for and against. Overall, comments reflect a desire for a decision making process that is considered and transparent. The airport should bring benefits to the local community while mitigating the impacts on safety and traffic flow.

**3.4** The Core Strategy identifies a series of key issues as follows:

- The area lacks clear identity and focus, fragmented urban form with no clear centre
- Large, isolated, single use areas with significant wasted space
- Little existing housing, poorly defined senses of community
- Adjoining neighbourhoods are poorly connected and separated by major transport infrastructure or topography; area is dominated by the car
- Historic and natural assets are poorly utilised
- Significant unfulfilled opportunity to enhance sub regional role and play larger part in city's economy.

**3.5** Over the past 3 years, a wealth of new evidence has been collected and further extensive discussions held with the main stakeholders in the area. The boundary of the AAP has also been reviewed, and Southway has now been taken out, largely because most of the major development in Southway now has planning consent. The issues that the AAP and this Consultation Document are now seeking to resolve are therefore as follows:

- The scale of development and its transport impacts
- The scale of development and its environmental/amenity impact
- The nature of the transport measures that will be required
- The scale and location of the new district centre (retail)
- Circulation around the area
- Deliverability at a time of great economic uncertainty
- Securing the necessary investment to make the new district centre work
- Ensuring that the developments make the necessary contributions to infrastructure
- The protection and use of the area's greenspace and historic assets, and their future management.

**3.6** These issues and concerns are discussed further in the sections below.

Have we correctly identified the main issues/concerns relating to the future development of the Derriford/Seaton area? Are there others we should be addressing?

## 4 The Objectives

**4.1** Taking into account the adopted Core Strategy Vision, the issues identified above and the additional evidence gathering and masterplanning work carried out over the past 3 years, the following objectives are suggested for the Derriford and Seaton AAP.

**4.2** The overall objective as embodied in the Core Strategy is to create a new urban centre containing a diverse mix of commercial and community uses supported by a strong, vibrant new residential community. Through the rationalisation of existing development and the creation of new, tied together with strong urban design, the area will be transformed into a new city-wide and sub-regional destination with its own distinct identity. The key components of this new place are identified below.

**4.3** The first concerns the creation of a new focus and enhanced role for this area within the city and the sub region, consolidating its existing role in providing strategic employment, health care and air transport facilities. It seeks to turn Derriford into a place in its own right, with its own identity, an improved urban form, and better connectivity with the rest of the city.

### Possible Objective 1

#### **A new focus for northern Plymouth and the sub region – creating a new strategic centre**

- Enhancing employment opportunities
- Expanding healthcare
- Enhancing further education facilities
- Providing major leisure and recreation opportunities
- Meeting some of the unmet needs of surrounding neighbourhoods
- Improving Plymouth Airport
- Enhancing the northern “gateway” to the city
- Improving public transport connections to the rest of the city
- Exploring the potential for providing a new recycling centre

**4.4** The second relates to the creation of a major new district retail centre, serving Derriford / Seaton and the surrounding neighbourhoods.

## Possible Objective 2

### A substantial new District Centre

- Providing new comparison and convenience retail floorspace
- Ensuring accessibility from surrounding neighbourhoods and improved public transport connections to the rest of the city
- Incorporating additional residential and commercial development

**4.5** The third concerns the creation of new sustainable residential neighbourhoods, one focussed around Derriford and the second one around Seaton. These new homes and their associated local facilities will enable the Derriford / Seaton area to have a stronger sense of community. They will enable the provision of a range of family and other housing to meet the needs of the city, higher density around Derriford and lower density at the edges of the Seaton neighbourhood.

**4.6** Each community will have its own local facilities such as schools, shops, open spaces and community facilities, enabling the creation of sustainable communities where travel can be minimised and sustainable lifestyles pursued.

**4.7** Outside of these two “new” communities, further residential development is also proposed within the AAP area, but this will be as additions to existing neighbourhoods, such as at Glenholt.

## Possible Objective 3

### Building sustainable new residential led communities

- Giving each community a heart
  1. Schools
  2. Community facilities
  3. Shops
  4. Opportunities for play, sport and recreation
- Providing homes, including affordable homes

**4.8** A fourth objective seeks to ensure that all the development within the AAP is undertaken in a sustainable manner.

## Possible Objective 4

### Ensuring sustainable development throughout the AAP

- Design and historic environment – ensuring a strong urban form
- Improving accessibility and connectivity for sustainable travel (by foot, bicycle and bus) through networks of streets
- Providing high quality green space which is locally distinctive and responds to the topography, and enhancing biodiversity
- Reducing the carbon footprint through:
  1. Energy
  2. Sustainable homes and other buildings
  3. Reducing the need to travel, and enabling sustainable travel
  4. Healthy and sustainable lifestyles

Are these the right objectives? Have we missed anything?

## Objective 1 - Creating a new focus for northern Plymouth

### Enhancing employment opportunities

#### The role of Derriford in Plymouth's economy

**4.11** Derriford is critical to the delivery of the Plymouth Local Economic Strategy and ultimately to achievement of the Plymouth Vision. It offers tremendous potential for the consolidation and expansion of the city's science, technology and medical employment base, contributing to the knowledge sector priority and the city's ambition to increase income levels. There is also scope to provide additional employment opportunities that meet some of the needs of neighbouring communities in conjunction with improved public transport services. These might include employment in the nursing, administrative and hospitality sectors.

**4.12** In total, approximately 120,000 sq m of additional employment floorspace could be provided as part of this AAP.

Is this amount of new employment space appropriate in this area? How can we ensure that it contributes to a more dense urban form, and adheres to the principles of sustainable development?

### **Tamar Science Park**

**4.13** Tamar Science Park was developed to bridge the gap between business and academia and was incorporated in 1995 as a partnership between Plymouth City Council, The University of Plymouth and Devon and Cornwall Business Link. Funding was also provided by the Regional Development Agency and through the European Development Fund.

**4.14** In 1998-2001 Phases 1 and 2 – the Innovation and Technology Transfer Centre (ITTC) - were opened, and Phase 3 - 3000 sq m of additional space was completed in 2004. 2004 also brought about the opening of the Peninsula Medical School. This has provided the science park with a flagship presence which should act as a draw for further medical-related companies.

**4.15** Phase 4 is a £23million expansion programme, that will provide 12,000 sq m of accommodation to support new and developing businesses. It will also boast two specialist facilities, a Design Enterprise Centre, and a Science Learning Centre, which will encourage an interest in science and enterprise from young people in the city - the first units becoming available in 2008. Phases 5 & 6 would ideally suit a 'HQ' single building occupier and provide an ideal environment for any international knowledge-based organisation looking for a high profile site with excellent ITC connectivity.

**4.16** A further 25,000 sq m of floorspace is being proposed at Tamar Science Park.

### **Plymouth International Medical and Technology Park**

**4.17** The 33-hectare Plymouth International Medical and Technology Park offers up to 100,000 sq m of business space for offices, technology, research and development, healthcare and medical related business in units ranging from 400m<sup>2</sup> to headquarters office buildings of 5,000-10,000m<sup>2</sup>.

**4.18** Already home to a range of major companies and flagship health service organisations, Plymouth International is in close proximity to Derriford Hospital, the Nuffield Hospital and the new headquarters for the Peninsula Medical School, which puts it at the centre of one of Europe's largest medical communities. It also has close links into medical sector research and teaching establishments, as well as the University of Plymouth and developing businesses at the nearby Tamar Science Park. Plymouth International hosts one of only three new Radiology Academies in

the country, as well as a new 44-bed Peninsula NHS Treatment Centre, specialising in orthopedic diagnostic treatment and rehabilitation. Twenty acres of the site have also been acquired by the NHS for the Vanguard Project, which will provide a new multi-million pound Planned Care Centre on the site.

**4.19** A further 80,000 sq m of business floorspace is being proposed at PIMTP. The intention would be for this development to be relatively high density and continuing the theme of medical, technology and creative industries. Part of the development would be mixed use, with additional residential units, complementing the new residential communities at Derriford and Seaton.

## Expanding healthcare

### Derriford Hospital

**4.20** Derriford NHS Trust has plans for the expansion and improvement of health facilities at the Derriford Hospital. Among the future plans are:

- The consolidation of the A&E facilities
- A new entrance and transport interchange (application currently being considered)
- A new children's hospital.

### Other healthcare opportunities

**4.21** A new independent hospital, the Centre for Clinical Excellence has recently been given planning consent adjacent to the proposed Seaton local centre.

**4.22** The NHS is also proposing a Planned Care Centre or diagnostic and treatment centre, across the valley from the main hospital, also at the Seaton local centre.

## Enhancing further education facilities

### University College of St Mark and St John (Marjons)

**4.23** The primary use of this site will continue to be further education. However, there is scope for increased public use of some of the facilities, and opportunities to increase the permeability of the site, particularly for students, should be exploited. There may also be potential for further residential development of the site, both for student accommodation but also for general housing around the periphery of the site. A new college entrance would make the facility much more legible and should be combined with creation of a new entrance for the Airport, together with improvements in public transport. This will form one of the key gateway areas where a high standard of public realm design will be expected.

**4.24** A current application seeks to expand and improve the sports facilities on the site. The sports facilities are likely to include provision for extended public use of the swimming pool which will provide a much needed facility for this part of the city.

## New Countryside Park

**4.25** One of the needs identified for the northern part of the city is the provision of additional recreational facilities. Derriford offers the opportunity to make this provision through the creation of a new community park. Much of the land around the Derriford area lies in the Forder and Bircham Valleys and consists of a combination of areas rich in biodiversity and areas currently in agricultural use. Turning this land into a community park will also fulfil a number of other objectives:

- It helps to define an urban edge to the new community, particularly around Seaton, as well as providing opportunities for sustainable water management
- It provides exercise and recreational opportunities for the residents of surrounding neighbourhoods, the residents of the new dwellings, and will provide a city wide resource
- It helps to take recreational pressure away from our surrounding Protected Landscapes such as Dartmoor
- It provides a venue for a number of “lifestyle” activities to take place, such as adventure, food growing, a working farm and a park education centre offering a major environmental education opportunity
- It offers the opportunity for a range of outdoor education activities, serving the city
- It enables the protection and management and interpretation of important biodiversity assets.

Do you support the creation of a major new community park in this area?

What role can it perform and what facilities should it contain?

How should it be managed?

## Meeting some of the unmet needs of surrounding neighbourhoods

**4.26** Analysis of the Sustainable Neighbourhood Assessments relating to the neighbourhoods surrounding Derriford and Seaton demonstrates a number of unmet needs within those neighbourhoods. The opportunity can be taken to ensure that some of these needs can be met within the developments proposed in this AAP. These include:

- Access to quality greenspaces
- Formal and informal sports and leisure opportunities

- Improved community facilities, pubs, shops, local health facilities
- Facilities for young people.

Are there other deficiencies in surrounding neighbourhoods that could be met in Derriford / Seaton?

## Improving Plymouth Airport

**4.27** The commercial air services out of Plymouth are operated by Air South West, part of Sutton Harbour Holdings (SHH) plc. Routes link Plymouth to other parts of the UK, Ireland and France and, most importantly, with London Gatwick. The airport is currently also used for air training flights and as a set-down for air ambulances - and there is some MoD air traffic.

**4.28** In 2006, the Council and Sutton Harbour Holdings commissioned a study into the potential future of the airport, which was undertaken by York Aviation. In summary, this study concluded that:

- The airport is important to the economic future of Plymouth
- Air passenger numbers would need to increase significantly over the next 20 years to support the longer-term viability of the airport
- The main (east-west) runway would need to be extended to accommodate the next generation of aircraft
- A reconfiguration of the airport infrastructure would be necessary to provide the facilities to support more routes and more passengers - and to minimise noise by relocating the engine testing facility
- The secondary (north-south) runway is underutilised - and the land could be sold for development to fund the above improvements. There is potential for housing development on parts of the surplus land.

**4.29** Consequently, the LDF Core Strategy included these objectives into Policy CS27 and identified a target of increasing passenger numbers using Plymouth Airport to 580,000 per annum by 2021. This remains the Council's position.

**4.30** Currently the issues facing the airport are:

- The target for passenger numbers in 2021 is thought to be achievable, if ambitious (current numbers are around 80,000).
- Whilst it has a current license, the airport layout is not compliant with current Civil Aviation Authority (CAA) requirements, in that it does not have adequate Runway End Safety Areas (RESA).
- To accommodate the next generation of aircraft, the main runway will need to be extended to some extent, with a consequential need to safeguard land to the east of the airport so that this can be delivered (confirming the interim policy

position put in place by Interim Planning Statement 16 ‘Plymouth Airport’, prepared in 2004).

- The current passenger terminal is not served by public transport and is difficult to access by car, cycle or on foot. A surface access strategy for the airport has therefore been developed.
- To improve transport capacity in the northern sector of the city and to enable the necessary access, particularly for public transport, to the areas to be developed in this AAP, a new road route across the site of the current north / south runway will be required.
- As with all airports, environmental issues - in particular the noise associated with engine testing - are real concerns to local residents. The owners of the airport, Sutton Harbour Holdings, are required to comply with the terms of the 150-year operating lease, particularly with respect to hours of use and types of air traffic that can use the facility.

**4.31** In addition, airport improvements are required to comply with the requirements of the Air Transport White Paper (2003).

Is there other surplus land within the airport that may be suitable for further development?

### Enhancing the northern “gateway” to the city

**4.32** The opportunity should be taken to improve the highway arrangements at this key gateway to Derriford. The principle objectives are:

- To improve pedestrian access across this main corridor
- To improve public transport facilities and journey times
- To release land for development
- To create a sense of arrival in Derriford and improve the urban form
- To not add significantly to congestion on this main arterial route, and where possible to increase the capacity of this junction.

**4.33** This may involve the reconfiguration of the Derriford roundabout. A number of options for the reconfiguration of this junction are currently being investigated. It is likely to form part of a major scheme bid covering the whole of the northern corridor transport improvement works.

### Providing a new civic amenity site / recycling centre

**4.34** The need for a new household waste recycling centre has been identified and a policy included within the adopted Waste Development Plan Document. The site needs to be 0.5 – 1.0 ha in area and have good access to the principal road network. The Waste DPD suggests that a site might be identified in either the

Derriford / Seaton AAP or in the Sustainable Neighbourhoods DPD. So far no specific sites have been identified and it is likely that the new facility would not be provided until later in the Plan period, after 2014.

## Other opportunities

**4.35** There are a number of existing sites and facilities within the Derriford area for which there are currently no proposals for change, such as Christian Mill Business Centre, Nuffield Hospital and the Devonshire Squash Club. It is therefore expected that the current uses will continue. However, if proposals for redevelopment or intensification were forthcoming, then these would need to be considered in the light of the overall objectives outlined elsewhere within this document.

## Objective 2 - Providing a substantial new District Centre

**4.38** Provision of a major district centre to provide a new heart for the north of Plymouth is a key strategic objective and policy of the Adopted Core Strategy. It is also a key component of the Local Economic Strategy's priority of creating a bi-polar city economy, comprising the City Centre and Derriford. It will provide essential retail facilities for the Derriford area and the surrounding neighbourhoods, helping to fill a gap in provision within the city, and cutting down on journeys made to district centres further afield.

**4.39** The Derriford District Centre is one of two new district centres proposed in the Core Strategy to remedy identified gaps in the spatial distribution of food shopping, the other being at Weston Mill, which will be a much smaller centre. However, given the economic importance of Derriford and the specific need for a new heart in north Plymouth, the Derriford centre will fulfil a more strategic purpose than the other district centres in Plymouth. It will therefore be critical to ensure that other non-City Centre retail development supports and does not prejudice the delivery of this objective, in accordance with Policy CS08 of the Core Strategy.

**4.40** The Core Strategy identifies this District Centre as being 'centred' on the western side of the A386, as this is the most appropriate and suitable location within the Derriford area. A major food store will initially be the key attraction, together with further complementary convenience and comparison shops. However, the intention is to develop a genuinely mixed-use district centre of high quality urban form, including office, residential and other complementary uses. Around the District Centre, there will be additional residential and commercial development, enabling this area to the west of the A386 to be effectively integrated with the rest of Derriford and Seaton, and with the surrounding existing neighbourhoods.

**4.41** Different options for the new district centre have been assessed, as identified in the sustainability appraisal report and evidence base. The Council is of the view that the centre should 'front' the A386 to provide the most sustainable and appropriate urban form. This land includes: to the north, the B&Q store and current Crownhill retail park; and to the south, the South West Water reservoir site and Windsor House. Two options for development emerge from this. The first is to focus development at the northern end of the site; the second is to focus development at the southern end. Whichever is chosen, the other could provide for the expansion of the District Centre beyond the Plan period. The Council will seek to resolve the issue of the precise location of the district centre by the time of the submission version of the AAP. The details of this could be explored through a design and masterplanning competition.

**4.42** Key issues which would need to be addressed by proposals for the District Centre include:

- The precise location of the centre, on the western side of the A386
- Its relationship and connectivity to surrounding neighbourhoods
- Its connectivity to the eastern side of the A386, particularly by foot
- Vehicular access
- Townscape and urban design issues
- Its relationship to the possible redesign of the A386 and its junction with Derriford Road and Looseleigh Lane
- The potential for long term growth.

**4.43** The Core Strategy is clear that the centre should be designed with the potential to grow in the long term, in order to enable it to fully meet its strategic role. However, it is equally clear about the pre-eminent role of the City Centre, which must be safeguarded in any eventuality. It is therefore vitally important to set out the conditions which need to be met before further growth is permitted. Development proposals would need to demonstrate through robust retail and commercial evidence that these conditions are met. The proposed conditions could include:

- The District Centre as existing at the time of the assessment is operating with no detrimental effects on the City Centre (including the investment climate of the City Centre)
- The future role of the City Centre as a significant regional retail destination has been secured
- The city's population has grown, and/or its spending power has increased substantially, resulting in a need for further retail capacity.

Is this approach to the creation of a major new district centre the right one?

Are the tests for further growth the right ones?

## Objective 3 - Building sustainable new residential communities

### The Derriford Neighbourhood

**4.46** This will be a large neighbourhood, comprising approximately 2500 new homes and significant employment space.

**4.47** At the heart of Derriford, the ambition is to create a well designed, high density mixed use development, consisting of a mix of employment and residential with retail and other active uses. It is the central area that will really change the character of Derriford, giving heart to its transformation into an attractive, vibrant, distinctive new place.

**4.48** The aim is to create a sense of place, give the area critical mass and make more efficient use of currently underused land. There will need to be good connections between the central area and the surrounding residential and employment areas, including those at the southern end of the airport. The key components, which will be delivered through relevant proposals are:

- Residential led mixed use developments
- Significant employment space
- Increased permeability and connectivity
- The creation of a new direct route between Derriford NHS Hospital and the district centre, combined with a new local centre serving the hospital and neighbouring employment and residential areas

### The Central Area

**4.49** Within the Derriford central area there are opportunities for redevelopment and intensification. The aim will be to create a high density neighbourhood with substantial new residential development, active uses on the ground floor, and office and other employment opportunities. The design characteristics will be more “urban centre” than the current “out of town”, with design quality being of the utmost importance creating a distinctive sense of place.

**4.50** It is anticipated that up to 700 new dwellings could be accommodated in this area, together with up to 1200 sq m of business floorspace. Any development in this area would be expected to contribute to the following principles:

- To enable the linking of all the disparate and isolated surrounding areas via a clear pedestrian and cycle friendly framework
- To integrate living, working, shopping, community and recreational uses into a coherent high density, high quality urban form
- To achieve strong and safe connectivity between Tavistock Road (west) and the new hospital entry (east), to Marjons and the Airport (north) and Bircham Valley (south)

- To consolidate the provision of car parking such that it is much more efficient in the use of land
- To preserve and strengthen the existing greenscape assets within the central area and its surroundings
- To achieve a range of housing types and tenures, and living environments.

**4.51** Any retail element in this development will need to be compatible with the district centre to be centred on the western side of the A386. It will need to pass the test that it does not adversely impact on the ability to deliver a substantial district centre in that location. A local centre is the appropriate scale for this location.

**4.52** A maximum of 2300 sq m (gross) of retail floorspace is envisaged in this area, no more than 500 sq m of which would be food shopping. The remainder would consist of other retail uses such as professional services, restaurants, cafes, bars and hot food takeaways. The primary purpose of the retail element in this area is to provide active frontages, thereby enhancing the interest and safety of the area.

### **Outside the Central Area**

**4.53** Further residential development is being proposed outside the Central Area for example on the southern edge of the airport site, and within PIMTP. It is important that these residential areas are well related and connected to the Central Area and that the whole community operates as a coherent whole.

Is this the right approach for this key central part of the Derriford area?

### **Increased permeability and connectivity**

**4.54** One of the key principles for this area will be to ensure that it is easy to navigate and get about especially on foot and bicycle, and that it feels safe. Currently Derriford is car dominated and characterised by large impermeable plots, making walking difficult. It will also be imperative that the central area is easily and directly accessible from the surrounding residential and commercial areas.

### **Creation of a new route between Derriford NHS hospital new entrance and the new district centre**

**4.55** One of the key routes through this area will be between the Derriford NHS hospital new entrance and the new district centre on the western side of the A386. This route needs to be as direct as possible, suitable for cycles and pedestrians and consist of active frontages ensuring that the route remains safe after dark.

## A new primary school

**4.56** Provision will need to be made for a new school to serve this community. It will need to be well linked to the new residential areas and provide extended school facilities. Possible sites for a new school are currently being investigated on the Marjons site.

## The Seaton Neighbourhood

**4.57** At Seaton, the character of the neighbourhood will be defined by a new residential community, new business units as part of the PIMTP, and a new local centre at the northern end of the proposed Forder Valley link road. The new local centre will have business and healthcare facilities as well as small scale retail serving the local population. The centre will give a sense of arrival for those using the proposed new Forder Valley link and a high standard of design will therefore be expected.

**4.58** The new community will also have a new primary school as well as other community facilities. The intention is that most of these community facilities, and the local centre will be within walking distance of most of the new population. The opportunity will also be taken to provide exemplar sustainable residential units as part of the development. The relationship between the new development and adjoining residential areas, and with the new community park, will be important considerations.

## Giving each community a heart

**4.59** Each community will be expected to conform to the standards set out in the Sustainable Neighbourhood Assessments. In particular each new neighbourhood should have its own extended primary school, community facilities and local shops and adequate opportunities for play, sport and recreation in accordance with relevant standards. These should be within walking distance of the majority of the population.

## Providing homes, including affordable homes

**4.60** The provision of new homes is an essential part of Plymouth's vision to become one of Europe's finest waterfront cities. It will help to attract new people to the city as well as contributing to the critical mass necessary to enable investment in the kind of facilities worthy of a modern city. Derriford and Seaton offers the opportunity to provide the range, mix and type of dwellings that are not easily provided within the regeneration areas of the City Centre and waterfront.

**4.61** Derriford can also contribute fully to the city's affordable housing requirement. The full 30% will be expected, in compliance with the adopted Core Strategy policy. Across the Derriford AAP, approximately 4,000 new homes can be delivered, of which over 1,000 will be affordable. Approximately 1,000 of these will be within the Seaton neighbourhood and 2,500 within the Derriford neighbourhood. There may in addition be a further 500 student accommodation units.

**4.62** Further housing led developments may also be accommodated outside of these two new communities but these must be well related to existing neighbourhoods. Possible locations are shown on the development concepts plan.

Can the Derriford and Seaton area accommodate this quantity of new housing?  
Is the amount of development sufficient to enable the creation of sustainable new communities?

## Objective 4 - Ensuring sustainable development

### Improving accessibility and connectivity

#### Projected traffic impacts, and the need to reduce car trips

**4.65** The highway network in the vicinity of the AAP area currently experiences congestion during the morning and evening peak travel periods, and is close to capacity at other times during the day. A comprehensive solution to transport issues will therefore be required in order to deliver the vision for Derriford as set out in the Core Strategy.

**4.66** The Council has adopted a strategy for delivering a step change in the quality and use of public transport across the entire city. This includes the implementation of a network of High Quality Public Transport routes, connected to park & ride sites at key locations. The implementation of this strategy will be of great importance to enabling the growth potential being identified in this AAP to be realised.

**4.67** Transport modelling work has been undertaken to ensure the potential impacts of the large scale development proposals are known, and appropriate interventions planned for. The model shows that only a small proportion of additional car trips can be accommodated by the highway network before it reaches critical levels of congestion. Potentially radical measures may therefore need to be taken to reduce the number of car trips made to and from the new developments.

**4.68** Key ideas being considered through this AAP process to deliver the required transport improvements include:

- significantly limiting the amount of car parking provided with all new developments, and ensuring that the use of land is minimised by the development of shared car parks and multi-storeys, together with the management of on street parking

- substantial measures to improve bus infrastructure and services throughout the area, including the development of a High Quality Bus Priority scheme along the A386 corridor as a regionally funded 'Major Scheme' - the City Council has recently submitted an expression of interest in such a scheme to the Regional Assembly
- very proactive and coordinated use of travel plans

**4.69** A further approach to limiting traffic congestion is to build additional highway capacity, and a number of potential new link roads are being considered as possible ways of accommodating the traffic generated by the proposed Derriford developments and / or improving links between the Derriford Area and other parts of the city:

- Forder Valley link road, which because of its prominence within the Forder Valley will need to be to a very high design standard
- Whitleigh link road,
- an airport link road with a further connection to the centre of Derriford via a link road to the west of the Marjons site, and
- the dualling of Tavistock Road between Derriford roundabout and Woolwell roundabout
- the reconfiguration of Derriford roundabout, for which a number of options are being investigated.

**4.70** The aim will be to ensure that AAP development proposals can be delivered whilst enabling the highway network to continue to function throughout the day. This will also minimise the economic, air quality and noise impacts associated with highly congested road networks.

**4.71** Alongside the transport measures being considered at Derriford / Seaton and the other key development areas such as the waterfront and eastern corridor, there will need to be further co-ordinated action to reduce the 'background' growth in vehicle trips city wide.

Are these the right transport measures to be considering?

What alternatives are there?

### **New transport infrastructure**

**4.72** The large scale development and redevelopment of land in the Derriford area will require the construction or realignment of highways and walking and cycling networks, both within the neighbourhood, and connecting to adjacent neighbourhoods and to existing networks. The City Council and developers will need to work together to ensure that the transport infrastructure provided within each of the major Derriford developments are coordinated and conform with the Movement Framework developed for the area which will form a key part of the AAP. Detailed transport modelling work

will need to be undertaken to inform any decisions concerning proposed changes to the existing highway network (highway realignment, or the addition or modification of junctions) to ensure that the effective functioning of the A386 as a strategic transport corridor is not compromised - particularly in the vicinity of Derriford roundabout.

**4.73** In recent times the idea of reducing congestion by building roads has fallen out of favour, as it has been consistently demonstrated that building new roads can generate more traffic and that congestion reduction benefits are usually short term. Road building is also very expensive and has local environmental impacts. Consequently, the decisions on whether or not to proceed with any of the proposed new road links or ambitious public transport priority schemes must be informed by a strategic infrastructure assessment that will include:

- further transport modelling to assess the scale and durability of congestion benefits, potential public transport journey time benefits, and the traffic impacts upon the A38 trunk road and its junctions
- engineering feasibility assessments and costings
- consideration of funding mechanisms
- consideration of environmental / biodiversity impacts

### Public Transport

**4.74** Derriford Hospital is currently served by more buses per hour than any location within Plymouth other than the city centre. Unlike the City Centre, however, bus services that serve Derriford do not provide direct bus connections to all neighbourhoods although almost all Derriford bus services connect to the city centre. The large amount of new development in the area planned under the AAP, and the intensity of that development, will increase the potential market for bus operators within the area and across the city.

**4.75** The provision of low levels of parking and the use of robust travel plans within the area, plus significant investment in public transport infrastructure and services within Derriford and along the Northern Corridor (A386) offers the opportunity to generate a higher density and higher quality of public transport provision to and through the Derriford area, including the provision of new high quality interchanges, and direct bus connections from Derriford to more neighbourhoods in the city. Achieving very high levels of bus use for travel to and from the Derriford area is essential if severe congestion on the highway network, and the many costs associated with this, are to be avoided.

### Walking and cycling

**4.76** Internal street patterns within and between new developments in the Derriford area, and between new developments and existing neighbourhoods should be designed to encourage and enable people to access the public transport network and local facilities by foot. All appropriate measures set out in the city's Pedestrian Strategy will be applied to improve the pedestrian environment and ease pedestrian movement. In particular, new footpath links are being proposed:

- to link the possible development at the southern part of the airport, with Powisland Drive
- to link the new District Centre with the eastern side of the A386 and the hospital
- to link the hospital with the new health facilities on the opposite side of the Bircham Valley
- to reinforce the link between Estover community and Estover industrial estate
- to link the new Seaton local centre with Estover, across the new community park

**4.77** All appropriate policies and measures set out in the city's Cycling Strategy will also be applied to encourage and enable journeys to, from and within the Derriford area by bicycle. The new neighbourhood will be fully integrated into the city's strategic cycle network. Workplace Travel Plans, School Travel Plans and Residential Travel Plans, developed and implemented within an Area Travel Plan for Derriford, will provide facilities and incentives to travel by foot or by bicycle, as well as disincentives to travel by car.

### Car Clubs

**4.78** Car clubs offer members 'pay as you go' motoring, providing access to a car when needed without the high costs of car ownership. By breaking the link between car use and car ownership car clubs also enable appropriate travel choices, and car club members tend to make fewer journeys by car and more journeys on foot, by bicycle and by public transport than car owners.

**4.79** Car clubs are most suited to urban areas with high housing density, limited availability of car parking, and good quality public transport service provision. The neighbourhoods that the AAP seeks to deliver is likely to have all of these characteristics, and will therefore have considerable potential for a successful car club network to be developed, as part of a city wide car club to be developed in years to come. The use of car clubs by employers for employees work related trips and the provision of incentives for car club use could form effective travel plan measures in the Derriford area.

### Urban Design and Public Realm

**4.80** The development of Derriford needs to be supported by an urban framework that creates a sense of place. The development of the new centre at Derriford will create a focus for the north of Plymouth. This will offer a broader mix of uses helping the Derriford area to fulfil its potential as an important sub regional centre, and will be complemented by further residential development and employment, health and education facilities. The area is particularly lacking in shops, restaurants, leisure and community facilities and a mix of housing suited to people who work in the area.

**4.81** Creating a sense of place can be enhanced by ensuring development relates to the area's unique natural environment, views and historic environment, including raising the profile of Crownhill Fort, as well as linking to the area's green spaces and into the wider countryside. The main design principles might therefore include:

- To provide a new high quality ‘northern gateway’ into the city, with a strong sense of place. This will include the new urban centre for northern Plymouth which focuses on Tavistock Road, as well as key points of arrival including at Seaton Local Centre, Plymouth airport, the University of St Mark & St. John and Derriford Hospital.
- Proposals should reinforce local distinctiveness, drawing on the existing positive characteristics of the area and opportunities to define a new character.
- To create a strong legible urban form, utilising high quality sustainable architecture and spaces with sufficient scale, which is easy to understand and assists in orientation. Greater cohesion and integration is required between sites to reduce the current fragmentation of uses and developments through careful masterplanning and restructuring of existing areas. A strong urban higher density mixed-use character should be delivered in contrast to the current out of town, car dominated and dispersed character. New development should ensure car parking is located to the rear of buildings, or underground, or in suitably designed and wrapped multi-storey car parks. Ideally these would be dual use to avoid the inefficient use of land and create a better urban form.
- To capitalise on the existing network of green spaces and the historic environment and to enhance the role of these, with greater access and links to wider areas. Existing landscape character should be enhanced and secured through proposals for the creation of a Community Park, which may include strategic education opportunities, and an Environmental Education Centre. Movement through the Park will be improved by a series of walks and cycleways, including a treetop walkway. Opportunities should be taken to introduce new development which fronts onto and creates a positive relationship with the Community Park and other greenspace areas. The role and profile of the Palmerston Forts in this area, and in particular Crownhill Fort, need to be increased and utilised as a positive asset in the new proposals.
- Proposals at Derriford should take advantage of the elevated topography and long-distance views to Dartmoor and Plymouth Sound, and utilise this to advantage in new developments. Proposals should also give careful consideration to microclimate and creating shelter.
- High quality, safe and accessible environments should be created. This will be through the creation of a permeable network of streets which provide good connectivity between areas, and designed to be well overlooked and enclosed by buildings, and feel safe. Increase permeability by foot and cycle, particularly across Tavistock Road. New proposals for links into Derriford should ensure that they create a positive high quality sense of arrival, including the proposal for a ForderValley link.
- Proposals for new development should make use of design codes to ensure a consistent approach and character across Derriford and securing a high quality.

## Minimising the Carbon Footprint of the new developments

**4.82** Minimising Derriford’s carbon footprint is a critical element of creating an environmentally sustainable community and down-scaling Plymouth’s contribution to climate change. Since domestic *and* non-domestic sectors contribute to carbon

emissions, new development in both areas will provide opportunities to facilitate the effort. Homes contribute one-third of the UK's total carbon dioxide emissions and when other buildings are factored in, the figure is closer to one half. The AAP can support this effort in several ways.

### **During construction, and construction methods**

**4.83** Developers can deploy practices that reduce their carbon footprint during construction phase. The choice of materials affects carbon emissions through the energy used in manufacture or extraction, and also its transportation. The life span and durability of materials also affect maintenance and the need for replacement. When possible, recycled products and materials should be used, as well as the reuse of existing buildings where appropriate.

### **Energy**

**4.84** The government has announced that all new homes in England and Wales must be zero carbon by 2016; there are similar ambitions for non-domestic buildings by 2019. This means that the way new buildings source their ongoing energy needs and the levels they consume can help move towards these goals. New buildings should have appropriate technology that makes use of low carbon energy sources including renewables (whether on-site or elsewhere) and are constructed so that they consume energy efficiently. For example, buildings should be constructed with appropriate insulation and be oriented to exploit passive solar heating or reduce the impact of wind. Delivery of low carbon energy solutions may require a neighbourhood wide approach to renewable energy.

### **Sustainable homes**

**4.85** Beyond the level and type of energy consumption, the density and location of Derriford's new housing can help reduce emissions. Higher density development located near available public transport and Derriford's amenities will reduce dependency on private cars and make efficient use of the local infrastructure. It will also encourage healthier lifestyles by facilitating greater pedestrian and bicycle activity. The development of live work units and promotion of home working is also being considered.

## 5 How can we bring it all together to achieve delivery?

**5.1** The Derriford and Seaton AAP will cover the period 2009 to 2021. During that time it is anticipated that most of the proposals will be delivered. This is of course dependant on a range of factors not least of which are the current economic situation, and the ability to secure the necessary investment in infrastructure. Most of the proposals will be delivered by the private sector, with some of it being supported by public sector organisations such as the City Council and SWRDA.

**5.2** The successful achievement of the outcomes identified in this AAP will rely in part on the ability of the development proposals to contribute to infrastructure and community benefits. The key projects that these proposals will need to contribute to include:

- Transport infrastructure, including the HQPT, the Forder Valley, Whitleigh and airport links, cycle and pedestrian routes
- Two new Primary Schools
- Green infrastructure including the Community Park

**5.3** There will also be a requirement that all eligible development proposals contribute towards the affordable housing requirement, currently 30%.

**5.4** Whilst the AAP will set out the key proposals likely to contribute to meeting the Vision, it will be the high level objectives of the AAP that are the key decision making element. In this way, should a proposal not proceed for any reason, or come forward in a significantly altered form, it can be judged against the high level aims. This will allow the AAP the necessary flexibility to cope with changing circumstances.

**5.5** To ensure that the development proposals and the necessary infrastructure can proceed in tandem, the City Council will retain overall programme management of the AAP. This will be undertaken in conjunction with key private and public sector partners and stakeholders. This will include bidding for and co-ordinating the funding that will be necessary to ensure delivery of key elements of the AAP.

**5.6** The City Council will also be involved in preparing development briefs and design statements for key developments. The established process of involving stakeholders will continue.

**5.7** The likely timescales relating to the key housing proposals are set out in the table below.

	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	
Airport		■	■	■	■	■	■	■						500
Derriford Central Area		■	■	■	■	■	■	■						700
South West Water									■	■	■	■	■	1100
SWRDA				■	■	■	■	■						500
Forder Valley		■	■	■	■	■	■	■						700
Marjons			■	■	■	■	■	■						450
BT site			■	■	■	■	■	■						200
Total		300	350	550	550	650	550	450	150	150	150	150	150	4150

**Likely Timescale for main housing proposals**

How can we secure the delivery of the necessary infrastructure and community benefits?

To what extent should the developments contribute to this infrastructure?

## 6 Evidence Base Documents

### Documents relating to the process

- The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, HMSO, June 2008
- Planning Policy Statement 12: Local Spatial Planning, HMSO, June 2008
- LDF Local Development Scheme, Plymouth City Council, June 2008
- Statement of Community Involvement, Plymouth City Council

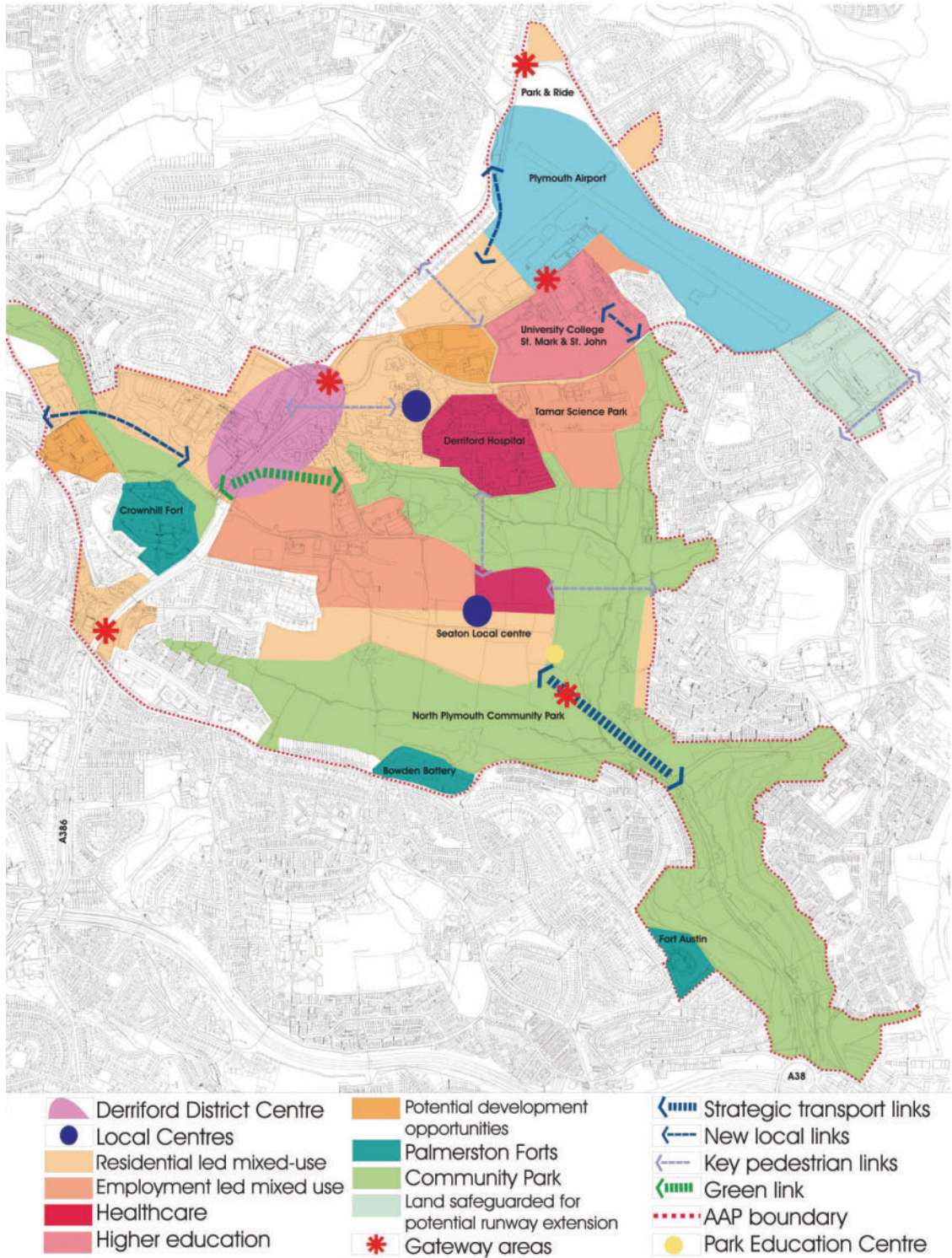
### Documents relating to the content

- Planning Policy Statement 6, Planning for Town Centres, HMSO, 2005
- South West Regional Spatial Strategy
- Securing the Future for Generations Ahead: Plymouth's Sustainable Community Strategy 2007-2020, Plymouth 2020, June 2007
- LDF Adopted Core Strategy, Plymouth City Council, April 2007
- Derriford and Seaton Area Action Plan Sustainability Appraisal, Issues and Preferred Options, Plymouth City Council, February 2009
- Plymouth Local Economic Strategy 2006-2021 and Beyond, Plymouth 2020, Oct 2006
- LDF City Centre and University Area Action Plan Consultation Document, Plymouth City Council, November 2008
- Derriford & Southway Area Planning Framework, Llewelyn-Davies, April 2005
- Derriford, Seaton, Southway Area Action Plan, Issues and Options, PCC, March 2005
- Issues and Options Responses to Derriford, Seaton, Southway Area Action Plan, PCC,
- Sustainable Neighbourhood Assessments and Sustainable Neighbourhood Development Plan Document consultations for:
  - Derriford
  - Southway
  - Widewell
  - Glenholt
  - Estover
  - Leigham and Mainstone
  - Eggbuckland
  - Crownhill
  - Manadon
  - Whitleigh
- Derriford: Development Framework & Masterplan Evidence Report, LDA Design, January 2008
- Plymouth's Sustainable Urban Growth Study, Llewelyn-Davies, 2003
- Plymouth Airport Study, York Aviation, April 2006
- Plymouth Airport Interim Planning Statement 16, Plymouth City Council
- Plymouth Local Transport Plan 2006 to 2011, Plymouth City Council

- Plymouth Area Transport Strategy 2006
- The City of Plymouth Local Plan First Deposit (1995-2011), Community Planning Studies, including:
  - Estover
  - Egguckland
  - Budshead
  - Honicknowle
- Plymouth Strategic High Quality Public Transport Network, Atkins, 2006
- PCC Urban Capacity Study, 2004
- Plymouth Housing Market and Needs Assessment 2006
- Plymouth Housing Strategy 2004 to 2007
- Plymouth Shopping Study, Cushman and Wakefield
- Derriford Shopping Study, Cushman and Wakefield
- NorthPlymouthCommunityPark Study, November 2007
- NorthPlymouthCommunityPark Delivery Study
- City Centre & Derriford Energy Study
- Plymouth Renewable Energy Strategic Viability Study (March 2007), Centre for Sustainable Energy
- Plymouth Rapid Urban Characterisation Study 2005
- Plymouth Swimming Facilities Strategy 2006- 2016, Plymouth City Council
- Plymouth Playing Pitch Strategy 2007- 2016, Plymouth City Council
- Sports Development Strategy 2007- 2010, PlymouthCity Council

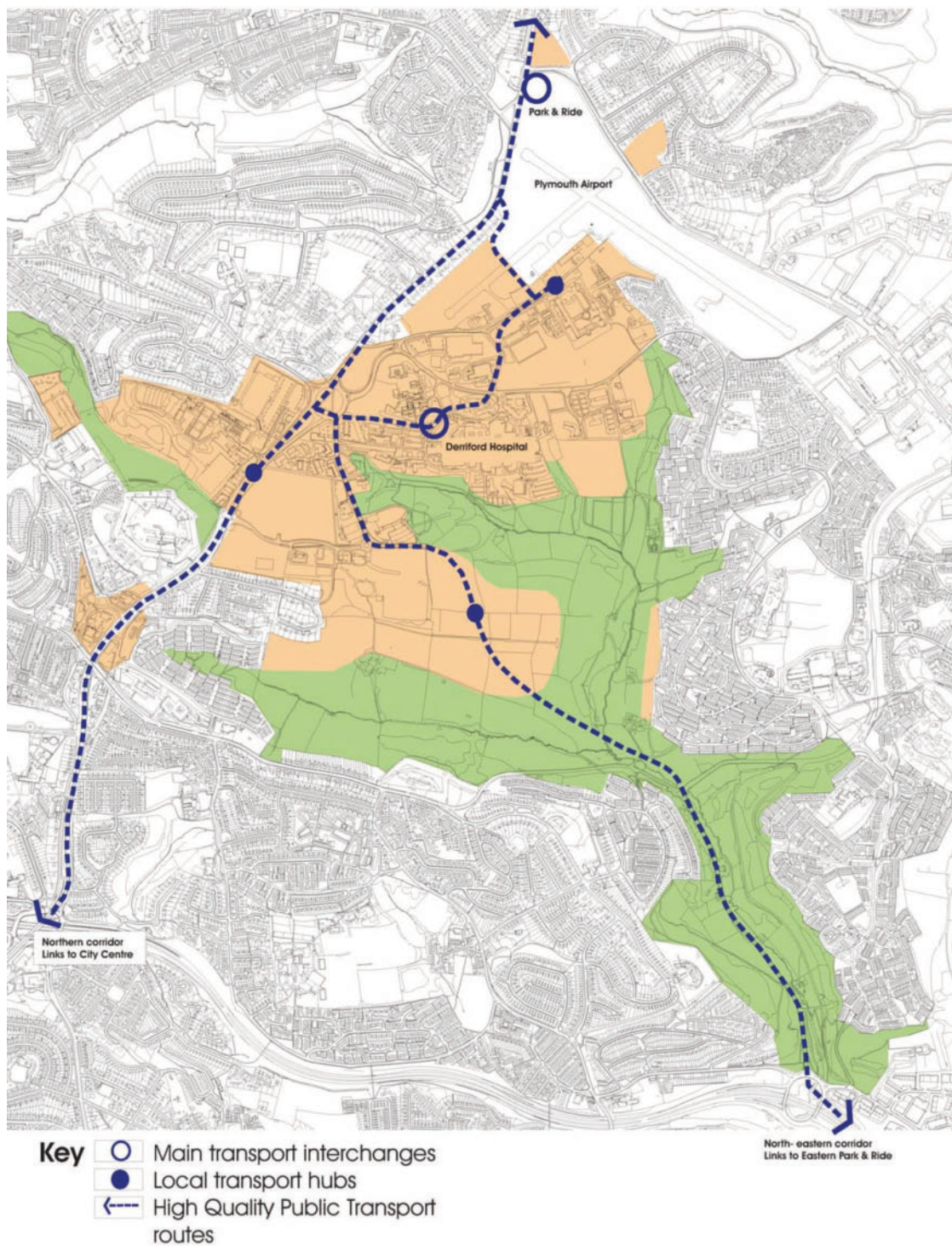
## 7 Maps

### Development Concepts



### Derriford & Seaton AAP Development Concept



## Strategic Public Transport

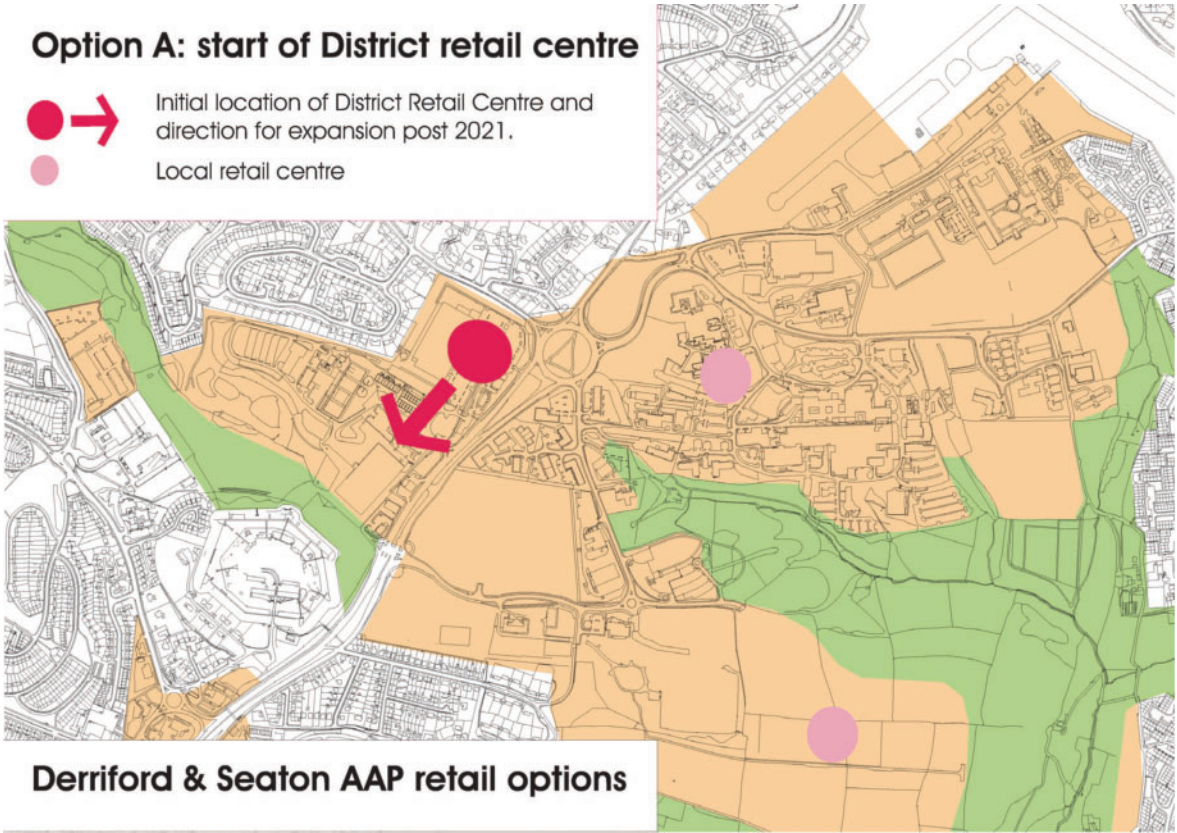


## Derriford & Seaton AAP Strategic Public Transport


## District Centre Retail Options

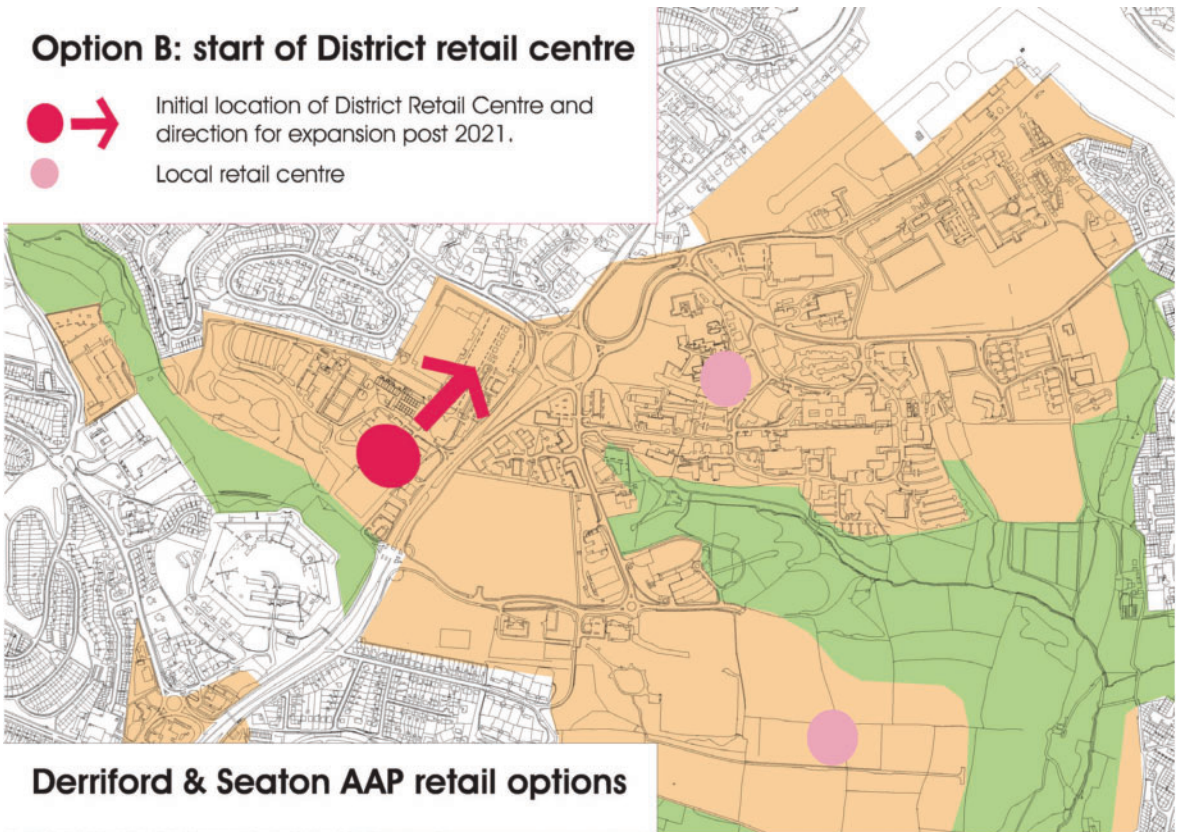
### Option A: start of District retail centre

-  Initial location of District Retail Centre and direction for expansion post 2021.
-  Local retail centre



### Option B: start of District retail centre

-  Initial location of District Retail Centre and direction for expansion post 2021.
-  Local retail centre





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