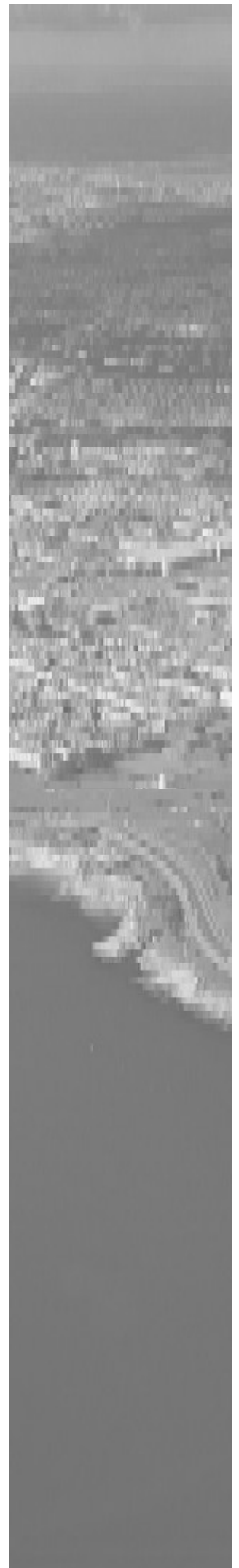


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Notes about Part Three of the Local Plan.

- i. Each proposal supports one or more of the Objectives of the Local Plan (Section 2.4). The margin includes a cross-reference to the key linked Objective(s). The "Reasons for the Proposal" should be read in conjunction with the Objective(s) and its supporting text, including the Strategy Statements.
- ii. Where a site is allocated for residential development or where residential is a required land use of a mixed use development, an estimated dwelling figure is identified to enable the overall housing provision for the Local Plan to be calculated. These figures reflect design scenario templates prepared as part of the Plymouth Urban Capacity Study. They provide a guideline as to the scale of residential development sought, although the actual figures could vary should more detailed design work reveal an alternative balance of development that would better achieve the City Council's objectives.
- iii. Notes regarding "mixed use developments". (a) The balance of uses will vary from site to site. No use should be so dominant that the overall character of the site after development is as a single use scheme. (b) A range of acceptable uses is normally set out in the proposal. However other uses could be acceptable if this helps to achieve a quality design and complies with other policies of the Plan.
- iv. Many of the proposals include a list of matters that should be provided for in the development. This is not exhaustive. It picks up key issues particular to a site that were identified at the time this Plan was put together. The policies that relate to the development type and to other general considerations (e.g. environmental, transport and social impacts) are also relevant. These are found in Part Two (Section 2.10) and Part Four (Policies).



3.1 Strategic Opportunity Areas.

City Centre.

Proposal 1. Land at Armada Way.

Food and drink pavilion.

Land at Armada Way between New George Street and Cornwall Street is allocated for a food and drink pavilion which may include the following uses:

- a. Bars, café's, restaurants.
- b. Tourist Information.
- c. Ancillary and complimentary activities, including entertainment.

Development proposals should make provision for the following:

1. Outstanding architecture to befit the significance of the location.
2. A building (or buildings) that integrates into the landscape and recognises the significance of Armada Way as the City Centre's principal route and major vista between North Cross and the Hoe.
3. The re-landscaping of that part of Armada Way affected by the proposal, including the space around the existing Sundial and at the junction of Cornwall Street and Armada Way, consistent with the City Centre urban design principles set out in Section 2.7.
4. A building of a scale that is appropriate to its very sensitive location.
5. Maintenance of pedestrian desire lines.

Reasons for the Proposal.

The proposal supports the City Council's objective of improving facilities for shoppers and ensuring that the City Centre grows as a vibrant and successful regional shopping centre. It seeks to create an outstanding landmark on Armada Way that will add to the diversity of the City Centre and create a new focus for activity and stimulus for re-landscaping of Armada Way.

Proposal 2. Colin Campbell Court.

Retail or mixed use.

Land at Colin Campbell Court is allocated for redevelopment for primarily retail purposes or for mixed use development. The following uses are acceptable as part of a mixed use scheme:

- a. Retail.
- b. Commercial leisure.
- c. Residential.
- d. Offices within Use Class A2 and B1.

Development proposals should make provision for the following:

1. By virtue of its nature and scale it should not prejudice the retail development of Drake Circus.
2. Improvements to public facilities for shoppers and other visitors to the western part of the City Centre.
3. The design and layout of the scheme to have regard to the City Centre urban design principles set out in Section 2.7.
4. A positive gateway to the West End of the City Centre Precinct and to Stonehouse and Millbay, with high quality streets and spaces and careful consideration to building height and massing.
5. Safe and attractive pedestrian links through the development site between Western Approach / Union Street and New George Street, and between the development and Western Approach car park.
6. Active ground floor frontages to all public streets, and a positive frontage to Western Approach.
7. Environmental improvements to Western Approach, including greening where possible.
8. Improvements to public transport interchange facilities.
9. The use of public art as an integral part of the scheme.
10. Contribution to provision of educational infrastructure in respect of any new homes provided.
11. In the region of 38-55% of any homes provided to be affordable housing, on-site.
12. In the region of 20% of any homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The site is a City Centre *gateway* site, located at the fringe of the shopping centre. It is underused and has a very poor quality environment. Development of the site presents a significant

References

Proposals Map No.33

Appendix 1 (existing and proposed SPG)

Objectives 1,2,5

Proposals Map No.33

Appendix 1 (existing and proposed SPG)

Objectives 1,2,5,8,14

opportunity to enhance the City Centre's overall retail offer with a "value" shopping scheme. The site also presents an opportunity to introduce more homes into the City Centre, and thus a scheme which integrates housing with shopping and leisure is also likely to be acceptable. However, this needs to be in the context of a scheme which maintains and enhances the regional / sub-regional role of the City Centre.

The enhancement of the City Centre as a quality regional shopping destination is a high priority for the City Council. Critical to this is the comprehensive redevelopment of Drake Circus for shopping purposes, and the proposal will need to be considered in light of its implications for this objective. Planning permission has been granted for a scheme for the redevelopment of Drake Circus (Appendix 5).

As a gateway site it is particularly important that the development at Colin Campbell Court achieves a high standard of urban design. The development of a larger area could help to achieve a more integrated urban design solution and thus the City Council would look favourably in principle on such proposals.

The need to improve the environment and the provision of shopping in this area, and to improve pedestrian links with the market area and across Western Approach were raised as issues in the Community Planning Study process.

Proposals Map
No.33

Appendix 1
(existing and
proposed SPG)

Proposal 3. Land bounded by Mayflower Street (west), Armada Way and Cornwall Street (west). *Mixed use.*

Land bounded by Mayflower Street (west), Armada Way and Cornwall Street (west) is allocated for mixed use development including residential (approximately 192 dwellings), retail use and public car parking. The following uses will also be acceptable as part of a mixed use scheme:

- a. Office uses within A2 and B1.
- b. Leisure and tourist related uses.
- c. Other uses complementary to the City Centre's role as a regional shopping destination, which contribute positively to the night time economy, and as a place to live.

Development proposals should make provision for the following:

1. By virtue of its nature and scale it should not prejudice the retail development of Drake Circus.
2. The design and layout of the scheme to have regard to the City Centre urban design principles set out in Section 2.7.
3. A safe and attractive pedestrian link through the development site between Mayflower Street and Cornwall Street.
4. Active ground floor frontages to all public streets.
5. A high quality living environment for residents.
6. Managed servicing for commercial activities.
7. Entrances from residential accommodation on to street.
8. Overlooking of public streets from residential properties.
9. High quality amenity space for residents.
10. Contribution to provision of educational infrastructure.
11. In the region of 38-55% of homes provided to be affordable housing, on-site.
12. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The proposal relates to a section of the northern part of city centre which includes a multi-storey car park and retail premises. The site is of poor visual quality and the arrangement of buildings and spaces represents an inefficient use of land. The proposal identifies a redevelopment opportunity to improve the physical and commercial environment and to introduce residential accommodation into the central area.

Development should deal with the whole block comprehensively and also address the opportunity to break the block of development by creating a link between Cornwall Street and Mayflower Street. This would provide a new commercial ground floor frontage, potential for a new residential development and improve pedestrian movement.

Objectives
1,2,5,6,14

Proposal 4. Land bounded by Cornwall Street (west), Armada Way and New George Street (west).**Mixed use.**

Land bounded by Cornwall Street (west), Armada Way and New George Street (west) is allocated for mixed use development including residential development (approximately 215 dwellings), retail use and public car parking. The following uses will also be acceptable as part of a mixed use scheme.

- a. Office uses within A2 and B1.
- b. Leisure and tourist related uses.
- c. Other uses complementary to the City Centre's role as a regional shopping destination and as a place to live.

Development proposals should make provision for the following:

1. Reinforcement of the regional shopping function of the City Centre.
2. By virtue of its nature and scale it should not prejudice the retail development of Drake Circus.
3. Improvements to public facilities for shoppers and other visitors to the central part of the City Centre.
4. The design and layout of the scheme to have regard to the City Centre urban design principles set out in Section 2.7.
5. A safe and attractive pedestrian link through the development site between Cornwall Street and New George Street.
6. Active ground floor frontages to all public streets.
7. A high quality living environment for residents.
8. Managed servicing for commercial activities.
9. Entrances from residential accommodation on to street.
10. Overlooking the street from residential properties.
11. High quality amenity space for residents.
12. Contribution to provision of educational infrastructure.
13. In the region of 38-55% of homes provided to be affordable housing, on-site.
14. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This site comprises the block of commercial properties to the east of the Pannier Market together with the rear service areas. The proposal identifies a redevelopment opportunity to improve the physical and commercial environment and to introduce residential accommodation into the central area. Any development should deal with the whole block comprehensively and take the opportunity to break it by creating a link between Cornwall Street and New George Street. This which would provide a new commercial ground floor frontage, potential for a new residential frontage and improve pedestrian movement.

Proposal 5. Land at Derry's Cross.**Mixed use.**

Land at Derry's Cross is allocated for mixed use development. Acceptable uses include:

- a. Hotel.
- b. Leisure.
- c. Residential.
- d. Cultural activities, including bars and restaurants.
- e. Office use within Use Class B1.
- f. Public car parking.

Development proposals should make provision for the following:

1. Consideration of the sites in an integrated way having regard to the City Centre urban design principles set out in Section 2.7, thus creating a townscape with positive urban streets and spaces.
2. A positive gateway to the City Centre Precinct when approached from Millbay, including high quality architecture and a pedestrian route between Millbay Road and Derry's Cross.
3. New areas of public open space to create focus for the area.
4. The use of public art as an integral part of the scheme.
5. Contribution to provision of educational infrastructure in respect of any new homes provided.
6. In the region of 38-55% of any homes provided to be affordable housing, on-site.
7. In the region of 20% of any homes provided to be to Lifetimes Homes standard.

*Proposals Map No.33**Appendix 1 (existing and proposed SPG)**Objectives 1,2,5,6,14**Proposals Map No.40**Appendix 1 (existing and proposed SPG)*

Objectives 1,2,14

Reasons for the Proposal.

The site includes a *gateway* the City Centre, being located at one the main approaches from Millbay. The proposal relates to a number of connected parcels of land that together present an opportunity for mixed use development(s) that furthers the aspirations of the City Centre vision and urban design framework. The proposal doesn't seek its development as a single phase but does seek an integrated scheme for the whole site.

There is a need for further quality hotel provision within Plymouth. Other uses should complement the cultural characteristics of this area and improve the linkages between the City Centre, Millbay and The Hoe. The sites also provide an opportunity for introducing further residential accommodation into the City Centre.

The proposal does not necessarily seek complete redevelopment of the area shown on the Proposals Map, but it does highlight the need to take a comprehensive look at options and ensure an integrated scheme.

Proposals Map
No.33

Appendix 1
(existing and
proposed SPG)

Proposal 6. Bretonside.

Mixed use.

Land at Bretonside is allocated for mixed use development, including residential (approximately 150 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Offices within Use Classes A2 and B1.
- b. Tourist-related uses.
- c. Retail.
- d. Commercial leisure, bars and restaurants.
- e. Public transport interchange.
- f. Public open space.

Development proposals should make provision for the following:

- 1. Integration and linkage of the site into the surrounding townscape having regard to the City Centre urban design principles set out in Section 2.7, creating a townscape with positive urban streets and spaces, and respecting the special qualities and character of the Barbican Conservation Area.
- 2. By virtue of its nature and scale it should not prejudice the retail development of Drake Circus.
- 3. Improvements to public facilities for visitors to the eastern part of the City Centre including toilets, baby changing and child care facilities.
- 4. An improved coach station on site or at a new site, including improved facilities and tourist information.
- 5. Development not to proceed until alternative coach parking facilities are made available.
- 6. A high quality architectural solution given the site's gateway function, with appropriate massing having regard to the different scales of existing townscape at adjacent sites and the relationship of the development to the proposed redevelopment of Drake Circus.
- 7. Strong and attractive pedestrian links from the City Centre to the Barbican.
- 8. Active ground floor frontages to all public streets and spaces.
- 9. A high quality public open space accessible to residential communities to the south of the site.
- 10. The use of public art as an integral part of the scheme and as a means to improve linkages between the site and the City Centre and Sutton Harbour.
- 11. Contribution to provision of educational infrastructure.
- 12. In the region of 38-55% of homes provided to be affordable housing, on-site.
- 13. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives
1,2,3,5,6,8,
14

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. It is a *gateway* to the city as a whole as well as to the City Centre. The area defined on the Proposals Map includes the existing coach station, but also Bretonside and land to the south of Bretonside. Taken together these sites represent a poor use of land within the central area and thus an opportunity for redevelopment. A mixed use development which serves to increase the number of homes in the City Centre is considered appropriate in this location. The area is likely to continue as a public transport interchange location.

The proposal does not necessarily seek complete redevelopment of the area shown on the

Proposals Map, or its development in a single phase. It does however highlight the need to take a comprehensive look at options and ensure an integrated scheme. This includes improvement of linkages between the City Centre and the Barbican, especially in view of the impending Drake's Circus redevelopment.

The Community Planning Study revealed a need for provision of public open space in this densely developed part of the city. The need for improvements to the coach station in terms of its environmental quality and the information provided to tourists was also highlighted. The proposal will help to deliver these aspirations.

Proposal 7. Land adjacent to Plymouth Railway Station.

Mixed use.

Land at the Railway Station and adjacent sites is allocated for mixed use development including residential development (approximately 460 dwellings, with 100 provided within the Plan period) and railway station / public transport interchange with supporting infrastructure (including car park). The following additional uses are acceptable as part of mixed use scheme:

- a. Employment uses within Use Class B1.
- b. Commercial leisure.
- c. Hotel.

Development proposals should make provision for the following:

1. Consideration of the sites in an integrated way having regard to the City Centre urban design principles set out in Section 2.7, having regard to the need to optimise the use of land.
2. A stimulating environment at a principal gateway to the City Centre, including outstanding quality architecture.
3. New well defined streets and public open space.
4. Development and linkages to be organised to reflect the important pivotal role of the site in the City Centre, including the creation of a new linkages between the Railway Station, Armada Way, Central Park, the University Campus and Stonehouse.
5. The use of public art as an integral part of the scheme and the provision of improved facilities and information for tourists.
6. Contribution to provision of educational infrastructure.
7. In the region of 38-55% of homes provided to be affordable housing, on-site.
8. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. It is a *gateway* to the city as a whole as well as to the City Centre. The area defined on the Proposals Map involves a number of sites, including North Cross roundabout, Caprera Terrace, the railway station and the former Post Office Sorting Depot at Pennycomequick. At its heart is one of Plymouth's principal public transport interchanges. There is a particularly inefficient use of land in the area, partly related to the configuration of North Cross roundabout. Together with the poor quality of many of the buildings and spaces in this area, the environment is of a low quality and provides a visually uninspiring impression of the City Centre and of the city itself (given that the railway station is a major arrival point for people visiting Plymouth).

The proposal does not necessarily seek complete redevelopment of the area shown on the Proposals Map, or its development within a single phase. Indeed, a significant part of scheme is likely to be developed outside the Plan period. It does however highlight the need to take a comprehensive look at options and ensure an integrated scheme.

Proposal 8. Pearl Assurance House, Royal Parade.

Residential.

Pearl Assurance House, Royal Parade, is allocated for residential development (approximately 75 dwellings). Development proposals should make provision for the following:

1. Contribution to provision of educational infrastructure.
2. In the region of 38-55% of homes provided to be affordable housing, on-site.
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The Community Planning Study process identified the need to reuse vacant and underused commercial floorspace for housing as an important issue. This is supported by the Urban

*Proposals Map
No.33*

*Appendix 1
(existing and
proposed SPG)*

*Objectives
1,2,3,6,8,
14*

*Proposals Map
No.33*

*(Appendix 1
existing SPG)*

Objectives 1,6,14

Capacity Study. The conversion of this vacant office space offers the opportunity to increase residential use in the central area, bringing additional life and interest to the area. This re use of an existing building is also in line with the planning policy to maximise the use of previously developed sites.

The Barbican and Hoe.

Proposals Map
No.40

Appendix 1
(existing and
proposed SPG)

Proposal 9. Commercial Wharf, Phoenix Wharf and Elphinstone.	Mixed use.
Land at Commercial Wharf, Phoenix Wharf and Elphinstone is allocated for mixed use development. The following uses are acceptable:	
<ul style="list-style-type: none"> a. Leisure. b. Marine, leisure or tourism related retail. c. Art and cultural facilities. d. Food and drink uses within Use Class A3. e. Office uses within Use Class B1. 	
Development proposals should make provision for the following:	
<ul style="list-style-type: none"> 1. An exceptionally high quality of design that is in keeping with the site's position within the Barbican Conservation Area. 2. Retention of the existing public slipways and clear public access to these slipways. 3. Retention of boat related activities within the site and the retention of Phoenix Wharf as a public landing stage with associated facilities. 4. Necessary flood control measures to be considered as part of any development proposals. 5. Retention of public car parking and boat storage in accordance with City Council requirements. 6. Public access along the water's edge, and provision of on-site public open space. 7. An appropriate vehicular, pedestrian and cycle access from Millbay Road and link to the City Centre. 8. Retention of the existing coach drop off / boarding facility, and provision of on- or off-site coach parking facilities. 9. An appraisal of the archaeological and historic interest of the site. 10. The provision of public art, on or off site, to enhance the Barbican area. 	

Objectives 1,2,7,8,
12,14

Reasons for the Proposal.

The site is one of four *Strategic Opportunity Sites* located around Sutton Harbour. It is in a strategic position along Plymouth's waterfront linking the Hoe with the Barbican and in a very visible part of the waterfront. It is in a very sensitive position lying within the Barbican Conservation Area and beneath a Scheduled Ancient Monument (the Citadel). For these reasons it is essential that any development is sensitively designed and enhances the attractiveness of the area. The site is also of particular archaeological importance being located within the core historic area.

The site is an important area for boat related activities including public slipways and a public landing stage at Phoenix Wharf. These activities are important city assets and therefore should be retained as part of any development proposals. Associated with these boat uses is boat storage and car parking and therefore provision should also be made for these facilities.

There is a major opportunity as part of the development of this site to improve public access to the water's edge both through the land uses and providing an attractive public space. The development of the site should enable this to take place.

Proposals Map
No.33

Appendix 1
(existing and
proposed SPG)

Proposal 10. Land at Moon Street.	Residential or mixed use.
Land at Moon Street is allocated for residential (approximately 75 dwellings) or mixed use development, including residential development. The following additional uses are acceptable as part of a mixed use scheme:	
<ul style="list-style-type: none"> a. Small scale retail. b. Offices within Use Class B1. c. Café / restaurant. d. Hotel. 	
Development proposals should make provision for the following:	

1. Residential accommodation to be designed primarily for 1-2 bed units. Family accommodation would not be suitable.
2. Public open space located at the centre of the site, linked with the pedestrian routes through the site.
3. Improved pedestrian links to the surrounding area and in particular Ebrington Street and the Barbican.
4. An exceptionally high quality and prominent design given the sites gateway location.
5. Active ground floor uses.
6. Archaeological investigations prior to development.
7. The provision of public art as an integral part of the scheme and to improve linkages to the site.
8. Contribution to provision of educational infrastructure.
9. In the region of 38-55% of new homes provided to be affordable housing, on-site.
10. In the region of 20% of new homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This *Strategic Opportunity Site* is located on one the main approaches to the City Centre, at a strategic location in central Plymouth. Development should play an important role in linking the surrounding areas and encouraging pedestrian movement into and within the site. In particular it should help to link Sutton Harbour, Ebrington Street / Greenbank and the City Centre. There is an opportunity to create a vibrant and active environment on the site with both daytime and evening uses. This will have implications for the residential element of the proposal in that family accommodation is not felt to be appropriate, although housing was identified through the Sutton Community Planning Study as an appropriate use for this site.

The need for public open space in this part of the city was also highlighted through the Community Planning Study process and the proposal seeks to facilitate this. The site is also of particular archaeological importance being located within the core historic area.

Objectives
1,2,6,14

Proposal 11. Land between Lambhay Hill and Citadel Road East

Residential.

Land between Lambhay Hill and Citadel Road East is allocated for residential development (approximately 20 dwellings). Development proposals should make provision for the following:

1. Contribution to provision of educational infrastructure.
2. Retention and enhancement of Garrison Green as an open space, including provision of play facilities.
3. 20% of homes provided to be to Lifetimes Homes standard.
4. An appraisal of the archaeological and historic interest of the site.

Proposals Map
No.40

Appendix I
(existing and proposed SPG)

Reasons for the Proposal.

This site close to the City Centre offers the potential for redevelopment and reuse of existing vacant and underused buildings. Redevelopment would also improve the appearance of the area, which is also within the Barbican Conservation Area. Particular care will be needed in respect of the treatment of listed buildings within any proposal for development. The site is also of particular archaeological importance being located within the core historic area.

Objectives
1,2,6,12,14

Proposal 12. The Hoe Centre, Notte Street.

Residential or mixed use.

Land at the Hoe Centre, Notte Street, is allocated for residential (approximately 85 dwellings) or for mixed use development including residential use. The following uses are acceptable as part of a mixed use scheme:

- a. Café / restaurant.
- b. Offices within Use Class B1.
- c. Leisure / tourist related uses.
- d. Community / educational use.

Development proposals should make provision for the following:

1. If redevelopment of site is necessary, the design to be of high quality given the site's prominent location.
2. Contribution to provision of educational infrastructure.
3. In the region of 38-55% of homes provided to be affordable housing, on-site.
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Proposals Map
No.40

Appendix I
(proposed SPG)

5. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
6. The provision of public art as an integral part of the scheme.

Reasons for the Proposal.

The University has announced its intention to vacate this building. Its size and location offers a significant opportunity for increasing the amount of housing near to the City Centre and for mixed use development.

Objectives
1,2,6,14

Proposals Map
No.40

Appendix 1
(existing and
proposed SPG)

Proposal 13. Grand Hotel site, Leigham Street.

Residential or mixed use.

Land adjacent to the Grand Hotel and on the existing surface level car park at Leigham Street is allocated for residential development (approximately 90 dwellings) or for a mixed use development involving hotel and residential use. Development proposals should make provision for the following:

1. High quality architecture and urban design to befit the site's conservation area location and the proximity of listed buildings.
2. Public car parking.
3. Contribution to provision of educational infrastructure in respect of any new homes provided.

Reasons for the Proposal.

The proposal seeks to promote the redevelopment of a very prominent brownfield gap site which has been left undeveloped since World War II. The site occupies a very high profile location adjacent to the Hoe Promenade. It is important that any proposal demonstrates very high quality design to befit the sites location. English Heritage and the Commission for Architecture and the Built Environment will need to be consulted about proposals for the site.

Objectives
1,2,6,14

Proposals Map
No.40

Appendix 1
(proposed SPG)

Proposal 14 Tinside Pool and Foreshore.

Heritage based regeneration.

Land at Tinside Pool and the Hoe Foreshore is allocated for leisure and tourist related uses, including food and drink uses within Use Class A3. Development proposals should make provision for the following:

1. Retention and restoration of the listed Tinside Pool and Colonnades, other buildings and structures and the foreshore in a sensitive manner.
2. Regeneration of the Tinside pool and foreshore in a comprehensive, integrated and sustainable manner.
3. Reinforcement of the interface between land and sea and connections between the City Centre and foreshore.
4. Improved access for all, including people with mobility difficulties and sensory impairment, to the foreshore from the Hoe and sea, and within the foreshore, by the creation of level and ramped routes.
5. Enhancement and interpretation of the foreshore to facilitate more effective public use.
6. Protection of the area's natural heritage.

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. The condition of the Hoe foreshore in general and Tinside Pool in particular has been an area of public concern for many years. This was emphasised in the Community Planning Study process and through other consultations specifically undertaken in relation of the site. The site is in a prominent location on Plymouth's waterfront and thus has a potentially significant impact on the image of the city. It is also a site of great importance to the city's heritage.

Objectives
1,2,7,12,13

The proposal seeks to promote the restoration of the pool and foreshore in a sustainable way for leisure and tourist purposes, so that once again the area can become an important attraction and a treasured landmark for future generations.

East End.

Proposals Map
No.41

Appendix 1
(proposed SPG)

Proposal 15. Land at Clovelly Road / Breakwater Hill.

Employment.

Land at the junction of Clovelly Road and Breakwater Hill, is allocated for employment use. Development proposals should make provision for the following:

1. Prioritising the relocation of other uses within the East End Renewal Area.
2. Giving consideration to the relocation of other uses arising from other proposals of the plan.

3. Assessment of land contamination and implementation of appropriate mitigation.
4. Assessment of the wildlife value of the site and implementation of appropriate nature conservation measures (which may include safeguarding zones, capital works and management proposals) having regard to the outcomes of the assessment.

Proposal 16. Land at Clovelly Road / Macadam Road.**Employment.**

Land at the junction of Clovelly Road and Macadam Road, is allocated for employment use. Development proposals should make provision for the following:

1. Prioritising the relocation of other uses within the East End Renewal Area.
2. Giving consideration to the relocation of other uses arising from other proposals of the plan.
3. Assessment of land contamination and implementation of appropriate mitigation.
4. Assessment of the wildlife value of the site and implementation of appropriate nature conservation measures (which may include safeguarding zones, capital works and management proposals) having regard to the outcomes of the assessment.

*Proposals Map
No.41*

*Appendix 1
(Proposed SPG)*

Reasons for Proposals 15 and 16.

The City Council is required to provide about 90 hectares of employment land to satisfy Structure Plan requirements, in the period 1995-2011. These sites, of 0.6 hectares and 0.9 hectares respectively, will contribute to meeting that requirement. The site is considered suitable for accommodating businesses displaced by development in other parts of the East End.

Objectives 1,4,14

Parts of the sites are believed to provide habitats for rare species of fauna. A nature conservation assessment will thus be needed together with wildlife protection measures as appropriate.

Proposal 17. Former Bus Depot, Laira Bridge Road.**Mixed use or commercial.**

Land at the former bus depot, Laira Bridge Road, is allocated for commercial use, including non-food retail, offices, hotel, or such uses in combination. Development proposals should make provision for quality landscaping and design given the site's location on a city approach route.

*Proposals Map
No.41*

*Appendix 1
(Proposed SPG)*

Reasons for the Proposal.

The site has an outstanding permission for non-food retail use, but the other uses specified are also acceptable in principle. Subject to appropriate design and landscaping, the site is considered suitable for accommodating businesses displaced by development in other parts of the East End Renewal Area, in particular the retail / wholesaling uses to the east of Sutton Road (Proposal 20).

*Objectives
1,2,5,14*

Proposal 18. Embankment Road.**Commercial Improvement Area.**

The Embankment Road shopping centre is proposed as a Commercial Improvement Area.

*Proposals Map
No.41*

*Appendix 1
(Proposed SPG)*

Reasons for the Proposal.

The need to upgrade the existing shopping centre was identified by local residents in the Community Planning Study process. The proposal seeks to improve the viability and attractiveness of the shopping area, in the context of the wider East End regeneration initiative. The project will target shop front improvements in particular but subject to funding will also consider how the general environment can be improved.

Objectives 1,2,5

Issues raised through the Community Planning Study process identified in respect of the shopping centre include the need for footpath widening, improved pedestrian crossing facilities along Embankment Road, traffic calming and parking for the shops commensurate with the role of the strategic transport corridor. These and other issues will be considered as part of the Regeneration Strategy for the Renewal Area.

Proposal 19. Land at Shepherd's Wharf / Rowe warehouse site, Sutton Road. Mixed use.

Land at Shepherds Wharf and the former Rowes warehouse site is allocated for mixed use development involving including residential (approximately 50 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Hotel.
- b. Leisure.
- c. Marine, leisure or tourism related retail.
- d. Food and drink uses within Use Class A3.

*Proposals Map
No.40*

*Appendix 1
(Proposed SPG)*

- e. Offices within Use Class B1.

Development proposals should make provision for the following:

1. Development of the site in an integrated manner, having regard also to the relationship in visual and functional terms to adjoining sites.
2. Active ground floor uses.
3. Pedestrian environmental improvements to be made along the Sutton Road boundary of the site and within the site itself.
4. Public pedestrian access to and along the waterfront, together with interpretation plaques and / or other appropriate artwork to interpret the heritage trail. There should also be provision for a trail room facility within the site boundary.
5. A contribution towards highway realignment and junction improvements on Sutton Road / Commercial Road.
6. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
7. The archaeological remains of Rattenbury's Great House to be preserved prior to construction and the Tower and Wall to be conserved to ensure the continued public enjoyment of them.
8. Assessment of land contamination and implementation of appropriate mitigation.
9. Contribution to provision of educational infrastructure.
10. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
11. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The site is one of four *Strategic Opportunity Sites* located around Sutton Harbour. It was identified in the Sutton Community Planning Study as an area which is currently poorly utilised. It includes two separate parcels of land - the former Rowes warehouse, and Shepherd Wharf. The proposal doesn't necessarily seek its development as a single phase but does seek an integrated scheme.

The site, which is disused, occupies an important and prominent waterfront location. It is suitable for a mixed use scheme to bring activity and interest to the area. Some or all of the ground floor area should be used to provide services and facilities appropriate to the waterfront location for the benefit of the local population and visitors to the harbour area. The site lies along the route of the Sutton Harbour Heritage Trail and should therefore include an attractive water's edge public footpath. There should also be appropriate interpretation of the historic importance of the area through signage and the provision of trail rooms. The site is of particular archaeological importance and includes the remains of 'Rattenbury's Great House'.

Objectives
1,2,6,9,12,
14

Proposals Map
No.40

Appendix 1
(Proposed SPG)

Proposal 20. Land at Harbour Avenue / east of Sutton Road.

Mixed use.

Land at Harbour Avenue and east of Sutton Road is allocated for mixed use development including residential (approximately 416 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Offices and other employment uses within Use Class B1.
- b. Community uses.
- c. Entertainment, leisure and arts.
- d. Marine, leisure or tourism-related retail.

Development proposals should make provision for the following:

1. Comprehensive restructuring (supported by a overall development strategy) of the land uses, transport infrastructure and environment of the site, to create a quality townscape appropriate to the important historic fabric in the area, with new and enhanced views to important landmarks and the harbour a safe and accessible environment, and positive relationships to adjacent residential communities (including St. John's Bridge Road).
2. Improved accessibility through and to the site by walking, cycling, public transport and private motor vehicle to Sutton Harbour, the City Centre and Cattedown.
3. A mix of housing types and sizes.
4. High quality design and active ground floor uses, particularly along Exeter Street.
5. Public pedestrian access to and along the waterfront, together with interpretation plaques and / or other appropriate artwork to interpret the Sutton Harbour Heritage Trail.
6. A physical corridor between Exeter Street and Sutton Harbour (and the Hoe beyond).
7. Pedestrian environmental improvements in Sutton Road and Exeter Street, and throughout

the site.

8. On-site open space / play facilities.
9. Retention and improvement of St. John's Church on Exeter Street as a landmark feature and community facility.
10. The use of public art as an integral part of the scheme, including contributions towards the creation of the Sutton Harbour Heritage Trail.
11. An appraisal of the archaeological and historic interest of the of the Harbour Avenue part of the site.
12. Assessment of land contamination and implementation of appropriate mitigation.
13. Contribution to provision of alternative employment facilities elsewhere.
14. Contribution to provision of educational infrastructure.
15. In the region of 38-55% of homes provided to be affordable housing, on-site.
16. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. It is a key *gateway* site into the Renewal Area, the Barbican and the City Centre. It is currently occupied by various largely unrelated *ad hoc* commercial uses which detract from the appearance of the area. The proposal requires a comprehensive scheme to restructure the area and create a scheme of quality befitting its strategic location. The proposal doesn't seek its development as a single phase but does seek an integrated scheme for the whole site. Piecemeal development of parts of the site will be resisted.

The Harbour Avenue part of the site fronts Sutton Harbour. Some or all of the ground floor area here should be used to provide services and facilities appropriate to the waterfront location for the benefit of the local population and visitors to the harbour area. This part of the site lies on the route of the proposed Heritage Trail, offers an opportunity to open new vistas along to the Harbour, and is of particular archaeological importance being located within the core historic area.

The proposal provides an opportunity to deliver some needs identified by the local community in the Community Planning Study process, including public open space and traffic calming of Sutton Road.

Objectives
1,2,6,9,12,
14

Proposal 21. Land bounded by Barbican Approach, Gdynia Way and St Johns Road. Mixed use.

Land bounded by Barbican Approach, Gdynia Way and St. Johns Road is allocated for mixed use development. The following uses are acceptable:

- a. Hotel.
- b. Commercial leisure.
- c. Restaurant / pub.
- d. Employment uses.

Development proposals should make provision for the following:

1. Comprehensive development of the site as a whole.
2. A high quality design given the site's gateway location.
3. A contribution towards highway and junction improvements on Barbican Approach, Shapters Road and Gdynia Way.
4. Assessment of land contamination and implementation of appropriate mitigation.

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Appendix I
(proposed SPG)

Reasons for the Proposal.

This site forms an important visual focus on the route to the Barbican and the Coxside areas and part of the site, which is currently being used as a scrap yard and waste ground, was identified in the Sutton Community Planning Study as requiring redevelopment. Piecemeal development of parts of the site will be resisted.

Objectives 1,2,14

Proposal 22. Penrose Yard, Commercial Road, Coxside.

Mixed use.

Land at Penrose Yard, Commercial Road, is allocated for mixed use development including residential (approximately 16 dwellings). The following additional uses are acceptable in a mixed use scheme:

- a. Small scale retail (ground floor only).

Proposals Map
No.41

Appendix I
(proposed SPG)

- b. Employment uses within Use Class B1.

Development proposals should make provision for the following:

1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
2. A high quality development both in its design and materials used to be provided.
3. Active ground floor uses.
4. Pedestrian environment between adjacent car park and Commercial Road to be improved, including the provision of small 'square' facing the Sutton Road / Commercial Road and Barbican Approach / Lockyers Quay junction.
5. A contribution towards the junction improvements of Sutton Road / Commercial Road and Barbican Approach / Lockyers Quay.
6. The use of public art as an integral part of the scheme.
7. Contribution to provision of educational infrastructure.
8. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This is a gateway site and an important visual focus on the route to the Barbican and Coxside. The pedestrian access between Coxside and the Barbican is poor at present, and this site offers the opportunity to improve the visual environment for pedestrian traffic.

Objectives
1,2,6,14

Proposals Map
No.41

Appendix 1
(proposed SPG)

Proposal 23. Land west of Astor Park. **Mixed use.**
Land west of Astor Park is allocated for a mixed use "Community Village". The following uses are acceptable:

- a Community Centre and meeting rooms.
- b Café.
- c Training, business and office uses.
- d Health facilities, including doctors' surgery and Healthy Living Centre.
- e Early learning facilities and crèche.
- f Residential.

Development proposals should make provision for the following:

1. Proposals to form part of an overall comprehensive and integrated scheme for the site as a whole.
2. Safe and attractive pedestrian link to Astor Park.
3. Improved access to the site for pedestrians and cyclists.
4. Environmental improvements and traffic calming in Cattedown Road.
5. Contribution to provision of educational infrastructure in respect of any new homes provided.

Reasons for the Proposal.

The Community Village is a flagship project for the East End Renewal Area and is identified in the Sutton Community Planning Study. It is seen as a beacon for the success of the Renewal Area and the City Council's commitment to its regeneration. Existing community facilities are widely dispersed and inadequate for the needs of local residents. Having a purpose built community centre will enable residents of the area to play a fuller role in their community. Local facilities such as the Nomony Centre (a potential 'Centre of Excellence' for its early learning service), and the Wycliffe GP Surgery have outgrown their existing premises, preventing them from offering the range and quality of services to the community that they may otherwise do. It is considered that by bringing these community facilities together on one site, economies of scale can be created to ensure that the residents of the area benefit from the best and most cost effective community facilities.

Objectives 1,7,14

Proposal 24. Tothill Sidings. **Transport / coach parking.**
Land at Tothill Sidings is allocated for coach parking. Development proposals should make provision for the following:

1. Safeguarding of the potential use of part of the site for Light Rapid Transit.
2. A cycleway to link with proposed cycle route from the east to Ebrington Street and Exeter Street.

Proposals Map
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Appendix 1
(proposed SPG)

Reasons for the Proposal.

The proposal relates to a former goods yard and railway sidings. It is situated in a cutting and has a single vehicular access, through the retail warehouse park on Exeter Street. It is very well located in respect of the City Centre and thus presents an opportunity for coach parking to support Plymouth's tourism industry and facilitate the redevelopment of Bretonside (Proposal 6).

The site is located on a proposed link in the City Cycle Network (Proposal 120) and a potential Light Rapid Transit use. The completion of the strategic cycle network and the development of cycle routes into the City Centre was supported in the Community Planning Study process.

*Objective 1***Proposal 25. Land at Brentor Road.****Residential.**

Land at the M. Thomas site, Brentor Road is allocated for residential development (approximately 60 dwellings). Development proposals should make provision for the following:

1. A mix of housing types and sizes
2. On-site open space and play facilities.
3. Assessment of land contamination and implementation of appropriate mitigation.
4. A cycleway and footpath link.
5. Safeguarding of land for the proposed Light Rapid Transit route.
6. Contribution to provision of alternative employment facilities elsewhere.
7. Contribution to provision of educational infrastructure.
8. In the region of 38-55% of homes provided to be affordable housing, on-site.
9. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.34**Appendix 1 (proposed SPG)***Reasons for the Proposal.**

This site is located within a dense residential area and is currently used for industrial storage purposes with planning consent for the storage of hazardous substances. The current use of the site is resulting in a serious loss of residential amenity and conflicts with the residential use of the area. Local residents have expressed concerns about the intrusive nature of heavy lorry movements to and from the site through the adjoining residential area. The previous use of the site as operational railway land is likely to have led to on site contamination. The redevelopment of this site will clean-up the contamination, bring to an end a non-conforming use in a densely-populated residential area and provide new homes and an extension to a public cycle way as part of the strategy for the East End Renewal Area

*Objectives 1,6,14***Proposal 26. Land rear of Stenlake Terrace.****Residential.**

Land the rear of Stenlake Terrace is allocated for residential development (approximately 12 dwellings). Development proposals should make provision for the following:

1. Extension of the gardens of adjacent homes.
2. A link to the adjacent cycleway and footpath.
3. On-site public open space.
4. Contribution to provision of educational infrastructure in respect of any new homes provided.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.34**Appendix 1 (proposed SPG)***Reasons for the Proposal.**

This former railway land is currently vacant and considered suitable for housing. The site is highly restricted in nature and within a densely built up area. Development should contribute to improving the environment in this location through provision of some quality open space as well as extending the gardens of the homes that back on to the site. The Community Planning Study process highlighted this as an important issue for the site.

*Objectives 1,6,14***Proposal 27. Land at Cattedown Road.****Residential.**

Land at Cattedown Road is allocated for residential development (approximately 45 dwellings). Development proposals should make provision for the following:

1. Assessment of land contamination and implementation of appropriate mitigation.
2. On-site open space / play facilities, and a contribution to open space provision elsewhere.
3. Environmental improvements and traffic calming in Cattedown Road.
4. Contribution to provision of educational infrastructure in respect of any new homes provided.
5. In the region of 38-55% of homes provided to be affordable housing, on-site.
6. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.41**Appendix 1 (proposed SPG)*

Objectives 1,6,14

Reasons for the Proposal.

This site is located within a dense residential area and its current use is resulting in a serious loss of residential amenity and conflict with the residential use of the area, an issue which was identified in the Sutton Community Planning Study. The redevelopment of this site will bring to an end a non-conforming use in a densely-populated residential area and provide new homes as part of the strategy for the East End Renewal Area. It will also serve to increase the amount and quality of open space in this part of the East End, a significant local aspiration identified through the Community Planning Study and East End Renewal Area consultation processes.

Proposal Map No.41

Appendix 1 (proposed SPG)

Proposal 28. Western Power, Elliot Road.

Residential.

Land at Western Power, Elliot Road, is allocated for residential development (approximately 110 dwellings). Development proposals should make provision for the following:

1. A mix of housing types and sizes
2. A high quality of urban design which integrates the scheme with the adjacent residential community.
3. On-site open space and play facilities.
4. Environmental improvements and traffic calming in Elliot Road.
5. Contribution to provision of alternative employment facilities elsewhere.
6. Contribution to provision of educational infrastructure in respect of any new homes provided.
7. Contributions towards environmental improvements to the East End Renewal Area.
8. In the region of 38-55% of homes provided to be affordable housing, on-site.
9. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives 1,6,14

Reasons for the Proposal.

The site is located in a dense residential area and its current use is resulting in a loss of residential amenity. Development of the site would make provision for open space and play facilities, which would also be of benefit to the wider area. The commercial use of the site in the past may have lead to on site contamination. The redevelopment of site will result in less traffic movements and provide new homes and open space as part of the strategy for the East End Renewal Area.

Proposals Map No.40

Appendix 1 (proposed SPG)

Proposal 29. Land at Teats Hill.

Residential.

Land at Teats Hill is allocated for residential development (approximately 37 dwellings). Development proposals should make provision for the following:

1. Assessment of land contamination and implementation of appropriate mitigation.
2. Archaeological assessment, and mitigation if necessary.
3. On-site public open space and some allotments, and a contribution for off-site play facility improvements.
4. Contribution to provision of educational infrastructure in respect of any new homes provided.
5. In the region of 38-55% of homes provided to be affordable housing, off-site.
6. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives 1,6

Reasons for the Proposal.

The site's current use is private allotments and commercial warehouse / distribution yard. The area around the site contains mixed uses and the site is closely related to the historic and tourism core of the Barbican and Sutton Harbour. Planning permission has been granted for a first phase of residential development, including provision of public open space and retention of some allotments. The redevelopment of this site will be expected to make a significant contribution towards the regeneration of the both the East End Renewal area and the Barbican / Sutton Harbour area, displaying a high quality of urban and architectural design commensurate with the high profile location of the site and its setting.

The Community Planning Study for Sutton Ward revealed that there was concern amongst the community about the potential loss of the allotment facilities to residential development. There are however considered to be overriding regeneration benefits from the proposal. To mitigate the loss of allotments an area of public open space should be provided on the former allotments which will allow for greater public use than at present and a few allotment plots will be sought to be retained.

Proposal 30. Land at Commercial Road, Coxside.**Residential.**

Existing properties on the west side of Commercial Road are allocated for redevelopment primarily for residential purposes (approximately 70 dwellings, net gain of 30 dwellings). Development proposals should make provision for the following:

1. A mix of housing types and sizes
2. A high quality of urban design which integrates the scheme with the regeneration aspirations for the area.
3. On-site open space and a play area.
4. Contribution to provision of educational infrastructure in respect of any new homes provided.
5. In the region of 38-55% of homes provided to be affordable housing, on-site.
6. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The existing terrace of properties is primarily residential, but with occasional commercial uses. There is however a mixture of residential and commercial properties in this general area. A property condition survey has revealed that a number of the properties are in poor condition, and that this offers the opportunity for a comprehensive redevelopment which will bring about townscape improvements. In the formulation of a scheme for the development, account should be taken of other redevelopment opportunities in the area.

Proposal 31. Prince Rock Primary School.**Community / community business use.**

The third floor of Prince Rock Primary School is allocated for community / community business use that is compatible with the educational use of the school. Development proposals should make provision for an independent access to the third floor which is accessible to people with mobility problems and sensory impairment.

Reasons for the Proposal.

The third floor of Prince Rock Primary School lies empty and is no longer required for educational purposes. This site is considered to be suitable for community uses particularly serving the local residential areas of the East End Renewal Area and neighbouring populations but could also support uses and activities of benefit to wider Plymouth and the region. Appropriate community uses might include the provision of facilities and activities aimed at building the capacity of the local community and enabling the development of new skills and awareness to enrich the lives and improve the well-being of local people. Business uses related to or in association with the provision of new community facilities will also be considered. Improved access to the third floor will be necessary through agreement with the primary school.

Proposal 32. Land at Clovelly Road / Cattedown Road.**Community garden.**

Land at Clovelly Road / Cattedown Road is allocated for use as a community garden.

Reasons for the Proposal.

The Greenscape Assessment for the Plymouth recommends that within the residential core of the Renewal Area, existing open space should be protected and enhanced and that opportunities for further green space provision should be explored. The majority of the East End's dwellings are Victorian and of high density, offering little or no private green space. Existing open space is limited to small areas of recreation grounds and parks (Astor Park, Radford Park and Coxside play area).

The Sutton Community Planning Study identified this site for community use and local residents and business were formally consulted in September 2000 about the proposal for the community garden and 93% of residents and 82% of businesses expressing a view, were in favour.

Millbay and Stonehouse.**Proposal 33. Millbay Docks.****Ferry Port.**

Land at Millbay Docks adjacent to the ferry port is allocated for the improvement of port and passenger facilities. Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme for the area.
2. A high quality design given the site's gateway and waterfront location.
3. The comprehensive improvement of the existing infilled area in the Inner Basin and South

*Proposals Map No.41**Appendix I (proposed SPG)**Objectives 1,6,14**Proposals Map No.41**Appendix I (proposed SPG)**Objectives 1,7,14**Proposals Map No.41**Appendix I (proposed SPG)**Objectives 1,14**Proposals Map No.39**Appendix I (existing and proposed SPG)*

- Quay and the boundary embankment to Millbay Road.
4. An appropriate vehicular, pedestrian and cycle access from Millbay Road, demonstrating also that a suitable link to the City Centre can be achieved.
 5. A dedicated public access to and along the waterfront, and a link to the Waterfront Walkway.
 6. The use of public art as an integral part of the scheme.
 7. An appraisal of the archaeological and historic interest of the site.

Objectives
1,2,3,9,12

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. It is also a *gateway* to the city. The continuing viability and improvement of port facilities are essential for the economic well-being and status of the city and the region. This proposal is intended to support the development needs of the remaining port area, in particular the development of passenger and cruise traffic.

The City Council together with the South West of England Regional Development Agency and Maritime Plymouth commissioned a Plymouth Marine Sector Development Study to advise on the future of Millbay and other port facilities in the city. The Strategy concluded that the main potential for growth was expansion of the cruise market. Alongside the maintenance of the existing ferry operation, provision can be made within the existing operational area of Millbay for improved landing facilities, or, ultimately, the dredging of a new ship berth and the development of a cruise terminal. This will need to be carefully designed in terms of townscape and traffic impact.

Included within the site boundary is the Millbay Grain Silo. The City Council would welcome the inclusion in development proposals of the environmental improvement and better use of this building, including its sensitive and innovative reuse or redevelopment.

The site is of significant historic interest in respect of the surviving elements of historic docks complex.

Proposals Map
No.39

Appendix 1
(existing and
proposed SPG)

Proposal 34. Millbay Eastern Dock.

Mixed use.

Land at Eastern Dock is allocated for mixed use development including residential development (approximately 180 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Offices and other employment uses within Use Class B1.
- b. Leisure, entertainment and tourism where compatible with a residential area
- c. Marine, leisure or tourism related retail, and small scale retail to meet local needs.

Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme (supported by a development strategy) for the site which is acceptable in environmental terms and which includes provision for marine employment use.
2. The extent of marine employment use provided in the development to be determined having regard to an assessment of current and future commercial port and other marine sector needs.
3. A high quality design given the site's gateway and waterfront location.
4. Retail units to be designed to be integrated in the mixed use development, rather than separated from other uses, and should not involve free standing units.
5. Retention of significant useable water space in both the inner basin and outer basin.
6. The comprehensive improvement of the existing infilled area in the Inner Basin and South Quay.
7. An appropriate vehicular, pedestrian and cycle access from Millbay Road, demonstrating also that a suitable link to the City Centre can be achieved.
8. Dedicated public access to and along the entire waterfront, accept where this conflicts with operational requirements, and provision of public recreation areas and a link to the Waterfront Walkway.
9. Links to a potential water transport service along Plymouth's waterfront, including provision of landing facilities as necessary.
10. The use of public art as an integral part of the scheme.
11. Retention of the historic quay and associated structures.
12. An appraisal of the archaeological and historic interest of the site.
13. Assessment of land contamination and implementation of appropriate mitigation.

14. In the region of 38-55% of homes provided to be affordable housing, on-site.
15. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. This underused site is in a prominent waterfront location by the Ferry Port. It presents a unique opportunity for a mixed use development that will create a new urban quarter and provide a new destination in the city. In addition, parts of the Inner Basin and Outer Basin adjoining East Quay have previously been proposed by the Port Authority for infilling.

The character of this area should be one of attracting waterfront activity, new businesses and high quality housing. This will complement in land use terms the regeneration of Stonehouse, improvements to the City Centre, and leisure developments on the Hoe. Of prime concern to the City Council is the need for a quality development and in this context there will be some flexibility in determining the eventual number of homes to be provided.

The St Peter's Community Planning Study suggested that there is a need to improve and develop this land for housing and employment uses.

An up to date assessment of port and marine sector needs will be required at the time of submission of any planning application. This is to ensure that maritime sector requirements are not sterilised or constrained and that suitable waterfront sites are not lost where no alternatives exist.

The site is of significant historic interest in respect of the surviving elements of historic docks complex.

Objectives

1,2,6,8,9,
12,14

Proposal 35. Millbay Road, between Hobart Street and Martin Street.

Mixed use.

Land at the Millbay Road site between Hobart Street and Martin Street is allocated for mixed use development. The following uses are acceptable:

- a. Residential.
- b. Offices and other employment uses within Use Class B1.
- c. Leisure, entertainment and tourism.

Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme for the site.
2. Active ground floor frontage.
3. High quality edge treatment in particular to Millbay Road including enhanced paving, boundary walls and street tree planting.
4. A wide landscaped pedestrian route along existing Phoenix Street and public recreation areas.
5. Improved pedestrian and cyclist links to Union Street and the City Centre.
6. Contribution to traffic calming measures along Millbay Road and adjacent streets.
7. In the region of 38-55% of any homes provided to be affordable housing, on- or off-site.
8. In the region of 20% of any homes provided to be to Lifetimes Homes standard.

Proposals Map
No.39

Appendix 1
(existing and
proposed SPG)

Reasons for the Proposal.

This under-utilised site offers a significant mixed use development opportunity close to the City Centre and Eastern Dock referred to above. The character of this area should be one of attracting day-time activity, new businesses and high quality housing.

The St Peter's Community Planning Study suggested that there is a need to improve and develop this land for housing and employment uses.

Objectives 1,2,14

Proposal 36. Former Millbay Laundry site / Battery Street flats.

Mixed use.

Land at the former Millbay Laundry site and Battery Street flats is allocated for mixed use development including residential development (approximately 80 dwellings) and

- a. Offices and other employment uses within Use Class B1.
- b. Community uses.

Proposals Map
No.39

Appendix 1
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proposed SPG)

Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme for the site.
2. Create active ground floor frontage.
3. High quality edge treatment in particular to Millbay Road including enhanced paving, boundary walls and street tree planting.
4. Take full account of the waterfront location.
5. A public recreation area.
6. Contribution to traffic calming measures at Millbay Road and George Place.
7. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
8. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This vacant site offers a significant mixed use development opportunity. The character of this area should be one of attracting day-time activity, new businesses and high quality housing.

The St. Peter's Community Planning Study suggested that there is a need to improve and develop this land for housing and employment uses.

Objectives
1,2,6,14

Proposals Map
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Appendix I
(existing and
proposed SPG)

Proposal 37. Millbay Road, between Martin Street and Bath Street. **Mixed use.**

Land at Millbay Road between Martin Street and Bath Street is allocated for mixed use development. The following uses are acceptable:

- a. Employment uses within Use Class B1.
- b. Leisure, entertainment and tourism.

Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme for the site.
2. Active ground floor frontage.
3. High quality edge treatment in particular to Millbay Road and Martin Street including enhanced paving, boundary walls and street tree planting.
4. Contribution to traffic calming measures at Millbay Road, Martin Street and Bath Street.
5. Development of new night club uses only if it can clearly be demonstrated that there has been a permanent decrease in similar floor area in Union Street.

Reasons for the Proposal.

This site is currently developed and in active mixed use, but should redevelopment opportunities arise the City Council considers it offers an appropriate location for commercial entertainment and leisure use. It is easily accessible by public transport, close to the City Centre and entertainment area of Union Street and the Pavilions.

Night club uses are defined as those premises offering Use Class A3 and D2 uses regularly after 11 p.m. The concentration of night clubs in Union Street has been creating a number of problems.

Objectives 1,2,14

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Appendix I
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proposed SPG)

Proposal 38. Durnford Street / Millbay Road / Emma Place. **Residential.**

Land east of Durnford Street between Millbay Road and Emma Place is allocated for residential development (approximately 30 dwellings).

Development proposals should make provision for the following:

1. Respect for the character and appearance of the Emma Place / Millbay Road Conservation Area.
2. High quality edge treatment in particular to Durnford Street, Emma Place and Millbay Road, including enhanced paving, boundary walls and street tree planting.
3. In the region of 38-55% of homes provided to be affordable housing, off-site.
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This area is currently developed and in active use, but redevelopment opportunities may arise which will be of benefit to the wider area. The existing car showrooms on Durnford Street and industrial building at 1 Caroline Place detract from the architectural quality of the area. The introduction of residential uses is proposed as part of the City Council's strategy to regenerate Millbay and transform its character. The proposal will help produce a safer environment and

Objectives
1,2,6,12,14

pedestrian friendly link between Durnford Street and the City Centre. The character of this area should be one of attracting day-time activity and high quality housing.

Proposal 39. Royal William Yard.

Mixed use.

Land at Royal William Yard is allocated for mixed use development including residential development (approximately 200 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Offices, craft workshops and other employment uses within Use Class B1.
- b. Leisure, entertainment and tourism where compatible with a residential area.
- c. Marine, leisure or tourism related retail, and small scale retail to meet local needs.
- d. Community uses.
- e. Hotel.

Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme for the site which is acceptable in environmental terms.
2. Comprehensive and quality public realm improvements.
3. Respect the architectural and historic character of the Yard.
4. Appropriate on- or off-site parking and access facilities and transport arrangements, within the context of a transport and parking solution for the entire site.
5. Integration of the Yard into the wider community of the Stonehouse Peninsula through provision of extensive public areas with public access to open spaces and waterfront, and provision of uses which enhance the general range of facilities available within the neighbourhood.
6. Public access to the waterfront, including a link to Devil's Point.
7. Links to a potential water transport service along Plymouth's waterfront, including provision of landing facilities as necessary.
8. The use of public art as an integral part of the scheme.
9. Assessment of land contamination and implementation of appropriate mitigation.
10. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. The Royal William Yard was designed in the 1830s by Sir John Rennie as the centre for food manufacturing and supplies for the Royal Navy. It includes perhaps the finest collection of Ancient Monuments, Listed Buildings and urban spaces in the region, enjoying a spectacular setting. Great sensitivity is required in any proposals for future use. An extensive repair programme has been carried out by the former Plymouth Development Corporation (PDC) and, more recently, the South West of England Regional Development Agency.

Taking into account the architectural character of the complex, the City Council considers that the Yard offers a great opportunity to provide new housing and business space, together with other suitable mixed uses such as leisure and tourist attractions, a hotel, small scale retail, restaurants and licensed premises. Such proposals need to be weighed carefully with the conservation implications. In relation to new housing at the Yard provision above or below 200 dwellings may be acceptable in the context of securing the sustainable re-use and regeneration of the yard as a whole.

Any development of the site should allow and encourage public access to this unique environment and enable the waterfront views to be enjoyed.

The St Peter's Community Planning Study identified a desire for water transport facilities at the Yard and for improved community facilities and play space in the Peninsula area. Developers should demonstrate that the needs of the local community have been taken into account in any proposals.

Access to the Yard is potentially a problem, as it involves traffic passing through the Stonehouse Peninsula residential area (and Conservation Area) of Durnford Street and Cremyll Street, and there is limited space for parking within the Yard. In the light of possible proposals for major leisure and retail uses, the PDC implemented a one way system and traffic calming measures through

*Proposals Map
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*Appendix I
(existing SPG)*

*Objectives
1,2,6,8,12,
14*

the Peninsula, provided a bus terminus in Royal William Square, and obtained planning permission for a park and ride car park at Stonehouse Creek. However, the future uses of the Yard are now more likely to generate far fewer visitor trips than previously envisaged. An evaluation of traffic and parking will need to be made at the time of any planning application.

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Appendix 1
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proposed SPG)

Proposal 40. T.A.V.R Centre Walker Terrace / West Hoe Road. Residential.
Land at the former T.A.V.R. Centre, Walker Terrace is allocated for residential development (approximately 34 dwellings). Development proposals should make provision for the following:

1. Take full account of the architectural character of West Hoe.
2. Involve high quality edge treatment in particular to Walker Terrace including enhanced paving, boundary walls and street tree planting.
3. Provide for an agreed landscape improvement to the existing open space along Prospect Place and West Hoe Road.
4. Retains the existing recreation ground in recreation use and provides for enhanced public access to the facilities.
5. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives
1,2,6,12,14

Reasons for the Proposal.

This site is known to be surplus to Defence Estate requirements. Being located in a predominantly residential area it lends itself to residential use. The character of the area presents a design opportunity and a high quality, higher density development should be achieved. The recreation ground is to be retained. The opportunity exists to enhance the landscape of this locally important green space including improving public access to the facilities and contribute to the overall regeneration of the area.

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Appendix 1
(existing and
proposed SPG)

Objectives
1,2,6,12,14

Proposal 41. Pier Street Car Park. Residential.
Pier Street car park is allocated for residential development (approximately 12 dwellings). In the region of 20% of homes provided should be to Lifetimes Homes standard.

Reasons for the Proposal.

This relatively underused car park offers redevelopment opportunities within the established residential area. The site is close to the city centre and local amenities including shops, parks and a local primary school.

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Appendix 1
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proposed SPG)

Objectives 1,6,14

Proposal 42. Land at Arundel Crescent. Residential.
Land at Arundel Crescent is allocated for residential development (approximately 17 dwellings). In the region of 20% of homes provided should be to Lifetimes Homes standard.

Reasons for the Proposal.

This site was previously developed for housing, but was cleared following damage during the war. It represents an opportunity for infill development, reflecting the form of development of the existing terrace.

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Appendix 1
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proposed SPG)

Objectives
1,2,7,12

Proposal 43. New Palace Theatre. Leisure and the arts.
The New Palace Theatre is allocated for leisure, entertainment and arts use. Land to the south of the theatre will be reserved for theatre use. Development proposals should make provision for the following:

1. Alterations to be of a high quality, appropriate to the special architectural and historic character of the building.
2. Take account of the need to improve the southern elevation of the building and its relationship to the adjoining area.

Reasons for the Proposal.

The New Palace Theatre is a Grade II* listed building in a poor state of repair, yet preserving many original external and internal features. The building is a landmark in Union Street and is currently being used as a night club and pub. Proposals have been put forward for a multi-purpose media centre that would have incorporated entertainment, community facilities and a training resource. The City Council supports the use of the building as a community resource or similar activity. It is important that any changes take account of and enhance the conservation value of the building.

Land to the south of the building is in use for temporary parking but could be of benefit to the theatre in any refurbishment or future use.

Proposal 44. Land at Union Street.

New Conservation Area.

A new Conservation Area will be designated at Union Street.

*Proposals Map
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Reasons for the Proposal.

Union Street forms the physical link between the “three towns” of Plymouth, Stonehouse and Devonport. As such it represents a pioneering piece of town planning for 1820, challenging the topographical characteristics of the land and gracing the thoroughfare with a quality of townscape equal to any classical town or city. The range of original building types that remain are few but their special architectural and historic interest are worthy of protection and recognition through Conservation Area designation.

*Appendix 1
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proposed SPG)*

Objectives 1,2,12

Devonport.

Proposal 45. South Yard Heritage Area.

Heritage based regeneration.

Land at South Yard “heritage quarter” is allocated for tourism and heritage development, including Naval museum / visitor centre. Employment, training and community uses are also acceptable as part of a mixed use scheme. Development proposals should make provision for the following:

1. Development to take place within the context of a comprehensive Conservation Plan for South Yard.
2. Preservation and enhancement of key historic buildings.
3. Public access to the historic naval areas including, if possible in the context of security issues, water taxi facilities.
4. Local employment cultural and training opportunities.
5. On or off site of suitable coach parking facilities.
6. Assessment of land contamination and implementation of appropriate mitigation.

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Reasons for the Proposal.

The South Yard of Devonport Dockyard contains a number of significant historic buildings, the future of which, if released by the Ministry of Defence, could be secured through appropriate visitor / tourism uses. There is a shortage of suitable employment land within the Urban Village Project area, and it is important that any such sites are fully utilised if one of the key aims of the Urban Village to promote local employment and training is to be realised.

*Objectives
1,2,12,14*

South Yard contains the earliest part of the Dockyard, developed from 1690, and includes a wealth of built and buried remains that reflect the history of the Dockyard over three centuries. Particularly important remains include the north end of the Officers' Terrace, 1692-6, the oldest surviving buildings in any Royal dockyard; No.1 Slip situated at the very southern end of the South Yard, the oldest surviving covered slip in any Royal dockyard, dating to 1774-5; and a fine range of buildings used in rope making, including the yarn Spinning House, originally built in 1771, and originally 1200 feet long. The South Yard, like much of the rest of the historic dockyard, contains many other buildings and structures which are of the greatest significance in the history of technology and industrial development.

Proposal 46. South Yard / Granby Way.

Mixed use.

Land at South Yard / Granby Way is allocated for mixed use development including food retail use. The following additional uses are acceptable as part of a mixed use development:

- a. Employment and training uses.
- b. Community uses.
- c. Residential.

Development proposals should make provision for the following:

1. The retail component of the scheme to be of an appropriate scale and function, sufficient to achieve urban regeneration objectives, reduce social exclusion and secure qualitative improvements in shopping provision in Devonport,
2. Development to take place within the context of a comprehensive Conservation Plan for South Yard.
3. A high quality of design given the site's prominent position within the Devonport Urban Village.

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4. Safe and attractive pedestrian linkages between the new store and the existing Marlborough Street shopping centre.
5. Environmental improvements to Granby Green.
6. Assessment of land contamination and implementation of appropriate mitigation.
7. In the region of 20% of any homes provided to be to Lifetimes Homes standard.

Objectives
1,2,5,12,14

Reasons for the Proposal.

Following an assessment of the need for new retail development in Plymouth, Granby Way along with other sites was identified as being appropriate, to meet recognised deficiencies in the area, and having regard to the sequential approach to site selection. The new development is also intended to achieve the upgrading of the existing Marlborough Street local shopping centre, to enhance its function to that of a district centre.

A mixed use scheme including uses additional to retail is required to ensure that the development meets wider Devonport objectives, including creation of employment opportunities and promoting a high standard of urban design.

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Appendix 1
(existing and proposed SPG)

Proposal 47. South Yard / Chapel Street / Duke Street.

Mixed use.

Land at South Yard "storage enclave" is allocated for mixed use development, including employment uses within Use Class B1, B2, B8. The following additional uses are acceptable:

- a. Community uses.
- b. Residential.

Development proposals should make provision for the following:

1. Consideration of the area in an integrated way.
2. Development to take place within the context of a comprehensive Conservation Plan for South Yard.
3. Active ground floor frontage facing Chapel Street and Duke Street.
4. Assessment of land contamination and implementation of appropriate mitigation.
5. In the region of 20% of any homes provided to be to Lifetimes Homes standard.

Objectives
1,2,4,7,12
14

Reasons for the Proposal.

There is a shortage of suitable employment land within the Urban Village Project area, and it is important that any such sites are fully utilised if one of the key aims of the Urban Village to promote local employment and training is to be realised. Residential and other suitable uses as identified in , association with employment uses will be considered on their merits. The implementation of this policy will be dependant on the release of this area by the Ministry of Defence.

Proposal Map
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Proposal 48. Pottery Quay.

Mixed use.

Land at Pottery Quay is allocated for mixed use development including residential (approximately 200 dwellings, net gain of 88) and employment uses within Use Class B1. The following additional uses are acceptable as part of a mixed use scheme:

- a. Community uses.
- b. Health related uses.
- c. Small scale retail.

Development proposals should make provision for the following:

1. A mix of housing types and sizes.
2. On-site open space and play facilities.
3. Waterfront access and environmental improvements.
4. Public art as an integral part of the development.
5. In the region of 38-55% of homes provided to be affordable housing, on-site.
6. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Proposals Map
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Appendix 1
(existing and proposed SPG)

Proposal 49. Granby Green / Park Avenue / St. Aubyns Road.

Mixed use.

Land at Granby Green / Park Avenue / St. Aubyns Road is allocated for redevelopment of existing housing for mixed use development including residential (approximately 50 dwellings, net loss of 30 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Employment uses within Use Class B1.

b. Community uses.

Development proposals should make provision for the following:

1. A mix of housing types and sizes.
2. Public art as an integral part of the development.
3. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
4. In the region of 38-55% of homes provided to be affordable housing, on-site.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for Proposals 48 & 49.

The sites are currently developed for housing and, in respect of Pottery Quay, commercial purposes. Redevelopment is proposed to improve the mix of uses and mix of house types / sizes within Devonport. The proposals will also support other regeneration objectives including improvements to: the quality of housing, employment opportunities, and the urban environment (including implementation of a public art strategy for Devonport).

Objectives
1,2,4,6,14

Proposal 50. MoD Mount Wise.**Mixed use.**

Land at MoD Mount Wise is allocated for mixed use development, including residential use (approximately 50 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Offices.
- b. Non-residential institutional uses including health and educational facilities and other Use Class D1 purposes.
- c. Sporting facilities.
- d. Hotel.

Development proposals should make provision for the following:

1. Development to form part of an overall comprehensive and integrated scheme for the site which is acceptable in environmental terms.
2. Development to take place within the context of a comprehensive Conservation Plan for the site.
3. A high quality of design commensurate with this site of national military archaeological significance.
4. Historical interpretation boards.
5. Pedestrian and cycleway links to Mount Wise Park and Richmond Walk.
6. Safeguarding and enhancement of heritage and environmental assets on and adjoining the site including the archaeological features, listed buildings, Mount Wise SSSI and the land's parkland setting.
7. Retention and enhancement of the cricket pitch, tennis courts and associated facilities.
8. Assessment of land contamination and implementation of appropriate mitigation.
9. On-site open space / play facilities.
10. In the region of 38% of homes provided to be affordable housing, off-site.
11. In the region of 20% of homes to be to Lifetime Homes standard.

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Reasons for the Proposal.

The site is of national archaeological importance owing to its military history resulting from its prominent and strategic position guarding the Hamoaze and Dockyard. It formed part of the garrison and barracks and contains extensive remains of over 350 years of civilian and military use. It is still controlled by the MoD. There are several archaeological features within and adjoining the site. The Redoubt is on the highest point west of the site. The major ones within the site comprise parts of the eighteenth century Dock Lines which formed the Dockyard's defences, the remains of batteries, and the Georgian Admiralty House built as the Governor's house that is one of the finest government buildings in the area. There is also a warren of underground tunnels and shelters constructed during World War II. The site contains many mature trees mainly on the boundaries, and with the nineteenth century cricket ground, it has a spacious and parkland character. Its openness is important strategically as it forms the southern part of two open corridors that run northwards through The Brickfields to Devonport Park and north eastwards through open land, school playing fields onto Victoria Park.

Objectives
1,6,7,12,14

MoD intends to dispose of the land in a phased programme. It is essential that the site is developed in a coherent and sensitive way to respect its special character. The uses for the listed buildings should be considered carefully to ensure that they could be accommodated without harming the character of the buildings. The cricket ground is of a such a high standard that the County Cricket Club play there and should be retained as a valuable sporting resource. The proposed uses should enable the land and buildings to be developed in an appropriate and limited manner in accordance with the site's strict constraints.

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proposed SPG)

Proposal 51. Picquet Barracks. **Residential or mixed use.**
Land at Picquet Barracks is allocated for residential or mixed use development including residential (approximately 10 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- Employment uses within Use Class B1.
- Training uses.
- Community uses.

Development proposals should make provision for the following:

- A mix of housing types and sizes.
- Public art as an integral part of the development.
- In the region of 20% of homes provided to be to Lifetimes Homes standard.

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Appendix 1
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Proposal 52. Duke Street. **Residential.**
Land at Duke Street is allocated for predominantly residential development (approximately 14 dwellings). Development proposals should make provision for the following:

- A mix of housing types and sizes.
- Public art as an integral part of the development.
- In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives 1,6,14

Reasons for Proposals 51 & 52.
The sites offer the opportunity for increasing the available range of accommodation and achieving urban regeneration in support of wider objectives for Devonport.

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Proposal 53. James Street / Bennett Street / Mount Street. **Residential.**
Land at James Street / Bennett Street / Mount Street is allocated for redevelopment of existing housing for primarily residential purposes (approximately 73 dwellings, net loss of 35 dwellings). Development proposals should make provision for the following:

- A mix of housing types and sizes.
- Public art as an integral part of the development.
- On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
- In the region of 38-55% of homes provided to be affordable housing, on-site.
- In the region of 20% of homes provided to be to Lifetimes Homes standard.

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Proposal 54. Mount Street (1a-8d) and Ker Street (1-221). **Residential or mixed use.**
Land at 1a-8d Mount Street and 1-221 Ker Street is allocated for redevelopment of existing housing for primarily residential or mixed use development including residential (approximately 80 dwellings, net loss of 50 dwellings). The following uses additional are acceptable as part of a mixed use scheme:

- Employment uses within Use Class B1.
- Community uses.

Development proposals should make provision for the following:

- A mix of housing types and sizes.
- Public art as an integral part of the development.
- On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
- In the region of 38-55% of homes provided to be affordable housing, on-site.
- In the region of 20% of homes provided to be to Lifetimes Homes standard.

Proposal 55. Ker Street (2-98) and Monument Street (1-69). **Residential.**
 Land at 2-98 Ker Street and 1-69 Monument Street is allocated for redevelopment of existing housing for primarily residential purposes (approximately 50 dwellings, net loss of 34 dwellings). Development proposals should make provision for the following:

1. A mix of housing types and sizes.
2. Public art as an integral part of the development.
3. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
4. In the region of 38-55% of homes provided to be affordable housing, on-site.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

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Proposal 56. Duke Street (49-83). **Residential.**
 Land at Duke Street is allocated for redevelopment of existing housing for primarily residential purposes (approximately 12 dwellings, net loss of 6 dwellings). Development proposals should make provision for the following:

1. A mix of housing types and sizes.
2. Public art as an integral part of the development.
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.

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Proposal 57. Duke Street / Curtis Street. **Residential.**
 Land at Duke Street / Curtis Street is allocated for redevelopment of existing housing for primarily residential purposes (approximately 12 dwellings, net loss of 8 dwellings). Development proposals should make provision for the following:

1. A mix of housing types and sizes.
2. Public art as an integral part of the development.
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.

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Reasons for Proposals 53-57.

The above sites represent redevelopment opportunities of existing housing sites. Within Devonport, there is an over reliance on flats, and rented accommodation, especially in the City Council owned sector. There is a corresponding shortage of houses, and private property for rent, and a lack of range of property sizes. A large proportion of the housing stock is suffering from lack of repair, and is energy inefficient. There is also a need for a greater mix of uses to provide a more vibrant environment and employment and neighbourhood facilities.

Objectives 1,6,14

The proposals attempt to redress this imbalance by providing a greater range of property in terms of size, type and tenure and a mix of uses. The proposals represent an overall loss to the dwelling stock. This is necessary to redress the imbalances and to facilitate the regeneration of the area.

Proposal 58. Brickfields. **Sports.**
 Land at the Brickfields is allocated for new and improved facilities for sports participation and spectating. Development proposals should make provision for the following:

1. Where practical, all playing, training and ancillary facilities, including those provided for sport of a regional and national standard to be designed and located to be easily accessible and welcoming to the wider city population.
2. Pedestrian and cycle routes across the site to the surrounding residential communities, and linking to the Torpoint and Cremyll ferries and the strategic cycle network.
3. An archaeological investigation of parts of the site affected by development and mitigation in accordance with a written programme.

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Reasons for the Proposal.

The City Council's Sports Plan 2020 sets out the vision of promoting personal choice and sustained involvement in sport from introductory activity through to higher levels of performance. The Brickfields is one of the few large sporting facilities in Plymouth that has the potential to be enhanced to provide sporting provision for the local area and city as a whole as well as providing opportunities to watch and participate in top level sport. The city's facilities for rugby and athletics are currently poor and it is proposed to use the Brickfields as a focal point for these sports. The City Council is committed to maximising all people's access to sport and it will be necessary to ensure that new facilities at the Brickfields meet the wider communities recreational needs and contribute to the overall value of the Brickfields site for sport and recreation.

Objectives 1,7,12

The Brickfields site includes remains of the historic defences of Devonport known as the 'Lines'. These are of archaeological and historical significance. Developers will be required to undertake a full archaeological appraisal of areas impacted by proposals, and implement an appropriate mitigation programme in response. This may include further archaeological investigation, appropriate design and siting of new development and possibly the retention of historic structures in place.

The need for pedestrian routeways through the site to adjacent residential areas was identified through the Community Planning Study process.

3.2 Other areas.

Budshead.

Proposals Map
No.10

Proposal 59. Whiteleigh Green.	Food store.
Land at Whiteleigh Green is allocated for a food store.	

Appendix 1
(existing SPG)

Reasons for the Proposal.

Following an assessment of the need for new retail development in Plymouth, this site along with other sites was identified as being appropriate, to meet recognised deficiencies in the area, and having regard to the sequential approach to site selection.

Objective 5

Compton.

Proposal Map
No.21

Proposal 60. Lockington Avenue, Hill Lane.	Residential.
Land at Lockington Avenue, Hill Lane, is allocated for residential development (approximately 27 dwellings). Development proposals should make provision for the following:	
1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.	
2. In the region of 38-55% of homes provided to be affordable housing, off-site.	
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.	

Objective 6,14

Reasons for the Proposal.

The site has been identified by the Urban Capacity Study as suitable for housing. The Housing Needs Survey identified a requirement for "executive type" housing for which this site is suitable. There are two existing houses and these could either be retained or redeveloped. The design should be appropriate to and reflect the attractive established residential character of the area. The development should protect the trees worthy of retention, and where possible, retain and enhance the mature vegetation.

Drake.

Proposal Map
No.33

Proposal 61. Royal Eye Infirmary.	Residential.
The Royal Eye Infirmary is allocated for residential use, including potentially student housing (approximately 18 dwellings). Development proposals should make provision for the following:	
1. Sensitive treatment, through conversion of the listed building.	
2. Retention of existing trees on the site.	
3. Contribution to provision of educational infrastructure in respect of any new homes provided.	
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.	

Objectives
6,12,14

Reasons for the Proposal.

It is anticipated that this listed building will no longer be required for its existing use towards the end of the Plan period. Alternative uses will need to be found in order to secure its future. Any development / alterations will have to reflect its setting and listed status.

Proposal Map
No.33

Proposal 62. Land at Alma Road, Pennycomequick.	Residential.
Land at Alma Road, Pennycomequick, is allocated for residential development (approximately 24 dwellings, net gain of 8 dwellings). Development proposals should make provision for the following:	
1. Quality design and landscaping given the site's location on a city approach route.	

2. A contribution to off-site open space / play facilities provision.
3. Safeguarding of land for transport improvements.
4. Contribution to provision of educational infrastructure in respect of any new homes provided.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This previously developed site lies on a busy transport corridor, where a high standard of design will be required. The redevelopment offers the opportunity to develop the site at a higher density, whilst being in scale and character with the surrounding residential development.

*Objectives 2,6,14***Proposal 63. Land at Western Park Road / Home Park Avenue.****Residential.**

Land at Western Park Road / Home Park Avenue, is allocated for residential development (approximately 10 dwellings). Development proposals should make provision for the following:

1. Contribution to provision of educational infrastructure.
2. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.20***Reasons for the Proposal.**

This is a disused industrial building on the south side of Home Park Avenue, in a predominantly residential area. Redevelopment for residential purposes would remove possible detrimental effects on residential amenity from continued commercial activity. Redevelopment could take the form of a continuation of the terrace or as a corner feature which would enhance the urban form.

*Objectives 6,14***Proposal 64. Land at Central Park.****Leisure and Sport.**

Land in the north western area of Central Park is allocated for leisure, entertainment, sports and cultural facilities. Development proposals should make provision for the following within the context of a co-ordinated master plan for the Park:

1. Contribution to the enhancement of sports and recreational provision at Central Park, including the replacement of the Mayflower Centre and improvements to Home Park.
2. Environmental and informal leisure improvements within Central Park as a whole including improved access through the Park.
3. Contribution to a new car park on allotment land adjacent to Peverell Park Corner (Proposal 123), including the rationalisation and improvement of allotment provision.
4. Improved transport links by a range of modes to the City Centre and outlying areas, including safe pedestrian links.

*Proposals Map No.26**Appendix 1 (proposed SPG)***Reasons for the Proposal.**

Central Park is Plymouth's largest park. It is located in an important position close to the City Centre at the heart of densely developed residential areas. The park plays a vital role both to local communities and the city as a whole. However the overall quality of much of its recreational provision does not meet the demands and expectations of modern society. Existing sporting facilities in Central Park serve the whole city and are in need of significant improvements. In addition, a number of green areas of the park are 'tired' and require more robust and higher quality hard and soft landscaping. Development is considered desirable which enhances the Park's status as a destination for sport and leisure and brings forward funding that allows the environment of the Park as a whole to be improved so that it meets future needs.

*Objectives 1,7***Efford.****Proposal 65. Leaves Yard, Windsor Road.****Residential.**

Leaves Yard, Windsor Road, is allocated for residential development (approximately 32 dwellings). Development proposals should make provision for the following:

1. Assessment of land contamination and implementation of appropriate mitigation.
2. Contribution to provision of alternative employment facilities elsewhere.
3. Contribution to provision of educational infrastructure.
4. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.28***Reasons for the Proposal.**

This is an existing commercial site within a predominantly residential area. The access to the site is poor for use by commercial vehicles, and on-site activity is a potential source of disturbance to

Objectives 6,14

adjacent occupiers. Residential development would result in environmental and visual improvements. The use of the site for housing purposes was raised through the Community Planning Study for Efford.

Proposals Map
No.28

Proposal 66. Land at Riga Terrace. *Residential.*
Land at Riga Terrace is allocated for residential development (approximately 12 dwellings). Development proposals should make provision for the following:
1. Contribution to provision of educational infrastructure.
2. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives 6,14

Reasons for the Proposal.
This is an existing scrap yard located at the end of a residential road. This proposal represents an opportunity to remove a non-conforming use, clean up possible contaminated land, to continue the existing pattern of residential development, and to generally improve the amenity of the area.

Eggbuckland.

Proposals Map
No.17

Proposal 67. Land at Hallerton Close. *Residential.*
Land at Hallerton Close is allocated for residential development (approximately 10 dwellings). Development proposals should make provision for the following:
1. Contribution to provision of educational infrastructure.
2. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objective 6

Reasons for the Proposal.
The site comprises an area of open space between existing housing on the west side of Hallerton Close. The site offers the opportunity to continue the street frontage of Hallerton Close.

Estover.

Proposals Map
No.11

Proposal 68. Plymbridge Lane. *Employment.*
Land at Plymbridge Lane is allocated for employment use.

Proposals Map
No.11

Proposal 69. Looseleigh. *Employment.*
Land at Looseleigh is allocated for employment use.

Objective 4

Reasons for Proposals 68 & 69.
The City Council is required to provide about 90 hectares of employment land to satisfy Structure Plan requirements, in the period 1995-2011. These sites, of 1.2 hectares and 1.6 hectares respectively, will contribute to meeting that requirement.

Proposals Map
No.12

Proposal 70. Plymbridge Road, Estover. *Employment (Expansion land).*
Land at Plymbridge Road, Estover is allocated as an expansion site for the Gleasons factory.

Proposals Map
No.12

Proposal 71. Estover Road, Estover. *Employment (Expansion land).*
Land at Estover Road, Estover is allocated as an expansion site for the Freezeweest factory.

Objective 4

Reasons for Proposals 70 & 71.
A number of businesses that have located in Plymouth have occupied larger sites than were needed to satisfy their initial requirements. In order to provide scope for future expansion, without incurring the costs and disruption associated with relocation, it is important that 'expansion land' be safeguarded.

Proposals Map
No.11

Proposal 72. Derriford Hospital. *Health and medical cluster, and transport improvements.*

Appendix 1
(proposed SPG)

Land at Derriford Hospital is allocated for the expansion of health and related facilities, a new public transport interchange and pedestrian and vehicular links to adjacent related sites and facilities. Development proposals should make provision for the following:
1. Proposals to take place within the context of a comprehensive development strategy for the whole site.
2. Public transport linkages between Proposals 72, 73 and 74.

3. Protection and enhancement of the site's soft landscaping and wooded setting.
4. New and extended buildings to enhance the local environment and skyline.
5. Development to not prejudice the function of the local highway network.
6. Improvement of access to and around the hospital site by means other than the car, including a safe and convenient environment for pedestrians and cyclists, the provision of secure cycle storage and parking and changing facilities.
7. Location of the public transport interchange at a convenient and safe part of the site to serve all the existing and proposed health and medical facilities.
8. The use of public art as an integral part of proposals.

Reasons for the Proposal.

This proposal, together with Proposal 73, relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. The City Council supports the necessary improvement and reconfiguration of facilities at Derriford Hospital along with the related development of the Peninsula Medical School. This will have major advantages in respect to health care as well as bringing forward significant employment benefits in the city.

Proposals will need to be planned in a comprehensive manner. Derriford Hospital is a major destination location and thus it is important the developments are of a high quality design. A significant area that will need to be addressed is transport to and around the site. The travel plan for Derriford Hospital has resulted in the re-direction of more bus routes to the hospital. Proposals will provide further opportunities to promote travel by modes other than the car and allow suitable land to be allocated for a new public transport interchange.

Objectives
1,2,3,7,8

Proposal 73. Derriford Science Park.

Medical school.

Land at and adjacent to Derriford Science Park is allocated for the development of medical school facilities, including future extensions to the medical school. Development proposals should make provision for the following:

1. All buildings and roads to be designed and located to minimise harm to established woodland and avoid conflict with people's appreciation and enjoyment of such areas.
2. Public transport linkages between Proposals 72, 73 and 74.
3. Improved pedestrian access to the adjacent nature reserve and enhancement of its value for wildlife.
4. The proposed use must not conflict with the efficient functioning of the rest of the Science Park.

Proposals Map
No.11

Appendix 1
(proposed SPG)

Reasons for the Proposal.

This proposal, together with Proposal 72, relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. For practical reasons many of the facilities of the Peninsula Medical School need to be located in very close proximity to Derriford Hospital. There is limited space on the Hospital site and therefore the Science Park and adjoining valley is considered to be the most appropriate location. The Science Park already contains a number of health related uses and there are real benefits that could derive from the addition of an education and research facility in this location.

The Science Park and Hospital are set amidst the attractive wooded surroundings of the Bircham Valley Nature Reserve. This setting is of considerable value and developments should not detract from the area. Where practical any developments will be expected to add to the areas value for wildlife and contribute to people's access to and enjoyment of it.

Objectives 1,7

Proposal 74. Plymouth International Business Park.

Employment, and health / medical sector cluster.

Land at Plymouth International Business Park is allocated for primarily employment (Use Classes B1, B2 and B8) and health / medical sector uses. Hotel / conference facilities and other uses will only be acceptable to the extent that they provide a necessary service to the primary uses. Development proposals should make provision for the following:

1. Development to form part of a comprehensive and integrated development of the site.
2. Public transport linkages between Proposals 72, 73 and 74.

Proposals Map
No.16

Appendix 1
(existing SPG)

3. Development to not prejudice the function of the strategic and local highway network.
4. All buildings and roads to be designed and located to minimise harm to established woodland and avoid conflict with people's appreciation and enjoyment of such areas.

Objectives 1,4,14

Reasons for the Proposal.

This proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. Development needs to be undertaken in a way that optimises the potential of the site and looks at the long term future of this area. Piecemeal development that limits the potential to beneficially develop other parts of the site will be unacceptable. Because the site is located within the vicinity of Derriford Hospital and Derriford Science Park opportunities to provide transport and functional links between these sites will be encouraged providing undue harm is not caused to the local natural environment or functioning of the highway network.

The City Council is also required to provide about 90 hectares of employment land to satisfy Structure Plan requirements, in the period 1995-2011. This site, of 35.0 ha., will contribute significantly to meeting that requirement.

Proposals Map
Nos.7,
11,12

Proposal 75. Plymouth City Airport.

Transport.

Land at Plymouth Airport is allocated for airport-related uses. Development proposals should make provision for the following:

1. High quality design given the site's city gateway role.
2. Avoid undue harm to residential amenity, visual amenity or highway safety.
3. Improvements to surface access by a choice of transport modes where development generates significant increases in passenger numbers.
4. The use of public art as an integral part of proposals.

Objectives 2,3,8

Reasons for the Proposal.

Plymouth City Airport is a vital part of the economic development potential of Plymouth and the sub-region. It meets regional business needs with feeder services to London, helping to reduce the effects of peripherality, and contributes towards economic development and inward investment.

Key issues in managing its future growth relate to the need to safeguard residential amenity given that residential areas run adjacent to the airport's boundaries. This is a matter of local concern. Also, particularly given the airport's relationship to the congested A386 Tavistock-Plymouth road, the impact of developments needs to be assessed through the preparation of a Surface Access Strategy.

Proposals Map
No.7

Proposal 76. Land at Plymbridge Road / Glenfield Road.

Airport safety area.

Land at Plymbridge Road / Glenfield Road is allocated as an airport safety area.

Objective 3

Reasons for the Proposal.

This land is a safety strip at the end of the emergency runway and thus needs to be kept clear of most types of development to ensure that people are not put to an unacceptable risk of danger.

Proposals Map
No.7

Proposal 77. Land at Tavistock Road / Plymbridge Road.

Park and ride.

Land at Tavistock Road and the proposed re-aligned Plymbridge Road is allocated for a new park and ride site. Development proposals should make provision for the following:

1. High quality designs and specifications for the facilities provided, and implementation of a quality landscaping scheme, given the site's city gateway role.
2. The safeguarding of visual and residential amenity.
3. Satisfactory vehicular access and highway arrangements.
4. Secure cycle storage and parking and changing facilities.
5. The use of public art as an integral part of the scheme.

Objective 8

Reasons for the Proposal.

There is congestion in the northern corridor along the Tavistock Road (A386).The existing park-and-ride site at Milehouse has disadvantages. It cannot be used when Plymouth Argyle play at home, is too close to the city centre, and diverts people from other bus routes. The priority is to replace it with one towards the edge of the city at the Airport by the junction of Tavistock Road

and Plymbridge Road. This will overcome some of the disadvantages of the current site and help to ease the traffic jams in the northern corridor.

Proposal 78. Tavistock Road (A386) and “The George” junction. Highway improvements
Highway improvements comprising the widening and re-alignment of the Tavistock Road (A386) west of the airport and formation of a new junction (“The George” junction) are proposed. Complementary noise attenuation and landscaping measures must be provided to mitigate the impact of the re-alignment.

*Proposals Map
Nos.7,11*

Reasons for the Proposal.

The improvements to the Tavistock Road (A386) by the airport and The George junction form part of an integrated public transport scheme to improve transport conditions in the northern corridor. The re-alignment of the Tavistock Road is necessary to enable a runway and safety area (RESA) to be provided at the west end of runway 13/31 of the airport. The junction improvements and road widening will reduce congestion and delays along part of this heavily congested route.

These measures will be introduced together with complementary traffic management works along the whole of the A386 corridor designed to reduce delays for buses. Facilities will be provided for walkers and cyclists including a significant addition to the northern strategic cycle route.

The scheme together with the park-and-ride site in Proposal 77 will alleviate local congestion problems and improve conditions for all transport modes.

The Community Planning Study identified the transport problems experienced by local residents. The scheme will enhance the ease and safety of movement for people who live in the area including those who walk, cycle and cross Tavistock Road.

Proposal 79. Land at Plymbridge Road / Buena Vista Drive. Residential.
Land at Plymbridge Road / Buena Vista Drive is allocated for residential development (approximately 42 dwellings). Development proposals should make provision for the following:

1. On-site open space and play facilities.
2. In the region of 55% of homes provided to be affordable housing, on-site.
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map
No.7*

Reason for the Proposal.

This site has been identified through the Urban Capacity Study. The site was to be redeveloped as part of the former ‘George junction’ highway scheme, which has since been replaced by the by the new Park and Ride site on land to the south of the site with associated highway improvements on Tavistock Road (A386). The site is a greenfield site within the urban area, however, it does not provide any significant benefit to the community in relation to its current use or its role in the quality of the urban area. It is therefore considered that the site can help meet the housing needs of the city without significant detriment to the locality. The site is in reasonable proximity to public transport infrastructure and neighbourhood facilities. The design and landscaping of the development should take account of its proximity to neighbouring uses of land that generate noise.

Objective 6

Through the Estover Community Planning Study the community expressed the view that the site should be used for recreational purposes. The development proposal will be required to provide a limited amount of public open space and children’s play facilities.

Proposal 80. Land at Powisland Drive. Residential.
Land at Powisland Drive is allocated for residential development (approximately 26 dwellings). Development proposals should make provision for the following:

1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
2. In the region of 38% of homes provided to be affordable housing, on- or off-site.
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map
No.11*

Reason for the Proposal.

This site, represents an opportunity to make better use of previously developed land within the

Objectives 6,14

urban area. The site has a significant amount of tree coverage, which are protected by a group Tree Preservation Order.

Proposals Map
No.4

Proposal 81. Land at Looseleigh Lane. Residential.
Land at Looseleigh Lane is allocated for residential development (approximately 12 dwellings). In the region of 20% of homes provided should be to Lifetimes Homes standard.

Objectives 6,14

Reasons for the Proposal.
The site was identified through the National Land Use Database survey of the city. The premises adjacent to the site is a grade II Listed Building. Development of this site must respect the setting of the listed building. The site contains an old barn and other outbuildings. Investigation should be made into the viability of rehabilitation and re-use/ conversion of the old barn into residential use with sympathetic residential development on the rest of the site. If rehabilitation of the primary building is not viable in relation to its historic value then demolition and redevelopment can be pursued. The site also contains a small group Tree Preservation Order and trees that are of significant amenity value should be retained and protected during the course of development.

Proposals Map
No.5

Proposal 82. Land north of Dunraven Drive. Informal public open space.
Land north of Dunraven Drive is proposed to be used for informal public open space.

Objectives 7,14

Reasons for the Proposal.
The undeveloped valley systems in north Plymouth play an important role in the quality of the urban area. The Greenscape Assessment of Plymouth identified these valley systems as being an essential component of the city's overall character. The recreational and natural habitat function of the Southway Valley would be significantly enhanced if this large part of it could be brought into public use along with most of the rest of the land in the valley. The implementation of this proposal would realise a long term planning objective of the City Council, benefiting the local community. The Community Planning Study for Estover revealed that the public felt that the site should be protected.

Ham.

Proposals Map
No.13

Proposal 83. St. Budeaux Square Car Park. Food retail.
Land at St. Budeaux Square Car Park is allocated for a new food store. Development proposals should not result in an unacceptable impact on the St Budeaux District Shopping Centre.

Objectives 5, 14

Reasons for the Proposal.
Following an assessment of the need for new retail development in Plymouth, this site along with other sites was identified as being appropriate, to meet recognised deficiencies in the area, and having regard to the sequential approach to site selection.

Proposals Map
No.20

Proposal 84. Land at Ham Drive / Beacon Park. Residential.
Land at Ham Drive and Beacon Park is allocated for residential development (approximately 105 dwellings). Development on Beacon Park shall not take place unless and until suitable alternative formal sports facilities have been provided elsewhere in the city. Development proposals should also make provision for the following:
1. On-site grass surface recreational area, suitable for kickabouts and informal play, accessible to the wider community.
2. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
3. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objective 6

Reasons for the Proposal.
The site lies within a predominantly residential area within which residential development would be acceptable. Development will only be acceptable on Beacon Park if suitable alternative sports facilities are provided. It has been proposed that Brickfields is a suitable location at which to make alternative provision. (See Proposal 58).

The Community Planning Study process highlighted for this part of the city a significant deficiency in provision of level grassed areas where children can play ball games. Given the loss of sports and recreational facilities from the site and the needs of future occupiers, it is appropriate that development should provide a significant areas of informal play space.

Proposal 85. Land at Ferndale Road, Weston Mill.**Residential.**

Land at Ferndale Road, Weston Mill, is allocated for residential development (approximately 10 dwellings). Development proposals should provide for the following:

1. Structural landscaping / tree planting along the frontage of the site with Ferndale Road.
2. In the region of 20% of homes of homes provided to be to Lifetimes Homes standard.

*Proposal Map
No.19***Reasons for the Proposal.**

This area of roadside verge was formerly an old railway line. It has already been redeveloped along most of its length. Development as a continuation of the adjacent terraces would secure a beneficial use of the site and should also improve vehicular turning provision at the heads of the existing culs-de-sac. This is a prominent site with existing development in close proximity, as such an individual design solution to the development of the site will be required.

*Objective 6***Honicknowle.****Proposal 86. Former Honicknowle tip.****Mixed use.**

Land at the former Honicknowle tip is allocated for mixed use development including employment uses within Use Classes B1 & B2 (minimum of 1.5 hectares) and public open space. The following uses are also acceptable as part of a mixed use scheme:

- a. Training and community uses.
- b. A Motorists Service Area, serving the A38(T).

*Proposal Map
No.14**Appendix 1
(proposed SPG)*

Development proposals should make provision for the following:

1. Vehicular from the St Budeaux By-Pass and Honicknowle Lane, including junction improvements.
2. The access road from Honicknowle Lane to be designed to minimise its impact on the landscape.
3. Safe and attractive footpaths and cycleways including improvement to existing paths.
4. Assessment of land contamination and implementation of appropriate mitigation.
5. Retention and reinforcement of the boundary treatment at the rear of Nos 14-56 Harewood Crescent.
6. A nature conservation area at the junction of the stream and culvert by the small footbridge, with a minimum area of 0.4 hectares.
7. Structural landscaping along the site's boundary with the A38(T) Parkway, within a verge of 25m. minimum width.

Reasons for the Proposal.

The land was last used as a tip in 1966. Since then the land has undergone the natural regeneration by grasses, scrub and brambles. The north-eastern part comprises a stream and attractive steep sided wooded valley. A well used public footpath crosses the site linking Honicknowle Lane with Harewood Close. The site is difficult to develop owing to expensive infrastructure costs associated with the provision of new roads and improved junctions at the St Budeaux By-Pass (A3064) and Honicknowle Lane, de-contamination works and piled foundations.

Objective 4, 7

The Community Planning Study process identified an aspiration for community business units on the site, perhaps run as a Community Economic Development Trust (CEDT), along the model of the successful Wolseley CEDT, together with other commercial uses and public open space. The need to improve the safety and quality of the existing local footpath was also identified as a local concern. The proposal seeks to enable these aspirations to be met.

A minimum of 1.5 hectares employment land is anticipated for the community business uses. Part of the remainder of the site could be used for general employment purposes, increasing the total employment land provided to around 2.75 hectares, or as a Motorists Service Area comprising a petrol filling station, restaurant and travel lodge. The City Council is required to provide about 90 hectares of employment land to satisfy Structure Plan requirements in the period 1995-2011. This site will contribute to meeting that requirement.

As the north-eastern part is visually attractive this will need to be retained as public open space and a new nature conservation area will be created. The new road running down the valley from Honicknowle Lane should be carefully designed to minimise its impact on the landscape.

The houses in Harewood Crescent that back onto the site will need to have their amenities protected by reinforcement landscaping along their rear boundaries. Similarly the boundary with A38(T) requires a reasonably wide verge to retain its "Parkway" setting.

Proposals Map
No.9

Proposal 87. Land at Carew Gardens. Residential.
Land at Carew Gardens is allocated for residential development (approximately 30 dwellings). Development proposals should make provision for the following:

1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
2. Contribution to provision of educational infrastructure.
3. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives 6, 14

Reasons for the Proposal.
This previously developed commercial site is surrounded on all sides by residential development, and has direct road frontage onto Carew Gardens. Although the current level of on site activity is low, the continued use for commercial activity could result in loss of amenity to adjacent residential occupiers. Residential development would be an appropriate use in accordance with government guidance.

Proposals Map
No.10

Proposal 88. Former employment land at Manadon. Residential.
Former employment land at Manadon is allocated primarily for residential development (approximately 100 dwellings). Development proposals should make provision for the following:

- 1 Contribution to provision of alternative employment facilities elsewhere.
- 2 Safe and attractive pedestrian routeways throughout the site, linking the residential communities to the north and south of the site, and providing links to open spaces and leisure facilities.
- 3 Structural landscaping along the site's boundary with the adjacent sports fields.
- 4 Retention of trees of amenity value.
- 5 On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
- 6 In the region of 38-55% of homes provided to be affordable housing, on -site.
- 7 In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objectives 6, 14

Reasons for the Proposal.
The land was previously identified for employment uses. The adjacent land is now developed for residential use. It is considered that the site is no longer appropriate or suited for employment purposes and that residential development is an acceptable use. Ancillary retail or community facilities would also be acceptable in association with the residential use. The site contains a number of trees of amenity value, which should where possible be retained in development proposals.

Proposals Map
No.10
Appendix 1
(existing SPG)

Proposal 89. Land at Manadon. Sports.
Land at Manadon is allocated for improved sports facilities.

Objectives 1, 7

Reasons for the Proposal.
RNEC Manadon originally contained a number of sports facilities including tennis courts, a 9 hole golf course and rugby, football and cricket pitches. Consent has been given for built development on a large area of the former RNEC Manadon site. However, it is considered essential to retain the open area at the western end of the site for outdoor sports. Plymouth is under provided with playing pitches and the loss of these good quality, well located facilities would exacerbate the problem further.

Within the area under the City Council's ownership the existing floodlit all-weather pitch will be enhanced and brought back into use. The complex of grass pitches will also be maintained to a high standard. Together these facilities will allow a community football development centre to be created for the city.

Keyham.

(excluding Devonport Strategic Opportunity Area. Section 3.2)

Proposal 90. Land at St. Levan's Gate, Keyham.**Employment.**

Land at St. Levan's Gate, Keyham is allocated for employment use. Development proposals should make provision for an assessment of land contamination and implementation of appropriate mitigation.

*Proposals Map
No.25*

Reasons for the Proposal.

The recycling of previously-developed land is a fundamental strand of Government policy, in order to avoid the unnecessary loss of further greenfield land. The site identified in this policy is able to make a contribution to employment provision in the city, in an area not otherwise well provided for with employment opportunities.

Objectives 4, 14

Mount Gould.**Proposal 91. Land at Sefton Avenue.****Residential.**

Land at Sefton Avenue is allocated for residential development (approximately 52 dwellings). Development proposals should make provision for the following:

1. A contribution for off-site play facilities provision equivalent to that which would normally be required to be provided on site.
2. Contribution to provision of educational infrastructure.
3. In the region of 38-55% of homes provided to be affordable housing, on-site.
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.
5. Preparation of an acceptable management agreement on land to the east, between Mount Gould Park and Lipson Community College for the benefit of wildlife and the community, including capital works and a commuted sum to manage the site for at least ten years, or identification of measures to secure satisfactory implementation of the management agreement.

*Proposals Map
No.34*

Reasons for the Proposal.

The site is a greenfield site within the urban area, consisting of former allotment land and scrub / rough grassland. However, it does not provide any significant benefit to the community in relation to its current use or its role in the quality of the urban area. It is therefore considered that the site can help meet the housing needs of the city without significant detriment to the locality. The site is in reasonable proximity to public transport infrastructure and neighbourhood facilities.

Objective 6

Adjoining land to the east of the site would benefit the amenity of the area and the community from improved management, most probably in the form of a community nature park. The open land would have managed access, but which may include pedestrian access through the site if detailed investigation proves this to be desirable.

Proposal 92. Land at Lipson Allotments.**Residential.**

Land at Lipson Allotments is allocated for residential development (approximately 66 dwellings). Development proposals should make provision for the following:

1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
2. Contribution to provision of educational infrastructure.
3. In the region of 55% of homes provided to be affordable housing, on-site.
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map
No.34*

*Appendix 1
(proposed SPG)*

Reasons for the Proposal.

This former private allotment site is largely derelict and unused. In places it is steeply sloping. Notwithstanding this, it does have development potential, which will make beneficial use of the land. The site is elevated above Lipson Road which limits the opportunity to provide pedestrian linkages. It is important however that any proposal addresses the need to make the site more accessible for pedestrians to access the adjacent facilities.

Objective 6

Plympton Erle.

*Proposals Map
No.29*

Proposal 93. Tavistock Junction Freight Yard, Marsh Mills.

Road to rail freight interchange, and lorry parking.

Land at Tavistock Junction Freight Yard, Marsh Mills is allocated for a road to rail freight interchange and lorry parking. Development proposals should make provision for the following:

1. Safe highway access for lorries delivering and receiving goods from trains travelling in both directions.
2. Any floodlighting to be designed to mitigate light pollution and spillage.

Objective 3

Reasons for the Proposal.

The use of the railway for movement of freight is a sustainable mode of transport and the shift of freight from road to rail is encouraged. Suitable interchanges are needed at key locations for the transfer of goods to and from lorries. The Regional Transport Strategy and Structure Plan identify Plymouth as a key location suitable for rail freight transfer facilities. The City Council together with interested parties involved in rail freight have identified Tavistock Yard at Marsh Mills as a suitable site.

The proposal also identifies the site as a potential location for lorry parking facilities, to help reduce the pressure on residential streets and on other inappropriate locations.

*Proposals Map
No.31*

Proposal 94. Land at Redwood Drive, Chaddlewood.

District park.

Land off Redwood Drive in Chaddlewood is allocated for a District Park.

Objectives 7, 14

Reasons for the Proposal.

The City Council is committed to ensuring that peoples access to and enjoyment of open spaces is maximised and that all areas of the city have sufficient amenity space. This site is currently scrubland that has been previously allocated for detached playing fields. It will be improved following consultation with the local community and a full consideration of the sporting and recreational needs of the areas, including the existing and future needs of local schools. As part of the Plympton Erle Community Planning Study a number of residents raised the idea of landscaping the area as a park.

*Proposals Map
No.37
Appendix 1
(proposed SPG)*

Proposal 95. Plympton St. Maurice Conservation Area.

Boundary review.

The boundary of the Plympton St. Maurice Conservation Area will be extended as shown on the Proposals Map.

Objective 12

Reasons for the Proposal.

The existing conservation area at Plympton St. Maurice is flanked to the north and south by areas of open space, reinforced by the dominant sweep of farmland to the south which runs up to the high ground at Hardwick, forming an imposing back drop to the settlement. These open areas have probably always been an integral part of the settlement.

The reason for extending the conservation area to the north, is to include one of the most prominent of these open areas, the 'Pathfields'. The 'Pathfields' have probably always been open, and an integral part of the historic topography of the settlement. The name is likely to have been derived from the existence of a pathway from the castle to the Ridgeway, which would therefore date form at least the 12th Century, and the alternative name 'Castlehays', indicates an ancient direct relationship with the castle. Recent archaeological survey has clarified this, demonstrating a history of development from medieval open fields which included a fish pond for the castle, to the creation of an 18th Century parkland, probably for Plympton House. Evidence of all these uses can still be seen on the ground.

Evidence prepared by the Plympton Pathfields Preservation Group together with an intensive investigation of the areas archaeology by archaeologists involved with the 'Time Team' television programme, which include contributions from the local community and the City Council provided convincing justification for the inclusion of the 'Pathfields' in the conservation area. The Community Planning Studies for Plympton Erle also revealed that there is a strongly held opinion in the local community the open space at the Pathfields should be protected from inappropriate development.

Plympton St. Mary.**Proposal 96. Bell Close, Newnham.****Employment (Expansion land).**

Land at Bell Close, Newnham is allocated as an expansion site for the Hazelwood Convenience Foods factory.

*Proposals Map No.3***Reasons for the Proposal.**

A number of businesses that have located in Plymouth have occupied larger sites than were needed to satisfy their initial requirements. In order to provide scope for future expansion, without incurring the costs and disruption associated with relocation, it is important that 'expansion land' be safeguarded.

*Objective 4***Proposal 97. Land rear of Woodford Close, Plympton.****Residential.**

Land to the rear of Woodford Close is allocated for residential development (approximately 56 dwellings), including sheltered accommodation. Development proposals should make provision for:

Proposals Map No.2

1. Improved pedestrian linkages with Woodford Avenue and with the Coypool Park & Ride site and Plym Valley.
2. A design and landscaping scheme which reduces the impact of adjacent commercial uses on the development and is sympathetic to existing development in Woodford Close.
3. Contribution to provision of alternative employment facilities elsewhere.
4. On-site open space and play facilities.
5. Contribution to provision of educational infrastructure.
6. In the region of 38-55% of homes provided to be affordable housing, on-site.
7. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

This employment site is currently in use as a vehicle storage compound. It adjoins existing residential development and has been a source of nuisance to those adjacent residents. The site was suggested for residential development in the Community Planning Study process.

Objectives 6, 14

The site has good access to public transport facilities and to recreational walking and cycling routes into the Plym Valley. It is considered an appropriate location for sheltered housing. Given the site's relationship to commercial and retail development to the south and west, and to existing bungalows in Woodford Close, the design and landscaping of the scheme will be particularly important.

Proposal 98. Land at Little Woodford Farm.**Residential.**

Land at Little Woodford Farm is allocated for residential development (approximately 40 dwellings). Development proposals should make provision for the following:

Proposals Map No.2

1. On-site open space and play facilities.
2. Contribution to provision of educational infrastructure.
3. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
4. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Appendix 1
(proposed SPG)***Reasons for the Proposal.**

This is the remnant of a farm house and associated farm buildings and land, that have now been surrounded by development. This proposal should assist in the preservation of the farm group which contains listed buildings. These will need careful consideration in respect of their possible conversion and the layout of any new development in the vicinity. In addition there are a number of trees on the site, which should be retained where possible, as they add to the character of the site and the surrounding area.

*Objectives 6, 12, 14***Proposal 99. Woodford.****Golf course.**

Land off Plymbridge Road in Woodford is allocated for a golf course.

*Proposals Map No.2***Reasons for the Proposal.**

Plymouth has inadequate provision for golf in areas such as 'pay as you play' and beginners' facilities. Golf courses can be of environmental benefit if appropriately designed and landscaped. They can also help to maintain the undeveloped ridge lines of the city's hilly urban fringes and act

Objective 7

as a buffer between residential areas and agricultural land.

Plymstock Dunstone.

*Proposal
Map No.49*

*Appendix 1
(existing SPG)*

<p>Proposal 100. Former Radford Oil Fuel Depot.</p> <p>Land at the former Radford Oil Fuel Depot is allocated for residential development (approximately 125 dwellings). Development proposals should make provision for the following:</p> <ol style="list-style-type: none"> 1. On-site open space and play facilities. 2. Nature conservation mitigation and management measures. 3. Off-site highway infrastructure. 4. Assessment of land contamination and implementation of appropriate mitigation. 5. Contribution to provision of educational infrastructure. 	<p>Residential.</p>
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Objectives 6, 14

Reasons for the Proposal.
This is a previously developed derelict site which contains a number of former oil storage tanks and structures. There is a degree of on site contamination which will be cleaned up as a result of any development. The development will bring the site into beneficial use whilst taking into account the important natural features. The cost of all necessary on- and off-site works are such that it is considered that the requirement for the provision of affordable housing is inappropriate in this particular case.

Plymstock Radford.

*Proposals Map
No.41*

<p>Proposal 101. Wakeham's Quarry.</p> <p>Land at Wakeham's Quarry is allocated for employment uses.</p>	<p>Employment.</p>
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Objectives 4, 14

Reasons for the Proposal.
The recycling of previously-developed land is a fundamental strand of Government policy, in order to avoid the unnecessary loss of further greenfield land. The site identified in this policy is able to make a contribution to employment provision in the city, in an area not otherwise well provided for with employment opportunities.

*Proposals Map
No.41*

*Appendix 1
(proposed SPG)*

<p>Proposal 102. Land at Breakwater Works, Oreston.</p> <p>Land at Breakwater Works is allocated for marine-related employment uses. Development proposals should make provision for the following:</p> <ol style="list-style-type: none"> 1. Rationalisation of the site to maximise its potential for marine related employment use. 2. Relocation of the existing uses if necessary within the site or at alternative sites. 	<p>Marine related employment use.</p>
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Objectives 4, 14

Reasons for the Proposal.
The need to retain waterfront sites for marine-related employment uses is identified in the Plymouth Marine Sector Development Strategy. This site is capable of making a contribution to meeting the need identified for such development. The site includes some vacant employment land and other land which is in active marine-related use. The configuration of uses is however inefficient and a rationalisation of the site is proposed to increase its potential for marine related use.

*Proposals Map
No.42*

*Appendix 1
(proposed SPG)*

<p>Proposal 103. Plymstock Quarry and Works.</p> <p>Land at Plymstock Quarry and Works is allocated as residential neighbourhood with a mix of uses. The following land uses should be provided as part of the development:</p> <ol style="list-style-type: none"> a. Residential (approximately 1000 dwellings, with 700 provided within the Plan period). b. Employment (approximately 8 hectares). c. A mix of community, health, leisure and play facilities, including public open space and outdoor sports and recreational facilities. d. Primary school. e. Public transport interchange. <p>In addition, a waste to energy facility might be provided for in the former shale quarry in the north-east fringe of the site following assessment of alternative sites for provision of such a facility, having regard to the Waste Management Strategy.</p>	<p>Mixed use.</p>
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Development must take place in accordance with a comprehensive plan for the whole site, which achieves a viable mixed use residential community. Development proposals should also make provision for the following:

1. Assessment of the environmental and health impacts of the development, having regard to its proximity to a landfill site.
2. Assessment of the potential impact on the quality of life of occupiers of buildings within the quarry, particularly in relation to daylight / shadow, wind and the dominance of quarry walls.
3. Assessment of the wildlife and open space value of the site.
4. Assessment of the transport implications of the development, having regard to its impact on the strategic transport network.
5. The implementation of appropriate environmental, nature conservation and transport measures (including capital works and management proposals) having regard to the outcomes of these assessments.
6. Assessment of land contamination and stability, and implementation of appropriate mitigation.
7. The highest standards of urban design and sustainable design, such that development of this site can be used an example of best practice to raise the standards of design elsewhere in the city and region.
8. The use of public art as an integral part of the scheme, in the context of a Public Art Strategy for the site.
9. Creation of attractive and safe public streets and spaces.
10. Energy-conscious design and layout.
11. A mix of housing types and tenures, having regard to identifiable housing need within the city.
12. Contribution to provision of educational infrastructure.
13. In the region of 38-55% of homes provided to be affordable housing, on-site.
14. In the region of 20% of homes provided to be to Lifetimes Homes standard.
15. Contribution to improvements to the strategic transport infrastructure, including (subject to further assessment) a potential Light Rapid Transit route (including a halt), and provision of a cycleway link to the strategic cycle network.
16. The creation of new pedestrian and functional links between the residential and community areas of the development and the wider community of Plymstock.
17. Public access to the site's open spaces and woodlands and to the waterfront, from within the development and from the surrounding residential communities.
18. Giving priority to the accommodation of employment uses that are relocated from within the East End Renewal Area.
19. Giving consideration to the accommodation of employment uses that are relocated arising from other proposals of the plan.

Reasons for the Proposal.

The proposal relates to a *Strategic Opportunity Site* indicating its importance to the Local Plan Strategy. Indeed the site is greatly important within the context of the sub-region too, providing as it does an opportunity to reduce the immediate need for greenfield development within the countryside around Plymouth.

Objectives 1, 2, 3, 4, 6, 7, 8, 13, 14, 15

Plymstock Quarry and Works (formerly operated by Blue Circle) is the largest and most significant development and regeneration opportunity within western Devon and Cornwall. Following the closure of the quarry and demolition of the works, the site presents a unique opportunity to provide a mixed use, predominantly residential neighbourhood that will deliver multiple regeneration and urban renaissance objectives and be a national exemplar of sustainable urban living. The site covers some 76 hectares and lies to the east of the River Plym, approximately 4km from the City Centre. The site is flanked to the north by Chelson Meadow landfill site, to the east by the Billacombe residential area, and to the south by the A379 Billacombe Road.

Any proposals for the redevelopment of the site will need to provide a mix of uses, which complement each other in addition to relating well to surrounding development. These will contribute to Structure Plan requirements for employment and housing. Of prime concern to the City Council is the need for a quality development and in this context there will be some flexibility in determining the eventual number of homes to be provided.

The accessibility of future development is a key concern. The developer(s) will need to ensure accessibility both within the site and between the site and surrounding areas. A comprehensive approach to transport provision across all modes will be required. Public transport should be an important part of future development. An important component part of this could be the provision of a Park & Ride facility, provided that the City Council determines that this is the most appropriate location for such as use along the A379 corridor. In addition Light Rapid Transit is currently being investigated as an option to link the proposed new community in the South Hams to the City Centre and other strategic sites. The development presents an opportunity to help to achieve this.

Any development proposals for the site will have regard to the significant existing landscapes and landscape features within the site including the Pomphlett Plantation and demonstrate their integration within the wider development.

A special community planning workshop was held for this site, whilst there was not a consensus view about the potential for redevelopment of the former quarry, many were nevertheless in favour of some form of redevelopment of the former quarry for a potential range of uses, primarily employment, residential, community and leisure uses. However, concerns were expressed that development should only be allowed if it could be accommodated by the existing infrastructure, particularly in relation to; highways, education, health and community facilities. In addition, there were strong reservations about the development potential, for housing and employment uses, on the greenfield parts of the site. In these areas preference was expressed for 'soft' recreation and leisure development, if any at all. Detailed results for this special community planning workshop are contained in the Plymstock Radford Community Planning Study. The proposal allows for these matters to be addressed in the consideration of development proposals.

Proposals Map
No.44

Appendix 1
(existing SPG)

Proposal 104. Hooelake Quarry.

Residential or mixed use.

Land at Hooelake Quarry is allocated for primarily residential development (approximately 150 dwellings) or for mixed use development including residential use. The following uses are also acceptable.

- a. Community uses.
- b. Employment uses within Use Class B1.

Development proposals should make provision for the following:

1. The undertaking of a transport study assessing the transport implications of the proposal on the transport network at key locations on the corridor to Pomphlett roundabout.
2. The implementation or contribution to implementation of any proposals arising from the transport assessment.
3. High quality design reflecting the character of the Hooe Lake area and the site's waterfront location.
4. Improvements to highway infrastructure, including pedestrian and vehicular facilities along Barton Road and the junction of Hooe Road and Barton Road.
5. A foot and cycle bridge linking to the other side of the Hooe Lake inlet.
6. A water taxi landing facility.
7. Safe and attractive pedestrian routes through the site, and along the waterfront connecting the site to Turnchapel.
8. Quality landscaping and environmental improvements, including provision of on-site public open space with play facilities.
9. Protection, enhancement where appropriate, and interpretation of heritage assets, including the lime kilns and Billy Harts Quay.
10. Nature conservation mitigation and management measures.
11. Assessment of land contamination and stability and implementation of appropriate mitigation.
12. Contribution to provision of educational infrastructure.
13. In the region of 38% of homes provided to be affordable housing, on- or off-site.
14. In the region of 20% of homes provided to be to Lifetimes Homes standard.
15. Contributions towards the creation of community facilities at Hooe Barn.

Reasons for the Proposal.

This previously developed and contaminated site offers the potential for residential or mixed use development, with environmental and infrastructure improvements. Parts of the site have however become of nature conservation interest, a fact that must be taken into account in any

Objectives 6, 7,
13, 14

redevelopment proposal. Development should also acknowledge the site's waterside location in terms of access, views, house designs, scale, layouts and opportunities for significant community benefits.

Many comments from the Community Planning Study process related to residents' concerns about the future of the environment around Hooe Lake. Protection of the site's historic and natural features was sought in particular. Protection of the site from development is not considered by the City Council to be appropriate given its "brownfield" status, its probable contamination and the hazardous nature of parts of its environment. The site will however be very costly to develop and a quality scheme with community benefits is dependant upon permitting a scheme of a fairly substantial scale.

There is also public concern regarding the capacity of the local highways on the corridor from Hooe to Pomphlett roundabout. The City Council will thus require the undertaking of a full assessment of the transport implications of the proposal, together with an agreed programme, as a requirement of development.

Proposal 105. Radford Quarry.

Residential.

Land at Radford Quarry is allocated for residential development (approximately 35 dwellings). Development proposals should make provision for the following:

1. Siting of development and safeguarding of natural areas and regenerated landscape buffers to minimise its impact on the semi-rural character of the Hooe Lake area.
2. High quality design reflecting the character of the Hooe Lake area and the site's waterfront location.
3. Assessment of the transport implications of the proposal on the strategic transport network, and implementation or contribution to implementation of any proposals identified as being necessary.
4. Improvements to the junction of Lower Saltram and Plymstock Road.
5. Environmental improvements to the waterfront and other open spaces, including restoration of the sea wall.
6. Cycleway / footpath improvements to other sites around Hooe Lake.
7. Nature conservation mitigation and management measures, including creation of a community nature park in the quarry with appropriate access, interpretation, safety and security measures.
8. An archaeological assessment of those parts of the site not previously quarried.
9. Assessment of land contamination and stability, and implementation of appropriate mitigation.
10. Contribution to provision of educational infrastructure.
11. In the region of 55% of homes provided to be affordable housing, on- or off-site.
12. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Reasons for the Proposal.

The development site falls within an area of land that is not allocated for development, which includes the former Radford Quarry, parts of which are likely to be contaminated. The former quarry and area has naturally regenerated and provides nature, community and visual amenity benefits. The former Radford Quarry has become an important area for nature conservation, displaying a unique environment in which rare species of plant and animal can thrive. Nevertheless, the wider area has become run-down and could be improved to the significant benefit of the community and the natural environment. A development proposal will enable the regeneration of the wider area.

The results of the Community Planning Study for Plymstock Radford were not conclusive in relation to potential development in the Radford Quarry area. The balance of comments would favour protection and maintenance of the current situation. However, there were also a number of comments which favoured residential development either in or around the quarry. There is a stronger level of support for the creation of a community nature park in the actual former quarry area. The City Council believes that the level of development identified in the proposal is necessary to deliver a quality scheme appropriate to the site which achieves environmental improvements and community benefits.

*Proposals Map
No.45*

*Appendix 1
(existing SPG)*

Objectives 6, 7, 13

Proposals Map
No.48

Proposal 106. Land at Pollard Close. Residential.
Land at Pollard Close is allocated for residential development (approximately 10 dwellings). Development proposals should make provision for the following:

1. Assessment of land contamination and implementation of appropriate mitigation.
2. Provision towards off-site community facilities by way of a contribution towards the refurbishment of Hooe Barn.

Objectives 6, 14

Reasons for the Proposal.
This previously developed site remains fenced off from Pollard Close and is not in any beneficial use. Development of this site together with the adjacent small area of roadside open space for residential purposes would return the site to a beneficial use, and would remove any possible contamination. In addition it would contribute to bringing forward Hooe Barn for community use.

Proposals Map
No.44
Appendix 1
(existing SPG)

Proposal 107. Hooe Lake. Foot and cycle bridge.
A bridge across the entrance to Hooe Lake is proposed. Development proposals should make provision for the following:

1. Accommodation of pedestrian and cycle traffic only.
2. Passage of marine traffic, in to and out of Hooe Lake.
3. A quality and innovative design of the bridge, also having regard to the privacy and security of any occupiers of residential properties.
4. The long term management and maintenance of the bridge.

Objectives 7, 8, 9

Reasons for the Proposal.
A pedestrian / cycle bridge across the entrance to Hooe Lake was originally proposed in the Hooe Lake Planning Study. Land on the east side of Hooe Lake inlet has been safeguarded for this purpose as part of the planning permission for the Old Wharf housing development. A bridge in this location would provide a significant benefit to the new residents and the wider existing community. The bridge would provide an important link in Strategic Cycle Network and the waterfront walkway, and bring Oreston and Turnchapel within easy walking distance.

Proposals Map
No.44

Proposal 108. Hooe Barn, Hooe Road. Community, arts and / or health uses.
Land at Hooe Barn, Hooe Road, is allocated for community, arts and / or health uses. Development proposals make provision for the sympathetic adaptation of the listed building.

Objective 7

Reasons for the Proposal.
The Grade II listed building is in a poor state of repair and needs a sustainable use that enables the building to be upgraded and its future safeguarded. Because the barn is of historical significance and is valued by many people in the local community, future uses should be such that they allow the general public access to the building.

Proposals Map
No. 35

Proposal 109. Chelson Meadow. Waste management.
The following land uses might be provided at Chelson Meadow, subject to further assessment:

1. An extension to the landfill site at the northern sector, provided that:
 - a. Such an extension proves to be the best practical environmental option for a final waste disposal site to serve the city and only in conjunction with a strategy to minimise the amount and type of material being disposed of.
 - b. The design and visual impact of any increase in the height of the landfill is demonstrated and acceptable, in relation to the form of land in the zone of visual impact of the area to be extended.
 - c. The extension would not cause unacceptable levels of pollution to the environment or other neighbouring land uses and occupiers of land in the long term. The scheme should include mitigation measures and a working method to minimise the impact on adjacent land uses and occupiers of land during the operational life of the site.
 - d. A site restoration scheme and post landfill completion land use is acceptable and the final contours and design of the landfill assists the facilitation of the end use. A planning application for the landfill extension shall include details of the proposed restored site and its end use.
2. A waste to energy facility in the south western corner of Chelson Meadow, following assessment of alternative sites for provision of such a facility, having regard to the Waste Management Strategy.

Reasons for the Proposal.

Chelson Meadow is currently the city's central waste management and disposal facility and management of waste will continue at this site into the foreseeable future. There is likely to be a need for a landfill site to serve the city beyond the current life expectancy of Chelson Meadow. An extension to the profiles of this existing landfill site would represent the only option of meeting the potential landfill needs of the city within its own boundaries.

The potential for the site to accommodate a waste to energy facility needs to be considered along with the potential of the alternative site at Plymstock Quarry (see Proposal 104). The advantages of Chelson Meadow are its long association with waste disposal and management, its good access to the highway and its separation from existing residential areas.

St. Budeaux.**Proposal 110. Land at St Budeaux By-pass, Honicknowle.****Employment.**

Land at St Budeaux By-Pass, Honicknowle, is allocated for employment use. Development proposals should also make provision for structural landscaping to minimise the impact of the development, particularly in the context of its impact on the A38(T) Parkway green corridor.

*Objective 15**Proposals Map No.14***Reasons for the Proposal.**

The City Council is required to provide about 90 hectares of employment land to satisfy Structure Plan requirements, in the period 1995-2011. This site of 7.1 hectares will contribute to meeting that requirement.

*Objective 4***Proposal 111. Kinterbury Square, Barne Barton.****Mixed use.**

Land at Kinterbury Square, Barne Barton, is allocated for mixed use development, including residential development (approximately 25 dwellings). The following additional uses are acceptable as part of a mixed use scheme:

- a. Food and convenience shop (maximum of 400 sq.m.).
- b. Employment uses within Use Class B1 including community business units.
- c. Training and community uses.
- d. Open space and play space.
- e. Retention of all or some of the allotment land.

Development proposals should make provision for the following:

1. A well designed development to act as a focus for this neighbourhood lacking in community facilities.
2. A new access road from Poole Park Road to the site.
3. Safe and convenient pedestrian links to the adjoining housing areas.
4. Bus shelters off site and traffic calming along Poole Park Road.
5. Contributions to secure the long-term maintenance of the landscaped areas and woodland.
6. Assessment of land contamination and implementation of appropriate mitigation.
7. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.18**Appendix 1 (proposed SPG)***Reasons for the Proposal.**

The site is an eyesore that blights the area. It comprises a mix of existing and former uses including a large derelict building and former MoD parade ground. Local residents wish to see it quickly put to a beneficial use. The Community Planning Study and other local surveys identified a lack of local and community facilities at Barne Barton. The Kinterbury Square Community Association has identified facilities required by this neighbourhood.

Objectives 5, 6, 7, 14

The Community Planning Study process also identified the need for improved pedestrian facilities in this area, which the proposal can help achieve.

Proposal 112. Land at Foulston Avenue / Bull Point.**Residential.**

Land to Foulston Avenue / Bull Point is allocated for residential development (approximately 30 dwellings). Development proposals should make provision for the following:

1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
2. Retention of views to the Royal Albert Bridge and Lynher valley from within and on land

*Proposals Map No.13**Appendix 1 (proposed SPG)*

- adjoining the site.
- 3. Protection of the setting of the adjoining listed wall of Bull Point Barracks.
- 4. Public access links to the open land adjoining the site's north western and south western boundaries.
- 5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

Objective 6

Reasons for the Proposal.

The site has been identified in the Urban Capacity Study as being suitable for housing having been previously developed for houses and flats. The site and adjoining land have fine views to the Royal Albert Bridge and Lynher valley that should be retained in part. There are steep slopes across the site particularly north of Foulston Avenue that offer opportunities to take advantage of these level changes. The design should take into account the belt of trees in and next to the north western part of the site. Attractive open land adjoins the site that drops down to Kinterbury Creek. The public has informal access to this land. The Community Planning Study process identified widespread support for a circular walk around the edge of Barne Barton, and a local group is actively seeking to achieve this. Development should not jeopardise this potential walk and should provide links to it and the adjoining open land.

St. Peter's.

(excluding Devonport and Millbay & Stonehouse Strategic Opportunity Areas, Section 3.2)

Proposals Map No.51

Appendix 1 (existing and proposed SPG)

Proposal 113. Drake's Island.	Heritage based regeneration.
Land at Drake's Island is allocated for leisure, recreation and tourism uses. Development proposals should make provision for the following:	
<ul style="list-style-type: none"> 1. Development to take place within the context of a comprehensive Conservation Plan for Drake's Island. 2. Sensitivity to and enhancement of the Island's historic, architectural and nature conservation interests. 3. Protection of the navigation and communications aids located on the island. 4. Links to a potential water transport service along Plymouth's waterfront, including provision of landing facilities as necessary. 	

Objectives 1, 12, 14

Reasons for the Proposal.

Drake's Island is an integral part of Plymouth's famous setting. Its development for the enjoyment of residents and visitors will be supported providing development has regard to the areas of importance outlined in the policy.

Formerly known as St Nicholas Island, the strategic position of Drake's Island, controlling as it does the approach to both Sutton Harbour and the Cattewater as well as the Hamoaze and Dockyard, has meant that it has been fortified from at least the 16th century. It contains remains of all periods, most notably the casemated batteries of 1860-1, situated on the eastern side of the island; the 18th and 19th century barrack blocks and other buildings, and the remains of the gatehouse and perimeter walls, which are mainly of 18th and 19th century date, though probably incorporating earlier fabric. The range of fortifications and other remains, and the prominent location of Drake's Island, make it a heritage site of the greatest importance.

Southway.

Proposals Map No.6

Proposal 114. Land at South West Water site, Belliver Way, and land North of Boulter Close.	Residential.
Land at South West Water site, Belliver Way, together with land to the north of Boulter Close is allocated for residential development (approximately 82 dwellings). Development proposals should make provision for the following:	
<ul style="list-style-type: none"> 1. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision. 2. Contribution / provision of community facilities. 3. Contribution to education infrastructure, including transport related facilities. 4. In the region of 38-55% of homes provided to be affordable housing, on-site. 5. In the region of 20% of homes provided to be to Lifetimes Homes standard. 	

Reasons for the Proposal.

The northern part of the site is part of the South West Water (SWWA) reservoir land that is surplus to requirements. The southern area comprises part of a pony grazing field allocated for residential in the previous Local Plan. The difficulty of providing satisfactory access is such that a comprehensive approach to both sites would result in more satisfactory development and road layout. The development should assist in bringing forward community facilities and help to strengthen the local community.

*Objectives 6, 14***Proposal 115. Tamerton Foliot Conservation Area.****Boundary review.**

The boundary of the Tamerton Foliot Conservation Area will be extended as shown on the Proposals Map.

*Proposals Map No.3**Appendix 1
(proposed SPG)
Objective 12***Reasons for the Proposal.**

Tamerton developed as a market centre in the 13th Century and provided an important point on one of the main routes between Tavistock and Plymouth. The village has retained much of its identity and rural sense of place. The imposing steep hill slopes which enclose it to the south and north-west form an important setting to the Conservation Area.

The reason for the extension of the conservation area is to acknowledge the physical and townscape relationship of the fields to the core of the village. As well as key strategic views across Tamerton Creek and up the Coombe Valley, the fields incorporated into the extension provide a natural curtilage to the building plots on the perimeter edges of the village and as such impinge directly upon the setting of the townscape / village. Furthermore, their contribution to the landscape, characterised by trees and hedges form a clear relationship to the built up core of the village. Ever-present views into and out of the conservation reinforce the significant character and atmosphere that the landscape setting of the village provides and is particularly pronounced by the gradients and contours of the village.

The Community Planning Study for Southway ward highlighted the regard that local people have for the historic character of Tamerton Foliot village and the importance that Tamerton Lake and the surrounding hills and farmland have on the village's setting.

Stoke.**Proposal 116. Stuart Road, Pennycomequick.****Employment.**

Land at Stuart Road is allocated for employment uses.

*Proposals Map No.33***Reasons for the Proposal.**

The recycling of previously-developed land is a fundamental strand of Government policy, in order to avoid the unnecessary loss of further greenfield land. The site identified in this policy is able to make a contribution to employment provision in the city, in an area not otherwise well provided for with employment opportunities.

*Objectives 4, 14***Proposal 117. Land at Amey Depot, Valletort Road.****Residential.**

Land at Amey Depot, Valletort Road, is allocated for residential development (approximately 45 dwellings). Development proposals should make provision for the following:

1. A quality design, appropriate to the site's location within a conservation area, having particular regard to safeguarding the setting of the adjacent listed buildings.
2. Open space and play facilities.
3. Contribution to provision of alternative employment facilities elsewhere.
4. Contribution to provision of educational infrastructure.
5. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
6. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map No.26**Appendix 1
(proposed SPG)***Proposal 118. Fitzroy Joinery Works, Fitzroy Road.****Residential.**

The Fitzroy Joinery Works, Fitzroy Road, is allocated for residential development (approximately 40 dwellings). Development proposals should make provision for the following:

1. A quality design, appropriate to the site's location within a conservation area, having particular regard to safeguarding the setting of the adjacent listed buildings and trees worthy of protection.

*Proposals Map No.26**Appendix 1
(proposed SPG)*

2. On-site open space / play facilities, or a contribution for the equivalent off-site open space / play facilities provision.
3. Contribution to provision of alternative employment facilities elsewhere.
4. Contribution to provision of educational infrastructure.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.
6. In the region of 38-55% of homes provided to be affordable housing, on-site.

Reasons for Proposals 117 & 118.

Objectives 6, 14

These sites have been identified in the Urban Capacity Study as being suitable for housing. They are both existing commercially sites in a mainly residential area and were suggested for housing development through the Community Planning process. The redevelopment of this land for dwellings at an appropriate scale and design will enhance the appearance of the conservation area.

Proposals Map
Nos.25, 26

Proposal 119. Stoke and Millbridge Conservation Area.

Boundary review.

The boundary of the Stoke Conservation Area will be extended and altered as shown on the Proposals Map including the creation of a new Conservation area in Millbridge.

Objective 12

Reasons for the Proposal.

The burgeoning dockyard was the engine for the development of 'Stoke' in the early 19th century, and it remained so throughout the 19th and well into the 20th centuries. The result has left Stoke with a legacy of fine late Georgian and Victorian terraces, early Victorian villas, and more modest Victorian and later housing.

Higher Stoke marks the northern line of the residential villas built in the early – mid 19th Century which are interspersed with stuccoed terraces to the south of Mount Pleasant. The reason for extending the Conservation Area to the north west is to include the tightly knit grid street pattern of 19th Century stuccoed terraces which sweep down towards Keyham Yard, an integral part of the best and earliest surviving group of streets developed contemporaneously with the expanding dockyard.

The rationale for adding the post war flats to the north east corner of the Conservation Area is to recognise the significant historic nature of their funding by New Zealand, as a contribution to post-war re building of Plymouth, through the Lord Mayor of London's Air Raid Appeal Fund.

It is proposed to extend the existing Conservation Area to the west to include Devonport Park. The extension of the Conservation Area to the west is based on the value and contribution of Devonport Park, laid out in 1858 to provide recreational facilities for the new residents of Stoke. The area to the south east of the Stoke Conservation Area will form a separate Conservation Area which will be called the Millbridge Conservation Area. This area was previously undesignated with the exception of the site of Devonport High School for Boys. The Millbridge Conservation Area will include an intact area of mainly late Victorian Park (1891) created on the infilled Stonehouse Creek. The strong architectural identity and relationship to the park and local school and church buildings provide a fine example of Victorian town planning.

Sutton.

(excluding City Centre, The Barbican and Hoe, and East End Strategic Opportunity Areas. Section 3.2)

Proposals Map
No.33
Appendix 1
(proposed SPG)

Proposal 120. Ebrington Street.

Commercial Improvement Area.

The Ebrington Street shopping parade is proposed as a Commercial Improvement Area.

Objective 5

Reasons for the Proposal.

The need to upgrade the existing shopping centre was identified by local residents in the Community Planning Study process. The proposal seeks to improve the viability and attractiveness of the shopping area. The project will target shop front improvements in particular but subject to funding will also consider how the general environment can be improved, in particular highway issues.

Trelawny.

Proposal 121. Land at Recreation Road.**Residential.**

Land at Recreation Road is allocated for residential development (approximately 88 dwellings). Development proposals should make provision for the following:

1. On-site open space, and play facilities for young children.
2. Safe and convenient access an area for kickabouts and informal play, potentially off-site.
3. Contribution to provision of alternative employment facilities elsewhere.
4. In the region of 38-55% of homes provided to be affordable housing, on- or off-site.
5. In the region of 20% of homes provided to be to Lifetimes Homes standard.

*Proposals Map
No.20*

Reasons for the Proposal.

This existing employment site is within an area of mixed land uses, including residential recreation, sport, and retail uses. Residential development does however closely about the site on all sides. Problems of noise and traffic from the employment use of the site were raised through the Community Planning Study process, and the site has been the source of a number of complaints from adjacent occupiers. The redevelopment of the site for residential use would help to consolidate residential use in the area, and result in environmental and townscape improvements.

Objectives 6, 14

The Community Planning Study process also highlighted for this part of the city a significant deficiency in provision of level grassed areas where children can play ball games. Provision of such facilities could either be on-site or through improved access to off-site provision, perhaps as part of the proposal for land at Ham Drive / Beacon Park (Proposal 85).

Proposal 122. Car park at Peverell Park Road.**Car park.**

Land at Peverell Park Road is allocated for a car park. Development proposals should make provision for the cycle parking facilities as part of the scheme.

*Proposals Map
No.20*

Reasons for the Proposal.

Peverell Corner is a local centre providing valuable shopping and community uses adjacent to a busy road junction. The facilities have little off-street parking available to visitors. This reduces the viability of the local centre and causes inconvenience to the many residents living in adjacent streets.

Objective 5

The space where the off street parking is proposed is part of an allotment site. Proposal 64, for sports and leisure uses at Central Park, provides for the implementation of the car park together with the reorganisation of allotments, included provision of replacement allotments, necessitated as a result of the car park development.

3.3 City-wide proposals.**Proposal 123. Strategic Cycle Network.****Cycle Network.**

The strategic cycle network will be completed. Development proposals on and adjoining the route should provide for the following:

1. Safeguarding of the preferred route.
2. Provide for contributions towards the implementation of the cycleway.
3. Cycle parking facilities in respect of developments generating significant travel demands.

*See Annex 3 to
Proposals Map*

Reasons for the Proposal.

The City Council encourages cycling to aid sustainable development and to promote healthy living. Over the years it has declined to just 3% of journeys to work in 1991. The City Council aim to progress this towards a fourfold increase by 2012. One of the major deterrents to people using their cycles use is the fear of danger on the roads. The strategic cycle network is shown in Annex 3 of the Proposals Map. It comprises both continuous lengths of route and improved safety conditions for cyclists. These factors will help attract people to use their cycles both for functional and recreational purposes, and so increase cycle trips in the city. Its completion is supported in the General Community Planning Study

Objectives 1, 7, 8, 9

See Annex 2 to
Proposals Map

Appendix 1
(existing SPG)

Objectives 1, 7,
8, 9

Proposal 124. Waterfront Walkway and Sutton Harbour Heritage Trail.

Walkways.

The preferred route of the Waterfront Walkway, including the Sutton Harbour Heritage Trail will be completed. Development proposals on and adjoining the route should provide for the following:

1. Safeguarding of the preferred route.
2. Provide for contributions towards the implementation of the walkway and trail along the water frontage of development sites where this is feasible and safe, and dedicate public access to it. This might include the provision of public art, heritage interpretation and heritage rooms.

Reasons for the Proposal.

The Waterfront Walkway is part of the South West Coast Path. There are parts of the existing water frontage that do not have public access and the route has to go "inland" away from the water's edge. These are at the Royal William Yard, Eastern Kings, Millbay Docks, the eastern side of Sutton Harbour, Cowside, Oreston, Hooe and Turnchapel. The City Council's long term aspiration is to route the official walkway alongside most of these missing links of the water frontage in order to make the walk even more enjoyable.

The Sutton Harbour Heritage Trail forms part of a major tourism heritage initiative around the water's edge of the Barbican and Sutton Harbour. Visitors will be encouraged to explore the harbour's rich history by either undertaking conducted tours via the Plymouth Mayflower or exploring the route themselves through interpretative maps and signage. The route will be supplemented by trail rooms and other heritage interpretation.

