



North Plymstock (and Minerals) Area Action Plan

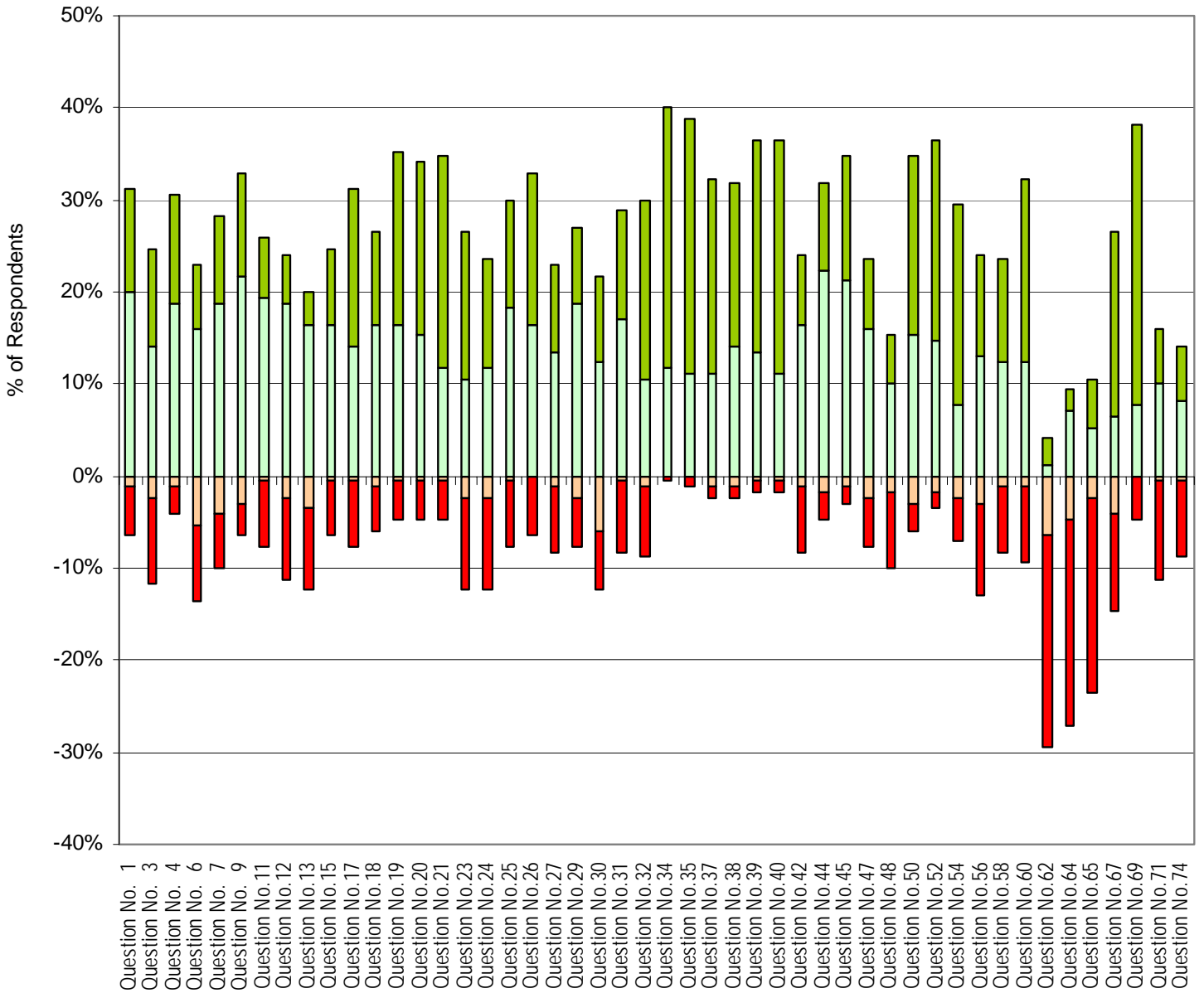
Summary Report of Preferred Options Consultation held in July 2005

1. Introduction

- 1.1 This summary report brings together the responses made during the preferred options consultation. It provides both a quantitative and qualitative summary of the main issues raised. In total, 170 responses were received from organisations and individuals, of which 80 answered all or part of the questionnaire. The results of the questionnaire responses are shown in the graph below and in the following table. The questionnaire results and the written comments show a very high level of public support for the proposals set out in this document. In all, 3 people are supportive of the proposals for every 1 person who disagrees. Some concerns and comments were expressed, however, and these are summarised in this report.

North Plymstock AAP Preferred Options Consultation

■ Agree
 ■ Strongly Agree
 ■ Disagree
 ■ Strongly disagree



	Total Representations Received = 170	Number of Responses					% Responses				
		Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree	Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree
Question No. 1	Develop Plymstock Quarry as a new sustainable neighbourhood	19	34	106	2	9	11%	20%	62%	-1%	-5%
Question No. 3	Prepare a plan for the whole area which coordinates infrastructure provision for North Plymstock and Sherford	18	24	108	4	16	11%	14%	64%	-2%	-9%
Question No. 4	Prepare a master plan for Plymstock Quarry including Pomphlett industrial estate	20	32	111	2	5	12%	19%	65%	-1%	-3%
Question No. 6	Provision of about 1500 homes in the quarry	12	27	108	9	14	7%	16%	64%	-5%	-8%
Question No. 7	Include 25% mixed tenure affordable homes in the housing development	16	32	105	7	10	9%	19%	62%	-4%	-6%
Question No. 9	Provide at least 3.5 hectares of land for employment opportunities	19	37	103	5	6	11%	22%	61%	-3%	-4%
Question No.11	Provide small scale retail units (non food) units in a local centre	11	33	113	1	12	6%	19%	66%	-1%	-7%
Question No.12	Provide medium sized foodstore in the development	9	32	110	4	15	5%	19%	65%	-2%	-9%
Question No.13	Include a range of mixed food and drink outlets	6	28	115	6	15	4%	16%	68%	-4%	-9%
Question No.15	Centre to include mixed commercial and business use	14	28	117	1	10	8%	16%	69%	-1%	-6%
Question No.17	Provide primary school with health and community facilities	29	24	104	1	12	17%	14%	61%	-1%	-7%
Question No.18	Development to include healthy lifestyle facilities e.g. trim trail	17	28	115	2	8	10%	16%	68%	-1%	-5%
Question No.19	Development to include doctors surgery	32	28	102	1	7	19%	16%	60%	-1%	-4%
Question No.20	Provide an appropriate range of community facilities and meeting places	32	26	104	1	7	19%	15%	61%	-1%	-4%
Question No.21	Provide informal meeting spaces for older children and teenagers	39	20	103	1	7	23%	12%	61%	-1%	-4%
Question No.23	Provide outdoor playing pitches, to be combined with new sports facility at Sherford	27	18	104	4	17	16%	11%	61%	-2%	-10%
Question No.24	Developer to contribute towards a swimming pool at Sherford	20	20	109	4	17	12%	12%	64%	-2%	-10%

	Total Representations Received = 170	Number of Responses					% Responses					
		Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree	Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree	
Question No.25	Provide adequate indoor sports facilities to support needs of residents	20	31	106	1	12	12%	18%	62%	-1%	-7%	
Question No.26	Development to include public open space including children's play areas	28	28	103	0	11	16%	16%	61%	0%	-6%	
Question No.27	Development should explore the inclusion of a commercial leisure facility taking advantage of the sites unique landform, e.g. extreme sports/rock climbing	16	23	117	2	12	9%	14%	69%	-1%	-7%	
Question No.29	Provide new access off Billacombe Road to east of Broxton Drive	14	32	111	4	9	8%	19%	65%	-2%	-5%	
Question No.30	Provide bus/emergency vehicle link only onto Colesdown Hill with potential to reopen to general traffic in the future	16	21	112	10	11	9%	12%	66%	-6%	-6%	
Question No.31	Development to include a transport interchange	20	29	107	1	13	12%	17%	63%	-1%	-8%	
Question No.32	Development to contribute towards the provision of high quality public transport system in the A379 corridor	33	18	104	2	13	19%	11%	61%	-1%	-8%	
Question No.34	Fields and woodland overlooking Chelson Meadow and Saltram House to be used as public open space	48	20	101	0	1	28%	12%	59%	0%	-1%	
Question No.35	Provision to be made to protect and enhance the sites ecological resource	47	19	102	0	2	28%	11%	60%	0%	-1%	
Question No.37	10% of energy requirements to come from on-site renewable energy measures	36	19	111	2	2	21%	11%	65%	-1%	-1%	
Question No.38	Investigate viability of district heating scheme for the development	30	24	112	2	2	18%	14%	66%	-1%	-1%	
Question No.39	Incorporate sustainable water system management to conserve water	39	23	105	1	2	23%	14%	62%	-1%	-1%	
Question No.40	Integrate sustainable design principles to use local materials and recycling in construction	43	19	105	1	2	25%	11%	62%	-1%	-1%	

	Total Representations Received = 170	Number of Responses					% Responses				
		Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree	Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree
Question No.42	Integrate Pomhplett Industrial Estate into the development and make provision for relocation of users into the development	13	28	115	2	12	8%	16%	68%	-1%	-7%
Question No.44	Allow remodelling in the north west corner to address land slip issues	16	38	108	3	5	9%	22%	64%	-2%	-3%
Question No.45	Allow recreational routes through the area appropriate to the greens character	23	36	106	2	3	14%	21%	62%	-1%	-2%
Question No.47	Regeneration of the area through comprehensive high quality mixed use redevelopment	13	27	117	4	9	8%	16%	69%	-2%	-5%
Question No.48	Relocation of the bus depot to an alternative site	9	17	127	3	14	5%	10%	75%	-2%	-8%
Question No.50	Retain as waste management centre with potential for new waste handling/treatment facilities	33	26	101	5	5	19%	15%	59%	-3%	-3%
Question No.52	Create a new recreation and leisure resource for the city	37	25	102	3	3	22%	15%	60%	-2%	-2%
Question No.54	Extend Saltram Estate into a larger country park	37	13	108	4	8	22%	8%	64%	-2%	-5%
Question No.56	Allocate land within Moorcroft Quarry for waste management and employment use	19	22	107	5	17	11%	13%	63%	-3%	-10%
Question No.58	Allocate land north of Hazeldene Quarry for future mineral extraction (instead of land to the east)	19	21	116	2	12	11%	12%	68%	-1%	-7%
Question No.60	Provide a high quality public transport system linking Sherford and Plymstock Quarry to city centre and other areas	34	21	99	2	14	20%	12%	58%	-1%	-8%
Question No.62	Identify land west of Sherford and north of Hazeldene Quarry for potential development after 2016	5	2	113	11	39	3%	1%	66%	-6%	-23%
Question No.64	Allocate land for part of Sherford new community within the city to the north of Elburton for development of about 125-210 homes	4	12	108	8	38	2%	7%	64%	-5%	-22%

	Total Representations Received = 170	Number of Responses					% Responses				
		Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree	Strongly Agree	Agree	Nil response or no opinion	Disagree	Strongly disagree
Question No.65	Allocate land for part of Sherford new community within the city to the north of Elburton with minimum 25% mixed tenure affordable homes	9	9	112	4	36	5%	5%	66%	-2%	-21%
Question No.67	Provide sports centre/swimming pool, outdoor pitches etc to meet needs of Sherford residents and to offset any loss of land due to transport proposals	34	11	100	7	18	20%	6%	59%	-4%	-11%
Question No.69	Provide a green link between Saltram Estate and proposed community park at Sherford and to safeguard green buffer between existing residential area at Elburton and new development at Sherford	52	13	97	0	8	31%	8%	57%	0%	-5%
Question No.71	Provide road links between Sherford and Plymstock	10	17	124	1	18	6%	10%	73%	-1%	-11%
Question No.74	Provide a transport interchange on the A379 corridor	10	14	131	1	14	6%	8%	77%	-1%	-8%

2. The Preferred Option Context (section 6)

- 2.1 There is a concern that the text in this section suggests that the development of Plymstock Quarry and Sherford are dependent on each other. There is support for paragraph 6.2 regarding the need to progress integrated and complementary development, but there is a concern about an over-emphasis on transport issues. There is support for the approach taken to strike a balance between planning for an adequate supply of limestone aggregate and sustainable development.

3. The Preferred Vision (section 7)

1. To create a new high quality and distinctive urban district to Plymouth, that will include a new sustainable neighbourhood. Development will be well related to the new community at Sherford, the existing urban fabric and the City Centre. The significant amount of development focused in this area will provide major new sustainable infrastructure, particularly a high quality public transport system and facilities to support a high quality of life. Other development opportunities and long term development potential in the area are coordinated to create successful relationships between different uses. The character of the new district will be strongly influenced by significant new recreational opportunities in the form of Country Parks and green space links.
2. To continue to safeguard the existing limestone land bank at Hazeldene Quarry and to safeguard sufficient limestone reserve to the north of Hazeldene quarry to make an adequate future contribution to the South West's crushed rock reserves. Current and future quarrying should be planned and operated to support the development of the new community at Sherford.

- 3.1 Several comments were made in general support of the preferred vision, however some concerns were raised.
- 3.2 It is commented that this Area Action Plan will play a crucial role in the future development of Plymouth, and that Hazeldene Quarry will be the only economically workable limestone deposit in the Plymouth area if Sherford proceeds. It has the potential to provide aggregate beyond this century.

- 3.3 It is stated that the costs associated with the redevelopment of Plymstock Quarry will be more significant than for the development of a greenfield site, therefore this should be recognised in the expectations for infrastructure provision from the developer of Plymstock Quarry. There is concern that the vision implies that the range of infrastructure provision likely to be sought from the Plymstock Quarry re-development is going to be greater than needed to meet the needs of the development.
- 3.4 It is felt that the type of High Quality Public Transport (HQPT) system should be clarified. There is a comment that the City Council should stipulate that the HQPT should be bus based. A suggestion is that the preferred vision should propose that green spaces should link with public transport.
- 3.5 There is concern about the nature of the proposed country park. If it is not carefully defined it could have negative impacts on the historic character of various aspects of the core and wider Saltram Estate.
- 3.6 It is considered that the document's reference to potential long term development, beyond 2016, is premature.
- 3.7 The Council is requested to clarify just how development at Sherford and Plymstock Quarry should be co-ordinated.
- 3.8 The Council's willing engagement in effective cross boundary planning is welcomed, particularly the commitment to high quality development, timely provision of infrastructure, high quality public transport and coordinated progression of cross boundary strategies.
- 3.9 There is a concern that this Area Action Plan purports to provide a framework for development outside the authority's area, which is inappropriate.

4. The Preferred Strategy (section 8)

- 4.1 There is broad support for the principles set out in the strategy, but there are nevertheless some concerns expressed. One general comment on all of the principles is that they should be clarified and better related to other parts of the document so as to provide greater certainty of requirements.

Principle 1. Create new 21st century neighbourhoods – establish sustainable mixed-use villages, providing locally for the needs of residents and which effectively connect with and relate to the existing adjacent urban area.

Principle 2. A high quality public transport system – new developments will link into and contribute proportionally to the implementation a new mass transit scheme.

Principle 3. Walking & cycling will come first – through the creation of a network of streets, spaces and routes within and between neighbourhoods walking and cycling will be made easy, safe and pleasant.

Principle 4. Protect minerals resources & provide for waste treatment and management – development and land use will protect and facilitate the extraction of minerals and collection, treatment and management of waste.

Principle 5. Provide green links and green space – development will facilitate a web of green links and contribute towards extensive areas of wildlife rich open space.

Principle 6. Sustainable employment and jobs – new development will protect existing viable jobs and provide new employment opportunities for local residents.

Principle 7. Meeting the needs of everyone in the community – new neighbourhoods will provide for the; health, housing, recreational, accessibility, educational, social, cultural, and governance needs of the communities they serve.

Principle 8. Enhancement of existing corridors and gateways – the relationship and quality of existing frontage development and new development opportunities on main corridors, waterfront areas and at gateway locations will be improved and well related.

Principle 9. High Quality design, architecture & local distinctiveness – the design of buildings and spaces, their relationship, connections and materials will be good quality and make places.

Principle 10. Sustainability & energy efficiency – environmental and natural resource protection will underpin the design and development of new communities, so that future generations can meet their needs and have good quality lives.

Principle 11. A high quality of life for everyone in the community – will be provided by creating the conditions to promote good; physical and mental health, individual and community well being, personal and environmental safety.

Principle 12. Plan development now to facilitate future development – development in this period will be planned such that future growth can take place in a sustainable way.

- 4.2 Principle 2 - There is support for a High Quality Public Transport system, but concern that it does not clarify what the mass transit system will be or that it should be a bus based system.
- 4.3 Principle 4 - There is a concern that this fails to specify that new waste development at Chelson Meadow should be mindful of the proposed adjoining development at Plymstock Quarry.

4.4 **Strategy Diagram**

- 4.5 There is a comment that the suggested green link connecting Saltram Park to Sherford conflicts with the limestone deposit working north of Hazeldene Quarry. This coincides with a concern about the need to take account of emerging urban fringe studies in evolving the principles and key opportunities.
- 4.6 Another concern is that paragraph 8.3, key opportunity 2 seems to limit development of the Plymstock Quarry site to 1500 homes. There is a concern that key opportunity 5 fails to specify an end date for land filling waste at Chelson Meadow.
- 4.7 It is felt that the Strategy Diagram should be amended to show an alternative indicative alignment of the pedestrian/cycle route to the east of Billacombe Green.
- 4.8 It is pointed out that this diagram (and the one on p36) does not clearly distinguish between the North Plymstock AAP proposals and those in the South Hams area

5. Preferred Option 1 – Plymstock Quarry

- 5.1 The comments are summarised under the various subsections of the preferred option, starting with the overall vision for Plymstock Quarry:

Preferred Option 1 & Key Diagram

The City Council's preferred option is to see Plymstock Quarry developed as a new neighbourhood of Plymouth, based upon principles of sustainable development and an exemplar design-led approach. This should include the following elements.

Question 1: - 53 respondents agreed that Plymstock Quarry should be developed as a new, sustainable neighbourhood while 11 disagreed.

- 5.2 The public response to question 1 shows overall support for this preferred option, but with some concerns.
- 5.3 **Preferred Option 1 received a total of 259 written comments.** The written comments show overall support for a 1,500 home, mixed-use, master planned development at Plymstock Quarry as a significant contribution to the regeneration of brownfield sites within the city.
- 5.4 There are a number of individual concerns raised. These regard: the need to take account of people's views; a lack of clarity over the benefit of the proposed development, particularly in relation to Sherford; and concern about the impact of development in relation to underlying ground water.

5.5 Alternatives to the proposed new neighbourhood are also suggested, one being to locate the development in Moorcroft Quarry instead. Another comment is that the housing development should not happen for health reasons. Two alternatives are suggested: 1) to extend the seafront at Plym Estuary to link Saltram Park by creating man made beaches for one large leisure park for holidays or 2) to turn the quarry area into industrial use. It is also suggested that the former quarry should be used for waste management/disposal not housing.

5.6 Comments on the Key Diagram for PO1.

It is suggested that the diagram should include a key view from Pomphlett Plantation to Saltram House. There is a concern that the 'Landmark Building' at the east end of the quarry will be visible from Saltram House. Another comment suggests deleting the reference to the landmark building at the east end of the site. It is suggested that 'local centre' should be upgraded to 'district centre'. It is felt that the extent of indicative employment allocation adjacent to Chelson Meadow should be reduced. Finally, a comment is made that the alignment of the pedestrian/cycle route on the east side of Billacombe Green, should be repositioned towards the west and within the Green.

Strategy, Planning & Design

1. Development to take place within the wider context of a strategic plan for the eastern corridor, which includes North Plymstock Action Area Action Plan and Sherford Action Area Plan, with coordination of infrastructure provision.
2. A single comprehensive Master Plan for development of the neighbourhood, which shall include the redevelopment of the site of Pomphlett Industrial Estate,
3. The design of the scheme to incorporate the best practice principles of urban design and buildings and spaces shall be of a high quality.
4. The master plan must, following assessment and appraisal, take account of and respond appropriately to the environmental, transport, health, educational, amenity, historic environment, bio-diversity and quality of life issues that the site and its existing adjacent land uses/ developments pose for the redevelopment of this site.

Question 3: - 42 respondents agreed that the City Council should seek to prepare a plan for the whole area which coordinates infrastructure provision for North Plymstock and Sherford while 20 disagreed.

Question 4: - 52 respondents agreed that the City Council should seek to prepare a master plan for Plymstock Quarry including Pomphlett industrial estate while 7 disagreed.

- 5.7 The public response to questions 3 and 4 shows support for this part of preferred option 1, but with some concerns.

- 5.8 One comment strongly supports the reuse of this brownfield site and the proposal's emphasis on the necessity of providing high-grade public transport on the eastern corridor to the city. It is commented that the overall plan/strategy should be coordinated with what is happening in the rest of Plymstock. Another questions whether reference should be made to the strategic link with Sherford, as this is covered in the Core Strategy. There is concern that infrastructure should be built in tandem with housing development rather than added later.
- 5.9 In relation to the masterplan, one respondent comments that the AAP should not delegate its job of creating a clear planning framework to another document (masterplan), and that the reference to the masterplan does not provide the necessary clarity or precision. There is a concern that once the masterplan has been agreed it should be adhered to and facilities not left out due to financial constraints.
- 5.10 Concerning design, the opinion is given that the individual character of the areas within the plan should not be lost and that people do not feel they have had the opportunity to input ideas. There is a concern that the plans need to be done, but sensibly, listening to the residents.
- 5.11 There is concern over the suggestion in paragraph 9.1 point 1 that another strategic plan for the eastern corridor is needed. There is also concern that the proposal seems to suggest that there is a requirement to include 'redevelopment' of the industrial estate by the developer of the quarry site.

Housing.

5. The development shall accommodate in the region of 1,500 homes if it can be demonstrated that the number can be provided with out unacceptable impacts.
6. A mix of different home types at a density across the site, which exceeds 30 homes/ha, shall be provided. The development should provide for significantly higher densities at and close to the local centre, including the provision of homes above ground floor commercial, business and retail uses.
7. 25% mixed tenure affordable homes.
8. In the region of 20% of homes to be of Lifetime Homes standard.

Question 6: - 39 respondents agreed that the 1500 homes should be provided in the quarry while 23 disagreed.

Question 7: - 48 respondents agreed that the City Council should seek to include 25% mixed tenure affordable homes in the housing development while 17 disagreed.

- 5.12 The public response to questions 6 and 7 shows support for this part of preferred option 1, but with some concerns.

Provision of 1500 homes

- 5.13 There is support for the provision of 1500 homes, but this is qualified by a concern that the potential number of homes is not clear and it should simply say "in the region of 1500 homes".

- 5.14 There is a concern that the proposed number of 1500 is too many. Some concerns are expressed about the impact on traffic, particularly at Laira Bridge. One in particular states that there will be negative impacts on water supply, sewage, transport etc. Another suggests 1000 homes as appropriate number to avoid congestion.
- 5.15 It is noted that the number of homes should depend on the density and space for industry and other facilities.

Home types and densities

- 5.16 There is support for the proposed housing densities, but there is concern that housing density should not exceed PPG3 recommendations. One view is that housing should be lower with more provision of open space/ play areas for children.

Affordable housing and lifetime homes

- 5.17 There is limited support for 25% affordable housing. There is more concern that that 25% is not enough. Several suggest an increase to 35% and one suggests 45%, and that the housing must not be sold on the open market. Another suggests 50%, to be protected from free market increases beyond the affordable limit. One comment calls for affordable housing to be ring-fenced so that it does not go to off site provision.
- 5.18 It is suggested that lifetime and affordable housing requirements should be quantified rather than expressed as a percentage. The amount of such provision will be expected to vary across the site.
- 5.19 It is commented that at the densities proposed housing will be more affordable than if larger plots and big houses were proposed.
- 5.20 One comment questions the need for state intervention in the market to provide affordable housing. There is concern that mixed tenure affordable homes will become problem housing estates. Another comment is that affordable housing should only be available to people who have lived in the area for at least 5 years to meet the housing needs of local people.

Employment Opportunities.

9. Provision of employment opportunities on site to accommodate the economically active element of the resident population. In this respect a minimum of 0.7 job ratio will be sought on site. Of these jobs a greater portion should be in the traditional B1 employment use category but other jobs from the other uses in the mix will be accepted to provide a balanced and sustainable range of job opportunities. A minimum of 3.5 ha of B1 employment land shall be defined.
10. Provision should be made on-site for the potential relocation of existing occupiers of Pomphlett Industrial Estate.
11. There should be live-work units provided as part of the scheme, a mechanism to secure their status as live-work units shall be secured.

Question 9: - 56 respondents agreed that 3.5 hectares of land should be provided for employment opportunities while 11 disagreed.

- 5.21 The public response to question 9 shows general support for this part of preferred option, but with some concerns.
- 5.22 There is support for the provision of employment opportunities. However concerns are raised about the impact of providing employment opportunities. These concerns include: the potential for such development resulting in the loss of green space and damage to the landscape; the potential for conflict between businesses and houses on the same site; the proposed job ratio is unrealistic; it can not be guaranteed that these jobs will go only to residents of the new development; there are already far too many empty employment facilities; the type of employment needs to be varied; and people are unlikely to want to live and work in the same area.

- 5.23 An alternative suggestion is that the site should be developed for tourism/leisure use, linked with Chelson Meadow, which could create many jobs.
- 5.24 One respondent argues that the proposal should clarify its intention for B1 uses and the location and mix of employment uses. It might be better to express the 'business park/industrial cluster' element as a floorspace figure, and to propose a number of units or floorspace figure for the proposed live-work units.
- 5.25 The importance of a balanced and sustainable range of jobs and training opportunities is emphasised - employment is not just economically but socially important. There is support for the principle of 'live – work' units, but it is felt that this needs better explanation.
- 5.26 In relation to the Pomphlett Industrial Estate, concern is expressed that the relocation of commercial premises is too costly and there is a need to provide more certainty regarding relocation of Pomphlett Farm Industrial Estate by deleting 'potential'.

Retail and entertainment.

12. Small-scale retail (non-food) units shall be provided in the local centre to meet the daily needs of residents, the number and scale of such facilities should be appropriate to the needs of the community.
13. A medium sized food-store (up to 1,800 sqm gross, subject to impact) should be provided in a position which forms part of the local centre and which is closely related to the multi modal interchange. Such a facility should not have an adverse effect on the vitality and viability of The Broadway and Embankment Road.
14. A mix of food and drink uses (e.g. pub, bar, café, restaurant, hot food take away) should be provided in the local centre, of an appropriate scale and sensitively located.

Question 11: - 44 respondents agreed that small scale retail (non-food) should be provided in a local centre while 13 disagreed.

Question 12: - 41 respondents agreed that a medium sized food store should be provided in the development while 19 disagreed.

Question 13: - 34 respondents agreed that a range of mixed food and drink outlets should be included in the development while 21 disagreed.

- 5.27 The public response to questions 11, 12 and 13 shows general support for this part of preferred option 1, but also some concerns.
- 5.28 One respondent comments that the concept of centres is outdated and instead there should be widespread facilities to reduce traffic movement. Another advises that late opening convenience stores should be located near youth recreational facilities.
- 5.29 Other comments relate to the need for retail facilities. Several in particular express support for a medium sized food store. It is noted that local shopping is important, especially for the elderly and mums with young children. It is important to be able to purchase everyday items on the site without having to leave the site. One comment questions whether people will walk or cycle home with a week's supermarket shopping. Take-aways are necessary but should be limited. Another argues that the number of retail units or floorspace should be proposed. In these circumstances the reference to 'impact' should be deleted. Others think that there is no need for shops or at least not a larger shop on site as there are already plenty in the area and a Morrisons close by. There is concern about the vague definition of 'medium' sized foodstore. There is a comment that any new shopping provision on this site should serve local needs only and a food store of the size proposed is likely to go beyond such local needs.
- 5.30 There are concerns that a local centre will be unviable at this location. It is suggested that the retail centre should be larger in scale, such as a new district centre for it to be viable and function properly.

- 5.31 Other comments relate to food and drink outlets, some objecting to more pubs and off-licenses.
- 5.32 There is a comment that the range of permissible uses should be wider than pure retail and allow for a full range of food and drink uses.

Commercial.

15. The local centre should include a mix of commercial (A2) and business office (B1) uses which are commercially viable and which are of sufficient scale to make an appropriate contribution towards local job opportunities.

Question 15: - 42 respondents agreed that the centre should include mixed commercial and business use while 11 disagreed.

- 5.33 The public response to question 15 shows support for this part of preferred option 1, but also some concerns.
- 5.34 There are varied concerns about the potential negative impacts of commercial development in the quarry. It is felt that the development will mean new residents commuting into the Plymouth area for employment which will cause traffic congestion. Commercial development will result in the loss of more green space. The commercial centre could adversely affect the quality of residential life.
- 5.35 There is support for commercial uses as part of the mix of uses, but they should include a training centre for apprenticeship for young people and a bank and/or building society.
- 5.36 One respondent states that the actual amount of commercial floorspace should be proposed and that the reference to commercial viability is unclear, it being a market matter which is outside town planning matters.

Education, Health and Community.

16. An 'extended' primary school shall be provided, which should be well related to the local centre and include the neighbourhood's other health and community facilities.
17. Provide a contribution to meet the secondary schooling educational needs arising from the development.
18. The development should provide facilities that encourage and promote healthy lifestyles, such as trim trails with supporting information and facilities.
19. A doctors' surgery should be provided, this should include sufficient accommodation for other health care practitioners.
20. A range of community facilities and meeting space should be provided, appropriate to the scale of the development.
21. The development should include provision for a number of informal meeting spaces for older children and teenagers. Such facilities should be over looked, safe to use and located so as not to cause nuisance.
22. The provision and use of public art as an integrated element of the development.

Question 17: - 53 respondents agreed that a primary school should be provided with health and community facilities while 13 disagreed.

Question 18: - 45 respondents agreed that the development should include healthy lifestyle facilities e.g. trim trail while 10 disagreed.

Question 19: - 60 respondents agreed that the development should include a doctor's surgery while 8 disagreed.

Question 20: - 58 respondents agreed that an appropriate range of community facilities and meeting places should be provided in the development while 8 disagreed.

Question 21: - 59 respondents agreed that informal meeting spaces for older children and teenagers should be provided while 8 disagreed.

- 5.37 The public response to questions 17 – 21 shows support for this part of preferred option 1, but also some concerns.

Education Issues

- 5.38 There is a concern that a new primary school in the development will have a negative impact on the viability of Dunstone Primary School and that pupils' safety will be at risk from having to cross Billacombe Road. Others feel that a primary school for children on site is an essential part of the new neighbourhood. There is some confusion over the meaning of 'extended school' which, it is felt, should be explained.
- 5.39 There should be greater clarity concerning the link between the Plymstock Quarry development and secondary education proposals, stating which schools are to be expanded.

Health Care

- 5.40 Several people express the view that a health facility/doctors' surgery should be a necessary part of the new development. Whilst supporting it, one respondent suggests that the amount of health care floor space should be specified. There is a concern, however, about the requirement to provide a 'doctors' surgery', it is recommended that instead the requirement should be to 'reserve land for a doctors' surgery'.

Community Facilities

- 5.41 Nine people generally support the need for a range of community facilities. It is considered that community facilities are required and that these should be more than just parks. Several people feel that a building for young people, with youth workers, should be provided and that this should be separate and independent from the school. Others comment on the preferred type of location for youth facilities. Concern is expressed about the financial viability of community facilities in the absence of volunteer staff.
- 5.42 It is commented that the development should include either a small multi-denominational church facility or that the proposed community facilities could be shared with multi-denominational church groups.
- 5.43 Some general comments were also received about the need to improve facilities in Plymstock. One comment asks for more investment in Hooe Park to improve its quality. Another urges that the LDF should identify a permanent site for a police station, possibly by the library. If this is not possible then the library should be extended.

Youth meeting spaces

- 5.44 There is support for the proposal to include meeting spaces for older children/ teenagers, and that such spaces must be overlooked and be integrated into public realm.

Sport and Leisure.

23. The development should provide an adequate amount and standard of outdoor playing pitches and supporting infrastructure. Commuted sums towards off-site provision will be acceptable. Off site contributions will go towards the enhancement of the sports facility provided in association with the new community at Sherford.
24. The development should make an appropriate contribution towards the provision of a swimming pool at the new Community in Sherford, such a contribution shall be fairly and reasonably related to the scale of the development at Plymstock Quarry.
25. The development should make appropriate provision for indoor sports facilities to meet the needs of its occupiers. Off site contribution to the provision of indoor sports facilities reasonably related to the development will be acceptable instead of on site provision where the scale of on-site provision will not result in a viable indoor sports facility of an acceptable standard.
26. The development shall include areas of formal and informal public open space and commuted sums towards its provision.
27. Children's play space of an appropriate scale and standard shall be provided in locations in the development, which are accessible to all its residents.
28. The development proposal should explore the potential to include a commercial leisure facility, that would take advantage of the site's unique landform and context, subject to commercial viability, transport impact and impact on the mix of sustainable uses in the Quarry.

Question 23: - 45 respondents agreed that the City Council should seek to provide outdoor playing pitches, to be combined with a new sports facility at Sherford while 21 disagreed.

Question 24: - 40 respondents agreed that a developer should contribute towards a swimming pool at Sherford while 21 disagreed.

Question 25: - 51 respondents agreed that adequate indoor sports facilities should be provided to support the needs of residents while 13 disagreed.

Question 26: - 56 respondents agreed that development should include public open space including children's play areas while 11 disagreed.

Question 27: - 39 respondents agreed that development should explore the inclusion of a commercial leisure facility taking advantage of the site's unique landform, e.g. extreme sports/rock climbing while 14 disagreed.

- 5.45 The public response to questions 23-27 shows general support for the sport and leisure proposals as part of this preferred option, but also some concerns.

General Comments

- 5.46 There is concern that the requirements for sport and leisure facilities exceed what is necessary to meet the needs of the development and that it is improper to seek contributions towards facilities at Sherford. One comment suggests that 'commuted sums' should be replaced with 'financial contributions'. There is also concern about using developer contribution funds to subsidise facilities at Sherford. It is suggested that the proposal should be clarified by stating that commuted sums are for maintenance. There is concern about the application of Sport England's sports facility calculator to this development.

Outdoor sports facilities

- 5.47 There is support for the provision of outdoor sports pitches to serve the development, but many are concerned that there is too much emphasis on off-site sports pitch provision. There is some, but less, acceptance that off site outdoor sports provision is acceptable. However, many believe that such provision should either not be in association with the proposed new community at Sherford or else, if it is it, should clearly complement and not duplicate Sherford's sports provision.
- 5.48 One comment suggests that the type of outdoor and indoor sports facilities and their location should be quantified, clarifying which high level facilities will then be provided at Sherford.

Swimming pool

- 5.49 There are many comments about the need for, and location of, a swimming pool. The majority of opinion is that the development should contribute towards a swimming pool, but that the pool should be located in Central Plymstock and not at Sherford. It is felt that Sherford is too far away from the weight of population at Plymstock.
- 5.50 There is overwhelming support to locate the swimming pool in Downhorn Park. Only a very few object to this idea, saying that it will result in loss of precious green space and increase traffic. Other locations for the swimming pool suggested are:
- Staddiscombe
 - Dunstone Primary School
 - Plymstock Quarry
 - Near the Broadway Shopping Centre

- 5.51 However, there is also a comment supporting the proposal for the redevelopment of the quarry to contribute towards the sports facilities and swimming pool at Sherford. It is suggested that this proposal should clarify if the contribution for an off-site swimming pool is towards the pool proposed at Sherford in Preferred Option 11. One person wants assurance that a pool will be built at Sherford.

Indoor Sports facilities

- 5.52 It is commented that the development must include provision for young people. Another feels that the requirement for indoor sports facilities is unnecessarily repeated in two parts of the proposal.

Public Open Space

- 5.53 There is concern that provision of public space should not damage or destroy important wildlife sites. It is suggested that large functional areas of open space should be quantified.

Children's Play Space

- 5.54 There is support for the provision of children's play space, but there is concern that such space is being lost in Plymstock. It is suggested that the amount of children's play space should be quantified as well as accessibility criterion to such space defined. Concern is expressed that play space should be provided within the residential areas.

Commercial Leisure Facility

- 5.55 There is some conditional support for this idea but only if it is of a sports industry and leisure industry scale, not small scale for residents. There is concern that the provision of this should not be at the expense of facilities for residents. There is concern that a commercial sports facility will not be financially viable. It is considered that the status of the commercial sports facility should be clearly proposed and if not it should be deleted.

Transport.

29. Preferred main access points into the site are the existing one at Broxton Drive and a new one off the Billacombe Road to the east of Broxton Drive.
30. The existing access of the Ride is suitable only as a secondary access serving part of the site and should not be readily useable through access to Billacombe Road.
31. A bus / emergency vehicle only link should be provided at the site's eastern limit onto Colesdown Hill (in a northerly direction only). This access should be designed or land safeguarded such that the route can be opened in the future to general traffic.
32. A transport plan shall be prepared to support and encourage a shift in travel modes towards sustainable transport for all occupants (business, commercial, residential, health, education) of the development.
33. The development shall make a contribution towards strategic transport infrastructure, including the implementation of a High Quality Public Transport service along the A379 corridor which will link the new community at Sherford, via Plymstock Quarry with the City Centre.
34. The development should include a multi-modal interchange (MMI) in association with the local centre and linked to a route which would serve a high quality transport service as part of the strategic transport infrastructure for the Eastern Corridor. The MMI should be focused on a building providing passenger and travel information facilities.
35. The development shall include the provision of satisfactory footpath and cycleway links to adjacent sites and open spaces and existing and planned foot and cycle paths.

Question 29: - 46 respondents agreed that the City Council should seek to provide new access off Billacombe Road to the east of Broxton Drive while 13 disagreed.

Question 30: - 37 respondents agreed that the City Council should seek to provide a bus/emergency vehicle only link onto Colesdown Hill with potential to reopen the route to general traffic in the future while 21 disagreed.

Question 31: - 49 respondents agreed that development should include a transport interchange while 14 disagreed.

Question 32: - 51 respondents agreed that development should contribute towards the provision of 'High Quality Public Transport' while 15 disagreed.

- 5.56 The public response to questions 29-32 shows general support for the transport section of this preferred option, but also some concerns

General Transport Issues

- 5.57 Many comments relate to the perceived lack of capacity in the A379 road corridor, particularly at Laira Bridge, to accommodate more development. It is suggested that transport proposals should make use of both the Laira Bridge and the disused railway bridge. Another comment is that the preferred transport options will only be needed if the site is going to be overdeveloped. It is also suggested that much more radical transport proposals are needed. One comment is that the transport links should be provided before any building starts. It is thought that transport links should be provided to the A38 and City Centre. It is also suggested that this site should be served by more than one arterial road. It is suggested that the quarry should have direct access to the A38

Transport Access off Billacombe Road

- 5.58 There are comments about the proposed transport access into the quarry site from Billacombe Road. It is suggested that two transport access points will be needed. There is also a concern that the proposed new access from Billacombe Road will have an unacceptable adverse effect on the green area between Billacombe Road and the development site.

Colesdown Hill

- 5.59 There are comments stating that there should be a link road through the site to Plympton via Colesdown Hill, but that traffic should only be allowed to the north thus preventing access onto Colesdown Hill to the south.

High Quality Transport System (HQPTS)

- 5.60 It is suggested that the plan should set out the basis of the apportionment of costs between the various developments for the HQPT. Comments are made about the need for this development to be served by a HQPT system that links with Sherford and the City Centre. One comment stresses that the public transport system should be in place before the scheme is started and not left until the end. There is concern that a potential water transport route on the Plym Estuary is not practical. Clarification is sought of what the HQPT will be? There is a comment that the plan should not in itself seek to encourage a shift from private car use to public transport, but that the plan should set out the actions needed to deliver sustainable transport measures.

Multi modal Interchange (MMI or park and ride)

- 5.61 Comments are made supporting the need for an MMI for both existing residents of Plymstock and the new development in the former quarry. There are also comments about the location and size of such a facility. There is concern that the MMI proposal did not contain reference to an element of park & ride, and that MMI building should 'include' a passenger building.

- 5.62 Others considered that an MMI at this site is not required, as it is too close to the City Centre. There is one question seeking clarification of what a 'transport interchange' is?

Eastern Corridor Study (ECS)

- 5.63 There is a concern that results of the Eastern Corridor Study are needed before it is possible to make a considered and informed response to the proposals.

Cycling and Walking

- 5.64 There is support for the need to integrate high quality and safe walking and cycling routes into the design of the scheme to encourage sustainable transport. It is suggested that the transport strategy needs to include sustainable links to Saltram Park & Chelson Meadow.

Landscape and Biodiversity.

36. Use of the majority of fields and woodland on the north facing slopes overlooking Chelson Meadow and Saltram House and Wixenford Quarry & marsh as natural green space with public access, and a commuted sum for their improvement and maintenance.
37. Provision of green infrastructure to maintain functional ecological links with adjoining areas.
38. The development should make acceptable provision for protection and enhancement of the site's ecological resource and mitigation for those elements which are removed in the interests of creating a high quality and viable scheme.
39. The proposal shall include high quality landscaping proposals, which make use of local materials, and traditional local boundary treatment methods where this is appropriate.

Question 34: - 68 respondents agreed that fields and woodland overlooking Chelson Meadow and Saltram House should be used as public open space while only one disagreed.

Question 35: - 66 respondents agreed that provision should be made to protect and enhance the site's ecological resource while only 2 disagreed.

- 5.65 The public response to questions 34 and 35 shows a high level of support for this part of preferred option 1.
- 5.66 There is a concern that the requirement for the developer to pay for open space maintenance conflicts with government guidance on the use of planning agreements. There is a question about who will be responsible for the open space maintenance, given that the City Council is stretched to manage its existing spaces.
- 5.67 There are several comments about the need to protect and respect the site's nature conservation and landscape qualities, particularly the Plym estuary which is an important habitat and natural feature.
- 5.68 A question is raised asking if the National Trust is being involved?
- 5.69 There is support for the proposed use of the fields on the north-facing slopes as natural green space. One comment asks for more clarification of this proposal. There is a request that such space should be protected and be provided at the outset of the development.
- 5.70 There is concern about the presumption in the proposal that developers should give the Council money to maintain open space, as there are other methods of achieving open space maintenance.

Environmental Protection.

40. The development will be expected to meet 10% of its energy requirements from on-site renewable energy measures.
41. The development proposal should explore the viability of implementing a district heating scheme, utilising the waste heat generated by the landfill gas powered electricity generation plant at Chelson Meadow. If such a scheme is technically viable all reasonable efforts should be made to include district heating within a significant portion of the development, unless such a proposal is demonstrated to be not financially viable.
42. The development should seek to incorporate Sustainable Urban Drainage and water conservation measures as an integrated design of the development scheme. Opportunities should be provided to enhance biodiversity in such measures.
43. Development should make provision for appropriate waste storage areas that are integrated into the development and recycling facilities.
44. Integration of sustainable design principles and objectives into the sites master planning and the design and building of homes and other buildings. This should address recycling and reuse of on site materials and use of local materials in the sites construction.
45. Development ensures environmental health and safety of occupants in its layout and design with regard to potential sources of pollution.

Question 37: - 55 respondents agreed that the City Council should seek to ensure that 10% of energy requirements come from on-site renewable energy measures while only 4 disagreed.

Question 38: - 54 respondents agreed that the City Council should investigate the viability of a district heating scheme for the development while 4 disagreed.

Question 39: - 62 respondents agreed that the development should incorporate sustainable water system management to conserve water while 3 disagreed.

Question 40: - 62 respondents agreed that sustainable design principles should be integrated into the development, to use local materials and recycling in construction while only 3 disagreed.

- 5.71 The public response to questions 37 – 40 shows a high level of support for environmental protection with only a few concerns.

General environmental comments

- 5.72 There is concern that the cost of environmental measures will be considerable and will lead to a reduction in the other very necessary infrastructure elements. There is support for the environmental measures suggested in the preferred option.

Renewable Energy

- 5.73 One person is unsure what 'on site renewable energy measures' are. There is concern that renewable energy is unviable and that energy should come from current sources. There is support for renewable energy and for it to be used whenever possible. Others urge caution regarding expert advice on renewable energy measures. There is concern over the requirement to produce 10% of energy from on-site renewable sources.

Combined Heat & Power (CHP)

- 5.74 There is qualified support for CHP but it is noted that there is a need for the financial viability of this proposal to be taken into account. It is suggested that CHP is not a realistic proposition. A comment is made that the CHP should be proposed in the submission version of the document, if it is feasible and appropriate. Another comment is that CHP sounds great but only if the district heating scheme is environmentally friendly i.e. innovative.

Sustainable water management

- 5.75 One comment is that sustainable drainage measures should be a clear proposal. Another believes that a more effective approach would be to install water meters.
- 5.76 One person considers that reuse of rain and grey water is a good idea and notes that it is already done in Europe.

Sustainable design

- 5.77 Two people think that this proposal is a good idea and that buildings should make use of recycled materials, be oriented to maximise solar gain and be constructed to the highest environmental standards.
- 5.78 One person seriously doubts the ability to deliver sustainable design.

Environmental health

- 5.79 It is commented that environmental and health protection is a statutory requirement which does not need repetition in this proposal unless there are particular issues about this site that need to be addressed.
- 5.80 There are environmental health concerns raised around the potential for pollution from odours and discharge of sewerage into water courses.

6. Preferred Option 2 – Pomphlett Industrial Estate

The City Council's preferred option for this site is to integrate it with the master plan for the redevelopment of Plymstock Quarry in order to create a better connection between Plymstock and the new neighbourhood and achieve an acceptable frontage development to Billacombe Road. To facilitate this, the re-development of Plymstock Quarry should provide for:

1. A master plan that integrates this site with the re-development scheme for Plymstock Quarry.
2. A range and form of suitable development on this part of the site, but which is likely to include an element of the multi modal interchange.
3. Assessment of the impacts of development on the site's ecology and appropriate mitigation.
4. The relocation of existing users of this estate into serviced employment units at the boundary of the Plymstock Quarry site with Chelson Meadow waste management area, at an early time in the initial phase of development.

Question 42: - 41 respondents agreed that Pomphlett Industrial Estate should be integrated into the development and that provision should be made for relocation of users into the development while 14 disagreed.

- 6.1 The public response to question 42 shows general support for this preferred option, but also some concerns. **Eighteen written comments were received.**

- 6.2 A number of respondents are concerned about relocating the businesses into employment units at the boundary of the Plymstock Quarry site. Issues raised include cost to businesses, and whether the new site will be large enough. There is a concern about the requirement to relocate existing occupiers of the industrial estate into serviced employment units, as the precise arrangements will be dependant on co-operation of third parties and people can not be forced to be moved.
- 6.3 It is suggested that the policy should be re-worded to allow for relocation of existing uses into the employment area at the east end of the quarry.
- 6.4 There is concern about the description used in the text of 'industrial units', as it should be 'B1 employment units'.
- 6.5 One respondent, who is supportive, recommends that the businesses should be relocated to the west bank of the River Plym adjoining Laira Bridge.
- 6.6 Concerning the inclusion of the Industrial Estate as part of the development, concern is raised about increased traffic problems. One respondent comments that it should be separate from any leisure complex proposal. It is commented that whilst the industrial estate could be included in master plan, a concern is raised that a developer has no powers to build a scheme on land outside their control.
- 6.7 Regarding the future development of the site, concern is raised about loss of playing field/green space. However, one respondent supports the idea of mixed use, including housing.
- 6.8 One respondent comments that the proposals for this site should be set out clearly in the Area Action Plan and not delegated to a master plan of uncertain status. There is a concern about the suggested potential to include any part of the transport interchange on this site.

7. Preferred Option 3 – Billacombe Green

The City Council's preferred option for Billacombe Green is to allow re-grading of a small area in the northwest corner, but to retain it as an area of public open space. The whole of the Green will be preserved as a registered green. The character of the Green as an informal public open space of high amenity value and nature conservation value will also be preserved. The re-grading works and re-development of the quarry should make provision for:

1. Sensitive re-grading works that will complement the Green's existing character.
2. Pedestrian connection and routes from the Plymstock Quarry development into and through the Green at the west to the east and south, in a manner which is sensitive and appropriate to the Green's existing character.
3. A Commuted sum to fund the necessary consent procedures to carry out works to a village green.
4. Assessment of the site's capacity to accommodate increased patronage and measures to mitigate against impact on important ecological areas.
5. A Commuted sum to fund improvements to the Green to make it secure, protect public safety, and to contribute towards its future management.

Question 44: - 54 respondents agreed that the north west corner of Billacombe Green should be remodelled while 14 disagreed.

Question 45: - 59 respondents agreed that that the City Council should allow recreational routes through the area appropriate to the Green's character while 5 disagreed.

7.1 The public response to questions 44 and 45 shows general support for this preferred option, but also some concerns.

7.2 **Twenty four written comments were received.** The overall consensus of opinion is to preserve Billacombe Green, although there is a concern about the remodelling and its impact on the Green. There is also a difference of opinion about whether recreational routes should be for pedestrians only or for bicycles too. There is concern about increased use of the Green.

Maintenance

7.3 There is a concern about the requirement for financial contributions towards future maintenance of the Green, as such payments can only be required if it is a legitimate use of planning contributions. There may also be other methods of delivery of the Green's maintenance.

7.4 One respondent comments that the requirement to fund village green consent procedures appears to conflict with Circular 5/05, as these procedures are not required to make the development acceptable. The relevant text should therefore be deleted. It is requested that the reference to 'Village Green application' in paragraph 9.17 be deleted, as it is now known that such consent is not required to undertake works to the clay pocket.

Biodiversity

7.5 A number of respondents urge for meadow planting to be favoured. One calls for habitats to be protected. Another comments that the character should be preserved. The importance of protecting and enhancing its ecological value is also highlighted, given its status as a Site of Local Importance for Nature Conservation (SLINC). Establishment of a new natural area should be considered to improve the wildlife corridors within this location.

8. Preferred Option 4 – Wakeham's Quarry, river and road frontage.

The City Council's preferred option for the important gateway area at Wakeham's Quarry and the adjoining areas fronting the River Plym and Billacombe Road is to achieve the regeneration of this area of poor quality and poor arrangement of development and uses through a comprehensive and co-coordinated high quality mixed use re-development. Development should provide for:

1. The relocation of the bus depot to an alternative site.
2. A scheme which integrates effectively with the Plymstock Quarry development.
3. A scheme which provides high quality design appropriate to a gateway location.
4. Assessment of ecological, transport (including potential water transport connections) and flood risk impacts and appropriate mitigation measures to address them.
5. A range and mix of uses appropriate to the site's context.
6. The relocation of displaced units.
7. Potential need to use land within this area to accommodate the provision of strategic transport solutions for the gateway – (awaiting outcome of Eastern Corridor Study).

Question 47: - 40 respondents agreed that the Wakeham's Quarry area should be regenerated through comprehensive high quality mixed use redevelopment while 13 disagreed.

- 8.1 The public response to question 47 shows general support for this preferred option, but with some concerns.

- 8.2 **Twenty six written comments were received.** There is support for the principle of this proposal and likewise a willingness is expressed to work with the council to evolve this proposal. It is suggested that the development of this site could contribute towards local transport and community improvements, and the AAP should be more explicit in this regard.
- 8.3 One comment expresses concern about the proposed relocation of business units, suggesting that present businesses could be upgraded rather than relocated.
- 8.4 A number of comments relate to design. The new development should be in keeping with the water frontage. Landscaping is suggested to screen the development from Embankment Road.
- 8.5 Concerning the redevelopment of the site, one respondent supports the proposal for mixed use development, while another feels that development should be of a kind that attracts visitors to the city. There is a concern about increases in traffic.
- 8.6 One respondent recommends that parking should be extended into the quarry. A park and ride could perhaps take up less room if it consisted of a double-storey car park plus landscaping.
- 8.7 One respondent comments that the proposal, particularly criterion 7 (the need to accommodate provision of strategic transport solutions for the gateway) should be integrated within Preferred Option 1.
- 8.8 A number of comments emphasise the importance of public access. One respondent is concerned about loss of access caused by development.
- 8.9 A number of respondents comment on the relocation of the bus depot, suggesting it should be central and on a brownfield site. It is also felt that moving the depot further away will only increase traffic congestion.
- 8.10 One respondent comments that the river frontage should be linked with the recreational resource at Chelson Meadow. Water transport is also recommended.

- 8.11 There is support for the proposal to retain the breakwater area for marine related use in light of PPG25, but there is concern for the need for flood risk assessments and appropriate drainage for the new development.

9. Preferred Option 5 – South West sector of Chelson Meadow

The City Council's preferred option for the southwest sector of Chelson Meadow is to retain the site as a waste management centre with the potential to accommodate new waste handling and/or treatment facilities as set out in the Waste Development Plan Document Preferred Options Report. Development should provide for:

1. Sensitive design, siting, layout, and orientation of development having regard to the landscape setting and allocation of Plymstock Quarry as a new neighbourhood.
2. Protection of the health and amenity of prospective occupants of the new development at Plymstock Quarry.

Question 50: - 59 respondents agreed that the City Council should seek to retain the south west corner of Chelson Meadow as a waste management centre with potential for new waste handling/treatment facilities while 10 disagreed.

- 9.1 The public response to question 50 shows general support for this preferred option but with some concerns.
- 9.2 **Twenty three written comments were received.** A number of respondents support this preferred option as, for example, it will prevent loss of a green field site.
- 9.3 Some respondents recommend particular types of waste management facilities, including incineration, recycling, and waste to energy. The site should also act as an educational resource.

- 9.4 A cause of some concern is the potential conflict between the site and nearby residential use. One respondent suggests that the waste management facility should be located in Moorcroft Quarry, leaving Chelson Meadow for recreational use, while another backs a more limited waste management role with recreational use. A thorough assessment of alternative waste sites is also advised.
- 9.5 A number of respondents are concerned about the impact of a waste management facility on the landscape. It is suggested that the AAP should refer clearly to the impact of the proposal on Saltram House.

10. Preferred Option 6 – Chelson Meadow Restored landraise site

The City Council's preferred option for the restored landraise site is to create a new recreation and leisure resource for the city which could form part of the Country Park Preferred Option (No. 7), which should provide for:

1. Informal public open space with the ability to accommodate open air leisure uses on the southern, hillier, section of the restored landraise.
2. More active 'open air' sports / leisure uses on the northern, flatter, area of the restored landraise.

Development should provide for the following:

1. The preparation of a master plan for the site, which integrates the proposals with the area's other opportunities.
2. Protection of the landraise restoration system.
3. Protection and improvement of the amenity of the existing traveller community at the north end of The Ride.
4. Protection of the amenity and historic importance of Saltram Park and House and greenspace character of the area.
5. Provision of pedestrian and cycling links to adjoining public access land or routes.

Question 52 – 62 respondents agreed that the City Council should seek to create a new recreation and leisure resource for the city while 6 disagreed.

- 10.1 The public response to question 52 shows a high level of support for this preferred option with only a few concerns.

- 10.2 **Sixteen written comments were received.** Some make recommendations for future uses of the site, including: a horse racing course; car parking; businesses (to be relocated from Pomphlett Industrial Estate) and playing fields. One respondent suggests that the site should become part of a wider tourist complex, with hotels, shops, and sport and recreational facilities; while another is concerned about the viability of development on landfill.
- 10.3 Concern is expressed by one respondent about the gypsy travellers site, commenting that it would have a negative impact on the image of the city.
- 10.4 Full use of the river is also recommended and it is suggested that the plan should be well co-ordinated with the National Trust.
- 10.5 It is suggested that this preferred option should refer to the emerging Eastern Urban Fringe Study and the role that Chelson Meadow plays in the setting of Saltram House.
- 10.6 There is also concern that the plan should not delegate policy decision-making to the master plan.

11. Preferred Option 7 – Saltram House and Country Park

The City Council's preferred option is to create a new country park focused on Saltram House and the Saltram estate, providing an enhanced focus for recreation and tourism focus. The country park should be on a network of links with wildlife corridors and walking and cycling routes to the following areas which either already have or have the potential to offer, significant amenity, landscape and recreational benefits:

1. Sherford new community and a new community park at the eastern side of Sherford.
2. Amados Hill and Hardwick Wood.
3. Plym Valley and Dartmoor.
4. Hooe Lake and South West Coastal Path.

Question 54: - 50 respondents agreed that the City Council should seek to extend Saltram estate into a larger country park while 12 disagreed.

- 11.1 The overall public response to question 54 shows general support for this preferred option but with some concerns.
- 11.2 **Twenty written comments were received.** There is a mixed response to the overall scheme, some in favour, and others not.
- 11.3 One respondent is concerned about how the park will be maintained. Others consider that agricultural use should remain. One suggests that 'country park' is an inappropriate name, as agriculture will continue.
- 11.4 There is concern about the impact on the historic character of Saltram. One comment advises that this preferred option should refer more clearly to the importance of preserving the historic setting of Saltram.

- 11.5 Some argue for no change, while others are supportive. A number argue for an extension to the park to cover the area north of Elburton or all around it.
- 11.6 One respondent advises that opportunities to meet RPG10 biodiversity targets should be met, and underlines the importance of a wildlife corridor.
- 11.7 It is suggested that a footpath/cycleway should be provided through Haye Road to make a link between Elburton and Saltram House.
- 11.8 One respondent notes that the provision of a green corridor in the Sherford Area Action Plan will meet the City Council's expectations towards such a facility.

12. Preferred Option 8 - Moorcroft Quarry

The City Council's preferred option is to allocate land within Moorcroft Quarry for redevelopment, where the land is no longer required to support mineral extraction. Development should provide for:

1. The allocation of approximately 4.5 ha of land for re-development within the Quarry in the plan period, with the potential to extend this by an additional 4 ha, if the additional land is not operationally required for mineral extraction.
2. A range of waste management facilities (recycling and recovery), as set out in the Waste Local Development Document Preferred Option.
3. Employment development, including employment uses related to waste management.
4. Uses that need to be relocated from other sites to facilitate delivery of regeneration priorities and proposals in the Local Development Framework.
5. An assessment of the environmental/ health/ transport and amenity impacts of any development proposals and provision of mitigation measures to address any impacts which can be effectively reduced or offset, where appropriate.

Question 56: – 41 respondents agreed that the City Council should allocate land within Moorcroft Quarry for waste management and employment use while 22 disagreed.

- 12.1 The overall public response to question 56 shows support for this preferred option, but also a number of concerns.
- 12.2 **Twenty written comments were received**, many of which raised concerns. A number of respondents urge employment use only. One respondent suggests a park and ride facility for the site.

- 12.3 Concerns are raised about noise, traffic, access, sewage, and impact on housing. Another respondent suggests the full environmental impacts should be assessed at plan level, not delegated to a subsequent exercise. One respondent suggests that waste should be taken out of the city. An industrial 'buffer zone' should also be provided.
- 12.4 One respondent states that this preferred option should identify whether further working is required in Moorcroft Quarry. Another stresses that the preferred option should state whether the waste facility is part of the allocated 4.5 ha of redevelopment in the quarry or not.
- 12.5 One respondent suggests alterations to the text in paragraph 9.40 so that it reads:
- ‘...land forming part of the mineral extraction operation within Moorcroft Quarry **will** become surplus to operational requirements..... Activity in Moorcroft Quarry also consists of aggregate processing and storage/treatment of mineral waste and by products, **asphalt production for road repairs, a concrete batching plant and concrete building block works.**’

13. Preferred Option 9 Hazeldene Quarry – Minerals

The City Council's preferred option is to safeguard the extraction of limestone aggregate from the permitted extraction area at Hazeldene Quarry and to allocate and safeguard land on the north side of Hazeldene Quarry for possible future mineral extraction, as an extension to Hazeldene Quarry. Mineral extraction in this area should provide for:

1. The revocation of mineral extraction to the east of Hazeldene Quarry, to facilitate the development of Sherford new community (this is in South Hams).
2. A working plan and proposed quarry operation which will be compatible with the future development of the area.
3. The definition of a mineral buffer zone on the fringe of the potential extension area, which is to be safeguarded from development which would be sensitive to and inappropriate in close proximity to a future mineral working site.
4. Assessment of the impacts of mineral extraction on the natural and planned built environments, amenity, heritage and landscape and provision of suitable monitoring and mitigation measures to address impacts as and where appropriate.
5. Satisfactory restoration and after care proposals.
6. Management of transport impacts.
7. Assessment of the proposals impact on the water environment with particular regard to protection of ground water resources and effects of the proposal on flood risk.
8. Siting and assessment of impacts of plant and relationship of the proposal to exiting mineral working/ process sites.

Question 58 – 40 respondents agreed that the City Council should seek to allocate land to the north of Hazeldene Quarry for future mineral extraction (instead of land to the east) while 14 disagreed.

- 13.1 The overall public response to question 58 shows general support for this preferred option, but also some concerns.
- 13.2 **Twelve written comments were received.** A number of respondents are concerned about the extension north of Hazeldene. A landowner objects to the taking of their land in substitution for the revocation, and also comments that uncertainty about the future of their land is affecting the viability of their business. Another respondent comments that the preferred option is contrary to MPG1 and MP13 of the Devon Minerals Plan, but that the Sherford Refined concept will avoid this conflict. Other respondents question the need to quarry, when recycling could be encouraged.
- 13.3 The following suggestions about the extension are made among those who do not oppose the overall concept:
- Careful co-ordination is required with Sherford
 - Extraction should be proposed, not just safeguarded; and the AAP should not propose anything outside the city boundary.
 - Assessment of environmental impacts should be carried out to support the northern extension.
 - Amend the diagram for this preferred option (p33), as the boundary does not go far enough northwards.
 - Good coordination is needed among the different local authorities (including Devon County Council).

- 13.4 A landowner comments that they have reserved the mineral rights for their land, and that the conditions and/or planning obligations relating to the planning approval granted for the development of Hazeldene Quarry have not been fully complied with. As such, the City Council must make arrangements to check on site and take all lawful action accordingly.

14. Preferred Option 10 - Strategic High Quality Transport links.

The City Council's preferred option is to ensure the provision of high quality sustainable transport infrastructure in the eastern corridor (A38 & A379) to meet the transport needs of existing and future development, such that there is a very significant shift towards the use of sustainable transport modes (walking, cycling and public transport).

In order to plan for the delivery of a viable suite of transport measures to achieve this the City Council has commissioned the 'Eastern Corridor Study'. The findings of the study will provide a robust basis for setting out the sustainable transport measures in the eastern corridor that development will have to deliver. In advance of these findings and subject to them, it is likely that such measures will require major development proposals to provide for:

1. Safeguarding of an alignment for the provision of a High Quality and High Capacity Public Transport (HQPT) system linking the new community at Sherford with the City Centre along the A379 corridor, which will connect with the same HQPT system provided for in the Sherford Area Action Plan and utilizing the A38 corridor.
2. The provision of a multi modal interchanges associated with the new community at Sherford and Plymstock Quarry developments.
3. A proportionate contribution towards the full cost of providing the HQPT to serve the eastern corridor, at the commencement of development.
4. Safe and convenient walking and cycling routes within neighbourhoods, between them and to principal destinations in the existing urban areas.
5. Traffic management measures to protect safety and amenity on potentially sensitive routes.
6. Measures to minimise the need to travel.

7. The potential to provide water transport links.
8. Sustainable travel plans for all significant developments and their implementation.
9. The potential to accommodate routes and connections to future phases of development, outside the plan period.

Question 60: – 55 respondents agreed that the City Council should seek to provide a high quality public transport system linking Sherford and Plymstock Quarry to the City Centre and other areas while 16 disagreed.

- 14.1 The public response to question 60 shows general support for this preferred option, but there are some concerns.
- 14.2 **Thirty five written comments were received.** The majority of comments are supportive, although concerns are raised too. The main issues raised in the comments are as follows:

Delivery

- 14.3 A few respondents question how the HQPT system will be delivered. One comments that this preferred option should state what the basis of the apportionment of contributions towards the High Quality Public Transport system is, while another objects to the requirement to make financial contributions towards the full cost of the HQPT system. Another accepts the need to make contributions, but objects strongly to the requirement for such a contribution to be in full at the commencement of the development.

Loss of green space

- 14.4 A number of respondents express opposition to the loss of Elburton Villa Football Grounds and King George V Playing fields.
- 14.5 Another respondent would like good access by sustainable transport to the network of green spaces in the eastern urban fringe.

High Quality Public Transport Infrastructure

- 14.6 One respondent questions whether people will use public transport as their first choice. Another stresses the importance of integrating it well with the Sherford proposals. Links to Millbay and Derriford Hospital are recommended. It is also recommended that access points in and out of Plymstock need to be better. There is a request for more detail about the scheme in the submission document, with proposed phasing.

Road capacity

- 14.7 It is felt that the road network will need to be upgraded and that Laira Bridge is not adequate to cope with extra traffic. Traffic is also at saturation point in Plymstock, particularly at Haye Road, and the proposed road links are likely to increase traffic congestion in and around Plympton. Bringing back the old rail bridge over the River Plym for cycle/pedestrian use is suggested. However, another respondent feels it is an eye sore and should be demolished.

Eastern Corridor Study

- 14.8 Several respondents state that they can not comment without knowing the outcome of the Eastern Corridor Study.

Park and Ride

- 14.9 One respondent suggests a park and ride should be located next to Laira Bridge, while another feels that this will simply add more traffic on Laira Bridge and Gydria Way.

Walking and Cycling

- 14.10 The importance of walking and cycling is stressed by a number of respondents. A cycle route along the A379 through Sherford is recommended. However, the quality of routes must be good. One respondent strongly objects to a proposed cycle route via Blackberry Hill, while another objects to the absence of identified cycle routes across Morrison's roundabout to the City Centre, Plymstock, Hooe, and Elburton. Another respondent questions whether people will actually cycle significant distances, especially among the older population.

Water Transport

14.11 A water taxi from the breakwater, linked with buses, is suggested, as well as amphibious buses along Breakwater Road, across the Cattewater and into Exeter Street via Sutton Road.

Access to Sporting Facilities

14.12 One respondent stresses the importance of good access (for cars) to new sports facilities.

15. Preferred Option 11 - Sherford (north Elburton)

The City Council's preferred option is to allocate land to accommodate part of the Sherford New Community within the city boundary to the north of Elburton.

Housing

1. The development should accommodate in the region of 125 to 210 homes, which are integrated into the design of the local centre to which they relate, where it is demonstrated that the number can be provided without unacceptable impacts.
2. A mix of different home types at a density across the site which exceeds 30 homes/ha. The density of development should reflect its relationship with its nearest local centre.
3. A minimum of 25% mixed tenure affordable homes.
4. In the region of 20% of homes to be of Lifetime Homes standard.

Question 64: - 16 agreed that land should be allocated for 125-210 new homes to the north of Elburton as part of the new Sherford Community while 46 disagreed.

Question 65: - 18 respondents agreed that the affordable housing provision should be 25% (of total houses) while 40 disagreed.

- 15.1 The overall public response to questions 64 and 65 shows considerable public concern about this part of preferred option 11, with only some support.

- 15.2 **One hundred and eleven written comments were received.** The majority of respondents who made comments relating to housing express concern about development for reasons such as loss of green space, pollution, traffic and the inadequacy of existing infrastructure. There are some who are opposed to the whole idea of Sherford. One comments that industry is needed, not more houses, while another believes that Elburton must remain a separate entity. One respondent suggests that it is an unsustainable urban form and that the Sherford Refined concept provides the best solution.
- 15.3 A minority do not object to development, although emphasise restrictions such as not more than 125 dwellings or that it should be affordable homes only.
- 15.4 Concerning affordable housing, various thresholds are recommended, ranging from 25% to 50%. Concern is raised about upkeep of affordable housing. It is requested that the term 'affordable housing' be defined.
- 15.5 Concern is also raised about the mix of housing being too broad and that densities conflict with advice given in PPG3. The number of affordable and lifetime homes should be identified. It is also stated that the share of affordable housing should reflect site suitability and economics.

Minerals

5. No development within the mineral buffer zone on the east side of Hazeldene Quarry, which would be sensitive to the effects of mineral extraction.

Transport

6. A contribution towards the strategic transport infrastructure commensurate with the scale of the development.
7. Road links between the New Community at Sherford and the A379, on an appropriate alignment. The preferred option identifies two broad options (A&B); these options are subject to on-going assessment as part of the Eastern Corridor Study.
8. A multi modal transport interchange at an appropriate location linked to the A379 corridor, and which is also on the route of the High Quality Public Transport system. The preferred option identifies three locations where an interchange could be provided; these locations and the need for an interchange are subject to on-going assessment as part of the Eastern Corridor Study.
9. Pedestrian and cycling links.

Question 71: – 27 respondents agreed that the City Council should provide road links between Sherford and Plymstock while 19 disagreed.

- 15.6 The public response to question 71 shows some support for this part of preferred option 11, but also concern.
- 15.7 In relation to transport, a number of comments were received. Some express concern over the expected increase in traffic as a result of the new road links, putting pressure on Laira Bridge. A major concern is the loss of playing fields (Elburton Villa Football Club and King George V Playing fields). Comments tend to favour the Option B route as it avoids loss of playing fields.

- 15.8 Regarding the overall transport approach, one respondent comments that it must not compromise the Enquiry by Design masterplan for Sherford. Another calls for more details to be given about the proposed transport infrastructure, including the High Quality Public Transport alignment and location of the multi-modal interchange.
- 15.9 Another comments that development should be sustainable, focussed on footpaths to encourage walking.
- 15.10 A number of respondents make suggestions for new or alternative road links. Suggested road links include:
- Connection between Plymstock Quarry and Sherford.
 - Connection to Plympton by-pass, avoiding excessive congestion over Laira Bridge.
 - Road link from Plymstock - Elburton - to the A38 (Eastern bound) which does not go through the new Sherford development.
 - Sherford road to be closed and access improved via Haye road.
 - Close Sherford road and open link to Haye Road with traffic lights on Elburton Road.
 - New road near to Rodger's Garage rather than just inside the city boundary.
 - A route similar to option B but joining the A379 adjacent to Rodger's Garage.

Sports and Recreation

10. A sports centre/ swimming pool facility, which shall include outdoor pitches, to meet the needs of the new Community, to offset potential losses of existing sports facilities from highway works. The developments in the area, principally at Plymstock Quarry and Sherford, will be expected to make reasonable and proportionate contribution to the provision of these facilities.
11. Areas of informal public open space, with appropriate landscaping and facilities.
12. Children's play space and youth meeting space.

Question 67: - 45 respondents agreed that a sports centre/swimming pool, outdoor pitches etc should be provided to meet the needs of Sherford residents and to offset any loss of land due to transport proposals while 25 disagreed.

- 15.11 The public response to question 67 shows general support for this part of preferred option 11, but also concerns.
- 15.12 There is much fear among respondents about the loss of Elburton Villa Football Ground and King George V Playing Fields. There is strong support for retaining such playing fields.
- 15.13 One respondent suggests that a park and ride facility should be provided near Yealmpton/Brixton. Another emphasises that any loss of facility should be offset in South Hams.
- 15.14 One respondent stresses the importance of providing children's play areas and a football field. It is suggested that major sports facilities should be provided at Plymstock Quarry/Chelson Meadow.

- 15.15 Another comments that the Council must not follow the poor decisions it has made about locations of sports facilities in the past.
- 15.16 There is much concern that the needs of existing residents are not being recognised – the plan only seems to be concentrating on the needs of new development.
- 15.17 There is also much concern about the lack of a good swimming pool facility and other sports facilities in Plymstock. Downhorn Park and Dunstone School are supported as suitable alternative sites.
- 15.18 There is also strong opposition to locating a swimming in Sherford, for reasons including poor access from Plymstock.
- 15.19 One respondent comments that the provision of sports facilities, public open space and childrens' play space should be quantified, and that further explanation is needed in the text.

Landscaping and buffer

13. The provision of a landscaped green corridor in between the northern limit of existing built up area at Elburton and the southern limit of the proposed built up area of Sherford, which will provide a wide green link between Saltram Estate/Country Park and the proposed Community Park to the east of Sherford.
14. Safeguarding of a green buffer, that combines the green link with informal open space and outdoor sports facilities to create a broad buffer between the existing residential area at Elburton and limit of development at the Sherford New Community.

Question 69: - 65 respondents agreed that a green link should be provided between Saltram Estate and the proposed community park at Sherford and that a green buffer between the existing residential area at Elburton and the new development at Sherford should be safeguarded. 8 respondents disagreed.

15.20 The public response to this question shows support for this part of preferred option 11.

15.21 The majority of comments in relation to landscaping support the idea of a green corridor and green buffer. Particular suggestions put forward are as follows:

- Extend green corridor all around Elburton.
- Make and retain a wider, bigger, larger buffer.
- Maintain green buffer in the future and do not earmark for future development.
- Surveys will be required to establish where green links and spaces already exist in the Sherford area that need suitable protection.
- A good wildlife corridor and buffer is essential and should be as large as possible.

Two respondents express their opposition to the whole Sherford development.

16. Preferred Option 12 - Land to West of Sherford and North of Hazeldene Quarry.

To identify an area to the west of Sherford and North of Hazeldene Quarry as having potential to accommodate long term development, beyond 2016, subject to assessment of need and economic justification through a Plan, Monitor, Manage process.

Question 62: - 7 respondents agreed that the City Council should identify land west of Sherford and north of Hazeldene Quarry for potential development after 2016 while 50 disagreed.

- 16.1 The public response to question 62 shows significant public concern over this preferred option.
- 16.2 **Twenty seven written comments were received.** There is some support for this preferred option as providing a sustainable solution for the long-term development of the area. One respondent stresses that Sherford should be well integrated with this option. The majority of respondents, however, are concerned about development moving back in towards Plymouth from Sherford because of the fear of loss of green space between Plympton and Plymstock. One states that it is important to preserve this green space because of its importance to the pride and character of the area, while another expresses concern about what will happen to the cemetery. Another respondent feels that this preferred option is unsound. A number of respondents point out that it is too difficult to comment on something so far in the future (beyond 2016). One feels that identification of this land for development is premature and should not be included in the AAP. Decisions about allocating such development should not be made without a robust evidence base of the impact, including alternatives.

- 16.3 One respondent calls for more employment opportunities rather than simply housing. Another recommends that a green corridor should be preserved to the east of Haye Road to stop development getting near Plymouth. There is also concern over the traffic noise from the A38, noise and dust that will arise if the quarry is extended.
- 16.4 Finally, one respondent believes that the boundary shown on the diagram on p40 between Hazeldene Quarry and the land in question is too far south.