



Area Visions and Strategies

Improving health and well-being - to improve the health, well-being and social care of local people, reduce inequalities and help people at all stages in their life to enjoy the best possible health.

Promoting inclusive communities - to reduce social inequalities, renew disadvantaged neighbourhoods, protect the vulnerable and ensure equal access for all members of the community to services and opportunities.

5. Area Visions and Strategies

5.1. The Council has identified ten priority areas within the city because of their opportunities for change, city wide importance, or urgent need for regeneration. They are:

- The waterfront regeneration areas of Devonport, Millbay & Stonehouse, the City Centre, the Hoe, Sutton Harbour, East End, and Central Park
- The opportunity areas of North Plymstock on Plymouth's eastern corridor and Derriford / Seaton on Plymouth's northern corridor
- Plymouth Sound and Estuaries, where there is a need to develop a marine spatial planning approach, with the surrounding authorities, to manage its future use.

Key Sources:

- Plymouth Sustainable Neighbourhoods Studies (2005/06) – LDA Design (Separate studies for each of the AAPs.)
- Community Planning Studies (2000) – City Council (Separate studies for each ward.)
- Plymouth City Council Urban Capacity Study 2003 (2004) – Llewelyn Davies
- Local Transport Plan 2006-11 – City Council
- Plymouth Shopping Study (2006) - Cushman & Wakefield
- Employment Land Review (2006) - Baker Associates
- Strategic Flood Risk Assessment (2006) - Pell Frishmann.

5.2. Strategic Objective 5 seeks to explain the spatial priorities for delivering regeneration, whilst also creating sustainable neighbourhoods that provide an adequate range, mix and type of development across the city. The priority areas are therefore located both within the established urban historic waterfront regeneration areas, as well as the areas of opportunity along the Eastern and Northern corridors that link to strategic transport nodes. These areas are illustrated in terms of their broad locations and relationships in Diagram 3. They need to be viewed as a combined, long term and flexible approach to delivering the city's future development priorities.

Strategic Objective and Policies

Strategic Objective 5 Delivering Regeneration

To prepare a series of Area Action Plans for the areas in the city of greatest development pressure or opportunity or sensitivity to change. The following areas will be prioritised:

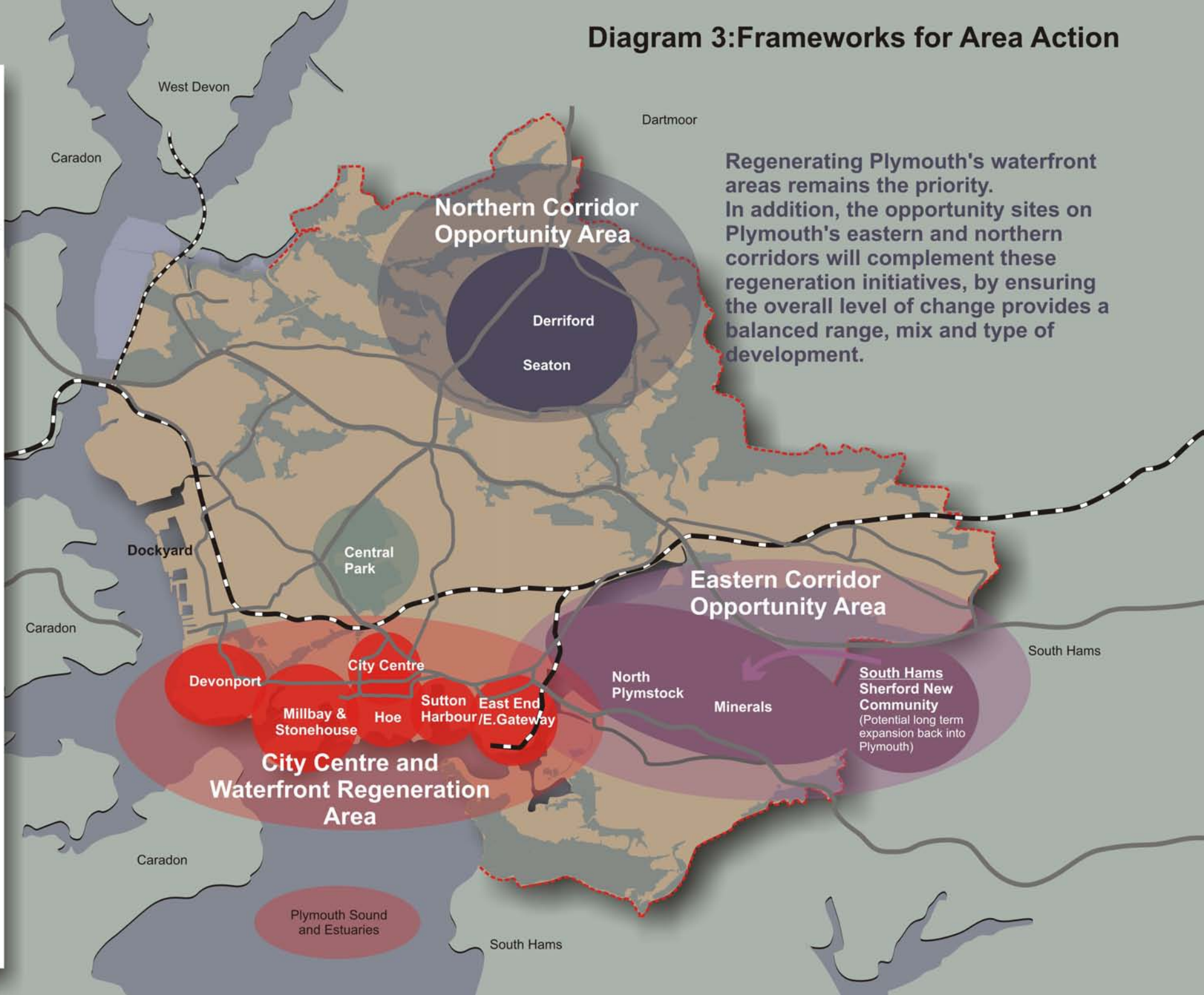
- The waterfront areas of City Centre / University, Devonport, Millbay / Stonehouse, East End / Eastern Gateway, Sutton Harbour and The Hoe.
- The Eastern Corridor area of significant opportunity, in particular North Plymstock.
- The Northern Corridor, where there is a need to focus the delivery of area based initiatives at Derriford / Seaton.
- Central Park, where there are opportunities to consider the provision of improved leisure facilities.
- Other areas where development pressure or opportunity arise and it becomes necessary to provide a comprehensive planning framework to guide development, or areas considered sensitive to change.

5.3. The following vision statements build on the extensive work already undertaken with the communities in these areas, and set the scene for preparing Area Action Plans (AAPs), helping to translate aspirations into reality. These statements are illustrated conceptually on Vision Diagrams, which are not potential allocation plans, but provide the foundations for developing the subsequent AAPs. Once adopted, the respective AAPs will take precedence over the Area Vision Statements contained within the Core Strategy. Future reviews of this LDF will consider whether other parts of the city, such as the Neighbourhood Renewal Areas, could be helped by a further tranche of AAPs.

Diagram 3: Frameworks for Area Action

Key

-  City Boundary
-  Existing Urban Area
-  Strategic greenscape network
-  Main roads
-  Rail network



Regenerating Plymouth's waterfront areas remains the priority. In addition, the opportunity sites on Plymouth's eastern and northern corridors will complement these regeneration initiatives, by ensuring the overall level of change provides a balanced range, mix and type of development.

Devonport

Context

5.4. Devonport lies to the west of the City Centre on the River Tamar. It was originally developed to serve the Royal Naval Dockyard in the early 18th Century. Since then its economy has remained heavily dependent on the Dockyard. Defence uses have significantly influenced its built form.

Key Sources:

- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Devonport Development Framework (2003)
- Devonport Regeneration Company Delivery Plan 'Devonport's Peoples' Dreams' - DRC
- South Yard
- Devonport Urban Village Final Report (2000)
- The New Deal for Communities Initiative
- Community Planning Study (2000) – City Council

5.5. Devonport has suffered many problems in the past. World War II bombing destroyed many residential and commercial properties. Post war redevelopment, together with military appropriations, resulted in community severance and significant changes to the area's social and physical fabric. Much of the housing was replaced by council flats, resulting in community imbalances. Recent substantial job losses in the defence sector has increased local unemployment, with social and environmental consequences.

5.6. Despite its problems, Devonport has much to commend it. It has a strong sense of community and an enviable location - with fine waterfront views and a surrounding "green arc" of open spaces. It still retains many fine historic buildings and includes a conservation area. The area has good communications to the City Centre, and lies on the main A374 route which links to Cornwall via the Torpoint ferry. More recently the Devonport Regeneration Community Partnership (DRCP) has played a key role in delivering the area's £47 million New Deal for Communities regeneration programme.

5.7. Key issues to be addressed in Devonport include:

- Addressing imbalances caused by a predominance of social housing and flats
- Improving availability of, and access to local facilities, e.g. health facilities shopping, recreation education, transport and employment
- Improving the built and natural environment and access to open spaces
- Making use of the area's heritage in support of the regeneration process
- Addressing the problems caused by the historic severance of communities.

Approach.

5.8. Through partnership working, Devonport will become a thriving community reflecting the aspirations of its residents, creating a place where people want to stay, attracting new residents, businesses and visitors alike. This will be achieved through:

- Improvements to the urban form and physical fabric of the area arising from re-development opportunities
- Creation of a new heart for Devonport, centred on Chapel Street and supported by the redevelopment of the MoD Enclave, with the re-establishment of traditional street patterns
- Delivering a variety of house types and tenures so as to achieve a more mixed and balanced community
- Providing new local jobs and training on the released MoD sites and along Chapel Street
- Increasing the area's prosperity so as to support a new local centre
- Enhanced sports facilities at Brickfields
- A new primary school
- A new community surgery and the Peninsula Dental School
- The creation of a high quality safe and accessible environment

- Improvements to transport linkages with the surrounding areas
- Creatively using, respecting and enhancing Devonport's built and natural heritage to improve Devonport's unique sense of place.

Vision

5.9. The Council's vision for the Devonport Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 1 - Devonport

The re-creation of Devonport as a distinct place in modern Plymouth, a vibrant self sustaining community; a place of real quality, variety and interest, the pride of residents, attractive to visitors and a model of 21st century living working and playing.

The Council's objectives to deliver this vision are:

- 1. To develop a new centre for Devonport, based on Chapel Street and supported by the redevelopment of the surrounding areas.**
- 2. To improve the range, quality, and choice of housing.**
- 3. To provide local employment opportunities.**
- 4. To provide for a better range of local services and facilities.**
- 5. To improve connectivity throughout the community with pedestrian routes, cycle ways, and high quality public transport.**
- 6. To protect natural and historic assets.**
- 7. To require all new development to be of a high quality, safe and appropriate in the context of Devonport's heritage.**

- 5.10. The AAP will ensure the co-ordinated planning and delivery of development options in a complementary manner. It will provide a framework to guide developers and decision makers on the form and content of development and the provision of infrastructure. The emphasis will be on:
- The delivery of major redevelopment opportunity sites arising from MoD land releases, to be delivered via private developers, in consultation with the Council, DRCP and community interests
 - Securing community benefits, through Section 106 agreements and other mechanisms, with the highest priorities being given to the provision of community facilities, public realm and educational infrastructure
 - The redevelopment of poor quality housing in partnership with housing associations and other partners
 - The integration with transport and regional infrastructure programmes to support the vision
 - The delivery of community focussed projects as part of the grant funded New Deal for Communities initiative, led by DRCP. This initiative runs until 2011.

Devonport - Vision Diagram



- Mixed use regeneration
- Open spaces enhance sports facilities, public access and enjoyment
- Primarily existing urban area - improve and build new housing
- Retention of Marine Uses
- Mount Wise - mixed use
- Devonport Dockyard

- Marlborough Street
- Local and Neighbourhood centre
- Naval Base visitor centre
- Increase accessibility and enhance Green arc
- Cycle and pedestrian links
- Water transport links

- Key views
- Improve connectivity

Millbay and Stonehouse

Context

5.11. Millbay and Stonehouse are situated on the edge of the City Centre, between Devonport and The Hoe. Stonehouse was one of Plymouth's original three towns. Union Street, laid out in the 19th Century to link the three towns, is now a key east west axis within the area dividing the residential areas to the north from the mixed, but predominantly commercial / industrial, areas to the South, including Millbay Docks.

Key Sources:

- o A Vision for Plymouth (2004)– MBM Arquitectes and AZ Urban Studio
- o Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- o Plymouth Strategic Flood Risk Assessment (2006) - Pell Frischmann
- o Tall Buildings Strategy (2005) – City Council /LDA Design
- o Millbay Action Plan (2005) – LDA Design
- o Stonehouse and West Hoe Study (2005) - City Council
- o Millbay Area Regeneration Strategy (2002) - Lacey, Hickie, Caley
- o Community Planning Study (2000) – City Council
- o Stonehouse Area Plan (1997) - City Council

5.12. Historically Millbay was part of the city's successful dock operations and still provides the ferry link to Europe. Much of the Dock area is now disused and many buildings have been demolished in preparation for redevelopment. While most of the regeneration opportunities are at Millbay, it is important to spread the benefits to the wider Stonehouse area.

5.13. Stonehouse is one of Plymouth's most deprived neighbourhoods with a number of issues to be addressed. These include:

- Crime and fear of crime; - with drug use and anti social behaviour
- Poor health linked to deprivation; - with a lack of community and health facilities
- The poor quality of existing housing stock, open spaces and play areas
- Low levels of educational attainment, unemployment, low skills levels and a lack of appropriate training facilities
- Transport issues, a lack of positive connections with the City Centre and other surrounding areas, as well as poor connections with open spaces
- Poor quality of environment with a poor relationship to the waterfront.

5.14. In addition to these issues, the *Strategic Flood Risk Assessment* has identified that certain areas of Millbay and Stonehouse are vulnerable to long term tidal flooding.

Approach

5.15. Millbay is identified in the *Vision for Plymouth* as 'one of the greatest opportunities for transformation, and thus a key contributor to the future success of Plymouth'. Its waterfront location, proximity to the City Centre, status as the 'gateway' to and from Europe, and the fact that there is a large amount of land in public ownership provide tremendous potential for regeneration.

5.16. The approach to be taken for the Millbay / Stonehouse area is to create a sustainable neighbourhood adjacent to and well connected with the City Centre, which should combine the following principles:

- Reinforce and enhance the strong identity in the area
- Provide a positive gateway to the city from mainland Europe
- Promote connections throughout the area, spreading the benefits of regeneration
- Capitalise on existing historic and natural assets
- Create development which acknowledges the impact of future climate change and in particular the long term risks from flooding
- Create and support existing public transport facilities as well as creating safe, accessible streets for walking and cycling

- Ensure the provision of appropriate community facilities, such as doctors surgeries, dentists and schools to cater for the new population
- Create a new office quarter for the city, as well as reinforcing marine employment in the area
- Recognises the risk of flooding in parts of the area (Policy CS21 refers)
- That this growth should be delivered in a way that avoids adverse impacts on the integrity of the Natura 2000 sites, in particular the impact of recreational activity on the European Marine site.

Vision

5.17. The Council's vision for the Millbay and Stonehouse Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 2 - Millbay and Stonehouse

To develop Millbay and Stonehouse as an attractive mixed use neighbourhood that maximises its rich heritage, using the redevelopment sites around the water as a catalyst to further regeneration throughout the area. This will lead to the creation of a unique high quality environment attractive to investors and new residents and improving the quality of life of the existing residents.

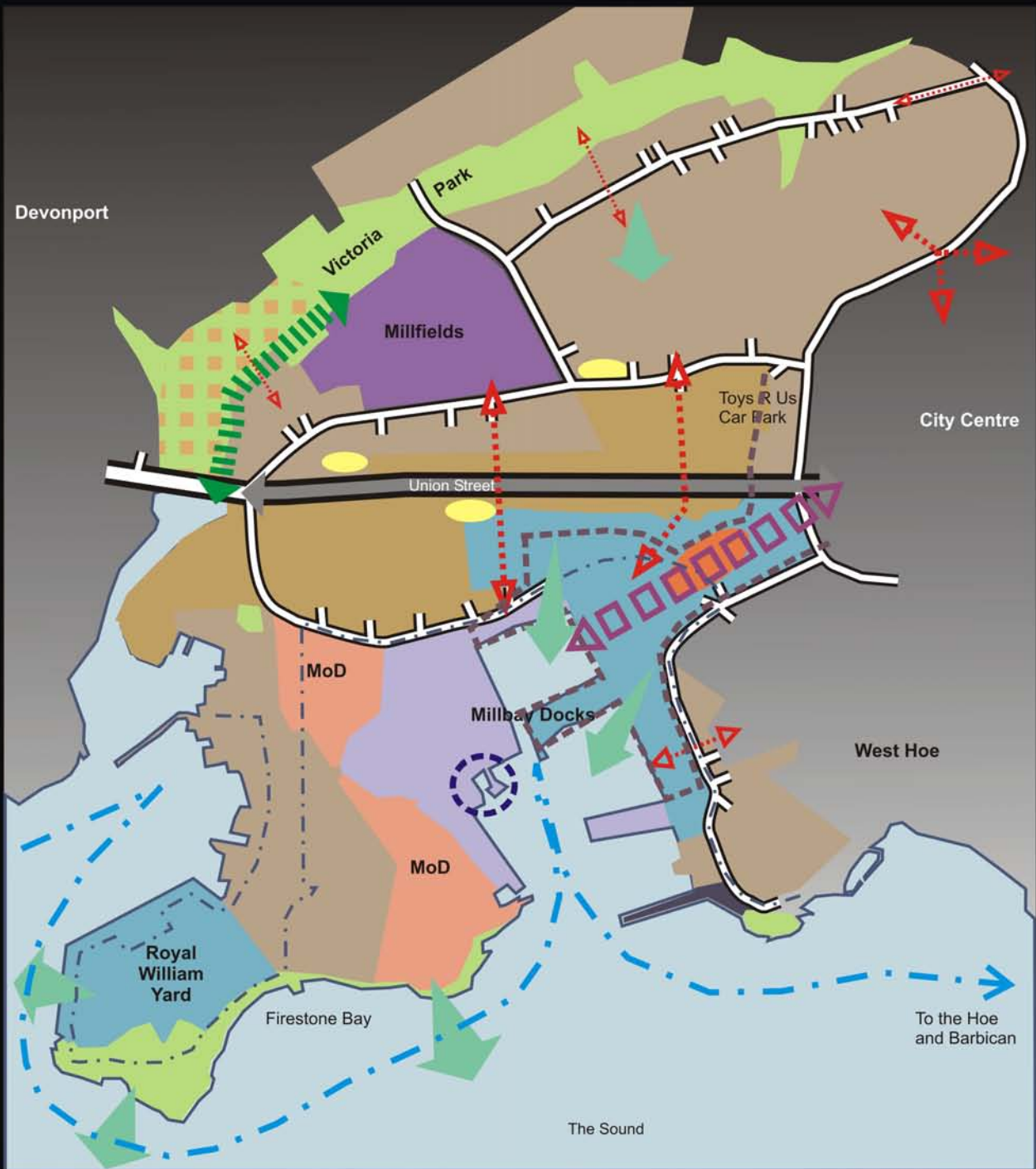
The Council's objectives to deliver this vision are:





















- 1. To create a network of clearly identifiable, vibrant, well connected neighbourhoods each with their own unique character and identity, which fosters local pride.**
- 2. To promote positive mixed use regeneration of disused and other under-used sites, including, where appropriate, tall buildings.**
- 3. To create a quality Union Street with a range of uses that support the surrounding communities and helps to link together Millbay and Stonehouse.**
- 4. To develop a stunning and high quality waterfront, where the public can enjoy the water and facilities located along the waters edge.**
- 5. To create an attractive, vibrant and convenient link between Millbay and the City Centre.**
- 6. To provide positive connections throughout the area and to neighbouring areas that are safe and convenient for pedestrians and cyclists and served by high quality public transport services.**
- 7. To capitalise on the historic assets of the area such as the historic townscape and important historic buildings.**
- 8. To provide a mix of uses in the area, with employment opportunities and business opportunities, local services, quality private and affordable housing and attractive places to socialise.**
- 9. To provide a new office quarter for the city located in the area from Derry's Cross to Millbay waterfront.**
- 10. To encourage new marine based employment that will capitalise on the unique location and sustain and reinforce a long established tradition of water related jobs.**

- 5.18. The AAP will provide a detailed framework for the development of the area. The emphasis will be:
- In relation to redevelopment of Millbay waterfront and the new link to the City Centre, through the existing partnership arrangements including English Partnerships; SWRDA and English Cities Fund and the Council
 - Through private sector funding, but also through co-ordinated use of public funding opportunities

- The Stonehouse Townscape Heritage Initiative programme has and will continue to provide environmental improvements to the area
- Through the planning application process to enable new development opportunities to help deliver the vision set out in the AAP
- Securing community benefits through Section 106 agreements and other mechanisms. The highest priorities will be given to the delivery of the whole of the boulevard and public realm improvements, strategic infrastructure and the provision of affordable housing.

Millbay - Vision Diagram



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|--|---|--|
|  Port and marine related uses |  High Quality Public Transport corridor |  National Cycle Network and South West Coast Path |
|  Greenspaces |  Create / Enhance new local centre |  Zone of opportunity for tall buildings |
|  MoD land, Stonehouse Barracks |  City international gateway |  Residential development |
|  Mixed use regeneration |  Key views |  Local centre |
|  Existing urban area |  Improve connectivity | |
|  Millfields, mixed use, employment and residential |  New Boulevard link | |
|  Site reserved for secondary school |  Green link to Victoria Park | |
|  Established mixed commercial and residential development |  Promote / Enhance water transport Links | |

The City Centre and University

Context

5.19. Plymouth City Centre is located in an old river bed between The Hoe to the south and Central Park to the north. Following post war reconstruction a unique beaux-arts grid of development was created. Its role as an economic and social hub is vital to both the city and its sub-region.

Key Sources:

- A Vision for Plymouth (2004)– MBM Architectes and AZ Urban Studio
- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Tall Buildings Strategy (2005) – City Council /LDA Design
- University Vision and Master Plan(2006) – Nicolas Burwell & Scott Wilson
- City Centre Precinct Urban Design Framework (2002) – City Council
- PCAD Masterplan (2002) – City Council /PCAD
- Community Planning Study (2000) – City Council

5.20. The City Centre provides a focus for future investment for a broad mix of uses; most specifically retail, but also office and other commercial development and new housing.

5.21. The area has seen recent increased investment interest and is considered 'healthy' in retail terms. The Drakes Circus shopping centre is now open, and at Colin Campbell Court permission has been granted for a new shopping development.

5.22. The University has experienced rapid expansion over the last few years with faculties being consolidated onto the one City Centre campus. A number of new buildings have been and are being added to their estate. The Council is working in partnership with the University in order to integrate it positively with the City Centre.

5.23. There are a number of issues that need to be addressed in the City Centre / University area, which are summarised below:

- The ring road, a legacy of the Abercrombie Plan, now acts as a restrictive barrier to connections with the surrounding residential and commercial areas, including the University and waterfront
- There is a narrow mix of uses in the City Centre, with retail uses dominating. A greater diversity of uses would bring more life to the area at weekends and in the evenings, also enhancing community safety
- The City Centre performs at about the average level, in retail terms, for a city of its size. However, there is a need for continued investment to establish its regional shopping role and deliver wider regeneration benefits
- Much of the office accommodation within the City Centre is out of date and dispersed, rather than within a clearly identifiable office core
- The railway station is disconnected from the City Centre, due primarily to changes in levels. As a gateway to the city from the rest of the country it performs poorly and does not provide a high quality first impression of the city
- The bus station at Bretonside is also a poor introduction to the city
- Block sizes make ease of pedestrian movement between streets difficult with few routes breaking through north and southwards
- The City Centre has predominantly low-rise buildings compared to the width of its streets
- The public realm and buildings in some areas of the City Centre are poor in quality
- The University and Plymouth College of Art and Design (PCAD) are key employers and make a major contribution to the life of the city, but are currently seen as an area quite separate from the City Centre
- With the rapid expansion of the University there is a need for more student accommodation. This is an issue for the area and surrounding community

- The University's historic character is being eroded through new development and it is important to recognise the value of the remaining historic assets
- There is potential long term risk of flooding in some parts of the centre if mitigation measures are not put in place in Millbay (Policy CS21 refers).

Approach

5.24. The Council's approach to the City Centre and University area is to seek to reinforce it as a regional shopping, employment, and cultural centre and to develop it as a sustainable neighbourhood in its own right, well connected to surrounding areas.

5.25. The Council will take a positive approach to promoting development of key opportunity sites that can help to deliver a step change in the quality of the City Centre and the services and facilities it provides. These will include:

- Developments that reinforce and enhance Plymouth's role as a regional shopping centre and help to improve Plymouth's market share within the region. However, the Council will expect developments to be of an appropriately high quality and contribute to improving the mix of uses in the area, including delivering more homes, supporting public realm improvements and improved connectivity throughout the Centre
- Improving the stock of quality office accommodation in the City Centre. The area between Derry's Cross and Millbay waterfront is seen as one of the primary opportunities for a new office location as part of the mixed use regeneration planned for that area, provided this can also address environmental issues related to flood risk. (See Millbay and Stonehouse section of the Core Strategy)
- Improving the entrances to the city from other parts of the country, including redevelopment of Bretonside bus station and the railway station such that these gateways are enhanced and wider regeneration objectives delivered
- Improving links and connections with surrounding areas and within the City Centre for pedestrians, as well as transport links to other parts of the city (e.g. Derriford)
- Encouraging a broader mix of uses and an intensification of development, including residential, office and leisure uses
- Recognising the importance of the Abercrombie *Beaux Arts* plan in the redevelopment opportunities in the City Centre and the need to consider the value of the remaining historic assets in the University area
- The development of a Cultural Quarter focusing on the North Hill area, incorporating the University of Plymouth and new creative industries. This could provide a new dimension to the City Centre, with potential for the energy of the University and Cultural Quarter activities to influence and animate the city. These areas need to be seen as vibrant, active places within the City Centre rather than separate parts of city
- The provision of student dwellings in and around the City Centre and University area in accordance with the University's strategy for delivering accommodation. Such development needs to be managed such that there is appropriate integration with existing communities.

Vision

5.26. The Council's vision for the City Centre and University Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 3 - Plymouth City Centre

To reinforce the City Centre's role as a vibrant and thriving regional destination, providing high quality shopping, recreation, culture, civic, education and commercial facilities, well connected to surrounding neighbourhoods, as well as being a safe place of quality in which to live.

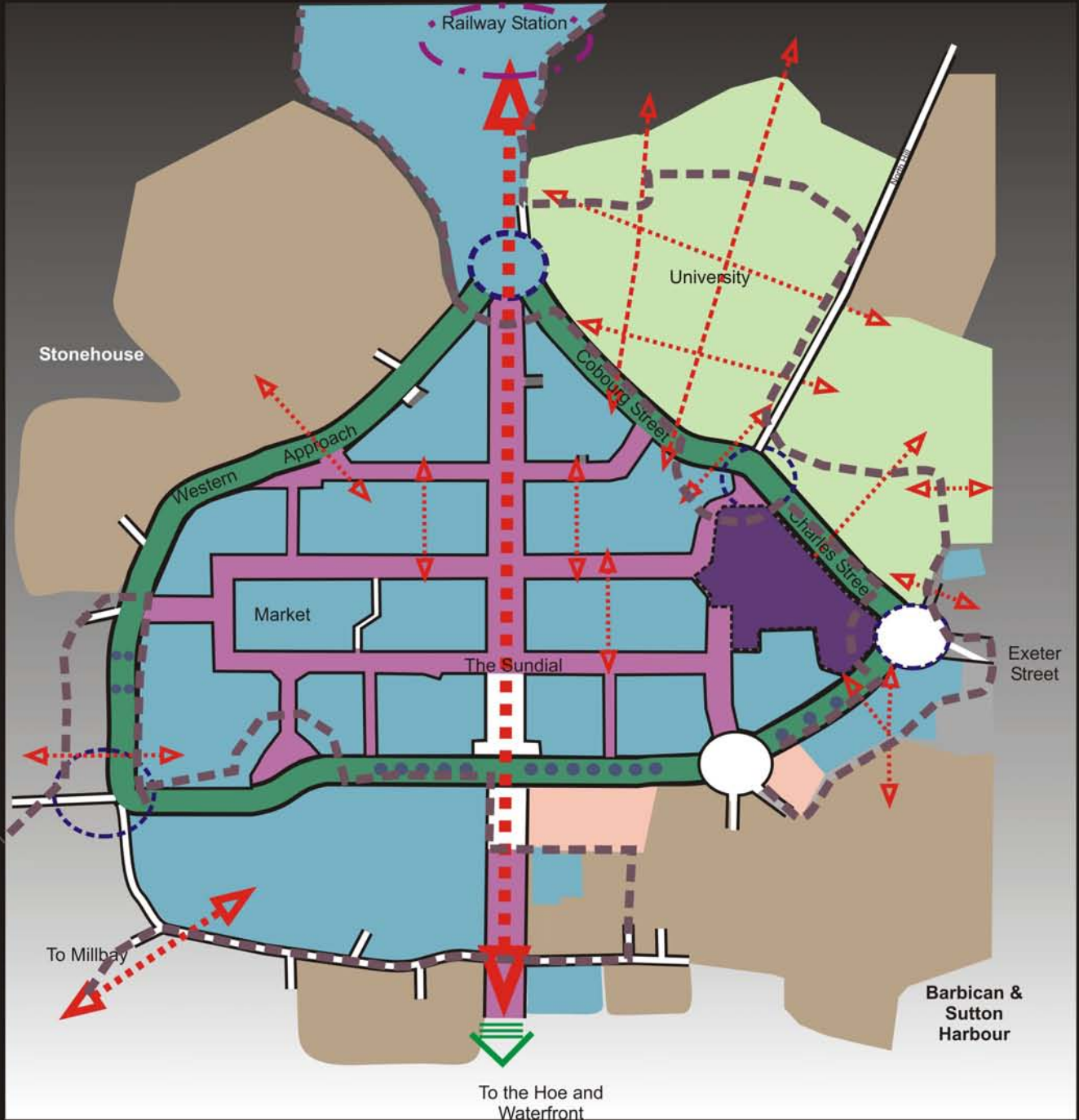
The Council's objectives to deliver this vision are:

- 1. To diversify the current functions of the City Centre to give it more life outside shopping hours, including intensification of residential, office, and cultural uses, including, where appropriate, the introduction of tall buildings.**
- 2. To significantly intensify the central area to include taller buildings at key locations, and offer visitors and residents a 24-hour life.**
- 3. To identify a central office core within the City Centre in conjunction with the redevelopment of Millbay.**
- 4. To provide some quieter areas with enough activity at all times to make it feel safe.**
- 5. To attract specialised shops, pubs, entertainment and culture.**
- 6. To ensure connections with adjacent areas are strong, direct and meaningful.**
- 7. To positively integrate and reinforce the role of the University and the Cultural Quarter as vibrant and strong parts of the City Centre.**
- 8. To create a more urban environment in the University area through developments which give a better sense of enclosure to the streets.**
- 9. To enrich the quality of the environment in the City Centre, so that the public areas are clean, safe, accessible and attractive.**
- 10. To seek opportunities to create better pedestrian permeability north south through the City Centre blocks and ensure that new developments seek to improve the legibility of the City Centre so that everyone can easily find their way around.**
- 11. To consider the heritage value of the City Centre and University areas as part of its regeneration.**
- 12. To selectively introduce traffic back into parts of the City Centre.**

5.27. The AAP will ensure a coordinated and more detailed framework for the delivery of development in the area. The emphasis will be on:

- A planning application process which will help to bring about positive and high quality development which supports the Vision
- Potential use by the Council of Compulsory Purchase Order (CPO) powers to deliver the vision for the area
- Securing community benefits through Section 106 agreements and other mechanisms. The highest priorities will be given to public realm improvements (particularly Armada Way), transport infrastructure and cultural facilities
- Integration with transport programmes to support improved pedestrian movement in and around the City Centre
- Positive management of the Council's land assets to facilitate development which supports the Vision
- Partnership working with the University, PCAD, BID and others on key development opportunity sites.

City Centre - Vision Diagram



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|---|--|---|---|
|  | Conserve and enhance historic buildings |  | Improve connectivity |
|  | Education / Cultural / Employment led mixed use regeneration / intensification opportunities |  | Green link |
|  | High quality public realm improvements |  | City centre gateway |
|  | Intensification / mixed use development |  | National gateway to City |
|  | Enhance existing urban area |  | Drake Circus Shopping Centre (under construction) |
|  | Green the ring road |  | Zone of opportunity for tall buildings |
|  | Public transport interchanges | | |

The Hoe

Context

5.28. The Hoe is synonymous with Plymouth and is renowned as the place where Sir Francis Drake reputedly played bowls before the defeat of the Spanish Armada. It is a place of huge potential with majestic views across Plymouth Sound, and for generations of Plymothians it has represented the heart of the city.

Key Sources:

- A Vision for Plymouth (2004)– MBM Arquitectes and AZ Urban Studio
- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Plymouth Rapid Urban Characterisation Study (2005) - Alan Baxter Associates
- Plymouth Sound & Estuaries Water Transport Study (2004) - Scott Wilson
- Draft Hoe Development Framework (2003) - Llewelyn Davis
- Community Planning Study (2000) – City Council

- 5.29. The Hoe occupies one of the best locations within the city, being strategically positioned between the Barbican and Millbay, and within easy reach of the City Centre. It is important to the city's economy with internationally important heritage assets and has become a popular destination for tourists to visit and stay. It is also a place where people live and work, as well as offering the city a unique public park with stunning views of The Sound, sea and coastline. It provides areas for walking, bathing, public events and children's play.
- 5.30. Most of the buildings and streets that frame the Hoe retain their traditional proportions and character and this has been recognised by its conservation area status.
- 5.31. Recently the regeneration agenda has been informed by the successful Millbay Partnership, which engaged the communities of Millbay, Stonehouse and West Hoe in a debate to identify issues and consider ideas for change. The adjacent large-scale development opportunities that are planned for Millbay should provide benefits for the Hoe neighbourhood and could act as a catalyst for change improving access and facilities for all.
- 5.32. The key issues that face this neighbourhood are listed below:
- West Hoe displays a marked disparity in wealth, educational attainment and a relative disadvantage in comparison with the rest of the Hoe neighbourhood
 - There is an imbalance in housing provision generally across the Hoe, where flats are in abundance and accommodation for families is lacking
 - There is a lack of basic shopping and community facilities
 - There is a reliance on tourism related employment, Guest Houses, Hotels and B&Bs
 - Parts of the neighbourhood have been redeveloped in such a way that prevents easy pedestrian movement
 - Some elements of the foreshore and waterside structures have become derelict, some have had to be closed and generally much is in need of replacement and repair
 - The approach to Hoe Park from the city lacks civic status and is flanked for much of its extent by buildings and uses that fail to engage with visitors
 - The Hoe promenade generally lacks facilities that support and enhance the visitor experience
 - Tourism and visitor pressures for car parking create tension with residents
 - Public transport facilities are not well developed in this part of the city, though the need remains to link key areas and reduce the dependency on the private car
 - Opportunities exist to develop facilities within the foreshore to provide integrated water transport to other areas of the waterfront and tourist venues.

Approach

- 5.33. The Hoe, including West Hoe Park and the Foreshore, are critically important to Plymouth's image. The Council's approach to the area is to utilise the development opportunities that exist to protect and enhance the existing historic fabric and valued environmental features of the Hoe, for the benefit of current and future generations. Where change is considered it will be managed with care and sensitivity to ensure that the outcomes provides significant environmental benefits.
- 5.34. The main opportunities for change include:
- Providing mixed use development opportunities to the north of Hoe Park, encouraging landowners to provide mixed use developments that complement the public spaces
 - Developing vacant and underused land in West Hoe to strengthen the existing community, improving the diversity of housing, range of community facilities and new opportunities for employment
 - Enhancement of the connecting corridor between Hoe Park and the City Centre via Armada Way so that it encourages people to visit and enjoy the Hoe
 - Improving the public's enjoyment and use of Hoe Park through imaginative design, interpretation of its past and making best use of its foreshore routes and historic structures
 - Making the best use of existing facilities and providing new ones where appropriate to support the Hoe as a leisure and tourist destination. This includes options for re-developing the Dome and providing a new cultural focus for the waterfront
 - Providing well-resourced high quality regular public transport links and facilities related closely with opportunities to improve interrelated water transport along the foreshore.

Vision

- 5.35. The Council's vision for The Hoe Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 4 - The Hoe

To enhance the civic quality and focus of The Hoe, including its foreshore and related spaces, promoting in particular its tourism, leisure and residential functions.

To create a balanced neighbourhood at West Hoe, encouraging sustainable mixed-use development including new community facilities.

The Council's objectives to deliver this vision are:

- 1. To maintain a unique, high quality, well-resourced and engaging tourist and leisure destination.**
- 2. To enhance the built environment and address regeneration needs through new development.**
- 3. To improve the range and quality of public facilities and information.**
- 4. To provide a more memorable link between The Hoe and the city.**
- 5. To improve pedestrian movement across The Hoe to its attractions and foreshore.**
- 6. To provide high quality public, water and sustainable transport facilities serving The Hoe and its neighbourhood.**

- 5.36. The AAP will amplify this vision through a series of policies and proposals. It will also set out in more detail, the anticipated framework for delivery of the vision, which will

guide developers and decision makers on the form, and content of anticipated development and the provision of infrastructure.

5.37. The mechanisms for implementation include:

- Using the planning application process to bring about development that supports the vision
- Securing community benefits through Section 106 agreements and other mechanisms. The highest priorities will be given to improvements to the infrastructure on the foreshore, greenscape improvements and the provision of community facilities
- The integration with local transport initiatives through the Local Transport Plan
- Developing a culture of partnership with key providers will be critical, requiring the key commercial operators and developers and public sector partners to come together to achieve a shared vision for the area, such as the current Millbay Partnership
- Maximising the use of other public sector funding opportunities to help deliver the vision. Specific improvements to Hoe Park, (enhancing its environmental and heritage assets), are subject to a current council initiative to improve the city's Green Flag Award rating. This seeks recognition for The Hoe as one of the country's most prestigious green spaces involving public funding, lottery bids and funding secured from development opportunities.

The Hoe - Vision Diagram



- Mixed use regeneration
- Improve connectivity
- Improve access and enhance public enjoyment. Create high quality waterfront with improvements to foreshore infrastructure
- Safeguard and enhance public enjoyment. Upgrade facilities and amenities
- Preserve historic townscape and ensure new development is sensitive to its historic setting
- Promote/Enhance water transport links
- Possible long term connections through Citadel
- National Cycle Network and South West Coast Path
- Local centre

Sutton Harbour

Context

5.38. Sutton Harbour is one of Plymouth's most striking assets. It was Plymouth's original commercial port, and is still an active fishing port. With its attractive waterfront location and wealth of heritage, it is an important hub for leisure, international tourism and the local community.

Key Sources:

- A Vision for Plymouth (2004) – MBM Arquitectes and AZ Urban Studio
- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Plymouth Strategic Flood Risk Assessment (2006) - Pell Frischmann
- Plymouth East End Regeneration Strategy & Masterplan (2004) – Urban Practitioners
- Plymouth Eastern Gateway Vision (2004) – Llewelyn Davies
- Community Planning Study (2000) – City Council

5.39. The area includes three distinct quarters:

- **The Barbican** - steeped in maritime history, the Barbican is Plymouth's historic core – an area characterised by intricate cobbled streets, limestone warehouses, shops, pubs and restaurants. It is an area of international importance and was Plymouth's first Conservation Area. Its conservation and continued prosperity is vital for the city
- **Bretonside** - includes the predominantly residential area north of Notte Street. Major new mixed-use development in the vicinity of Exeter Street, North Street, and Bilbury Street - including residential, office, retail and hotel uses - is already contributing positively to Bretonside's regeneration and the enhancement of its local centre
- **Coxside** - comprising a colourful mixture of uses, including established residential areas, the National Marine Aquarium, the fish market, Queen Anne's Battery maritime uses and a mixture of employment uses, Coxside offers significant regeneration opportunities.

5.40. The Sutton Harbour area has recently benefited from investment in residential, employment, tourism and leisure uses. However, significant issues and regeneration opportunities still need to be addressed if the area is to reach its full potential. These are highlighted below:

- There are a number of strategically important, but under-utilised sites - some at key gateway locations – creating a poor first impression of the area and city
- There is a need to ensure that the significant development pressure is embraced in a positive way – conserving and enhancing the area's historic character, and safeguarding marine related uses on key waterfront sites
- In the Sutton Harbour East area / West Coxside, there remains a shortage in the number and quality of local facilities, shops and amenities
- There is a need to improve the public access to the waterfront
- There is a lack of parks and green spaces
- Large impermeable development plots and busy roads restrict pedestrian movement. This discourages walking and cycling, and creates barriers with adjacent areas
- Traffic noise and air pollution is an issue, with Exeter Street identified as an Air Quality Management Area
- Large low-density commercial uses dominate parts of the area, leaving it lacking activity / natural surveillance and feeling unsafe outside of business hours
- High value waterfront housing developments are changing the area's social mix, and there is a need to ensure that a balanced mixture of housing types and tenures are provided, including affordable housing

- During peak holiday periods there are traffic congestion and parking problems, particularly in the Barbican area. There are also a number of car parks that are underused for most of the year.

Approach

- 5.41. The Council's approach is to guide development opportunities through the planning process to deliver a high quality, vibrant urban city quarter. This approach should balance the need for economic investment and tourism with meeting local community needs and conserving and enhancing the special historic character of the area for future generations. In particular the residential communities at Coxside, Bretonside and the Barbican should retain their character and function.
- 5.42. The success of recent developments will be built upon to create a sustainable and distinctive neighbourhood, with a balanced pattern of uses that helps to make the area an interesting and vibrant place for local residents, workers and visitors. Uses will include marine, retail, community uses, commercial, leisure, arts, workshops, offices, and other appropriate employment uses, together with a balanced mixture of housing types and tenures, including affordable housing. The positive mixed-use regeneration of disused or under-used land and buildings will be promoted.
- 5.43. Positive connections between Sutton Harbour, surrounding areas and the rest of the city will be established - reducing the barrier posed by the highway network. Sustainable patterns of movement will be prioritised – reducing traffic pollution and providing, safe, direct, convenient routes for pedestrians, cyclists and public transport.
- 5.44. High-quality linked public spaces will be created and enhanced - including improved public waterfront access and green-spaces.

Vision

- 5.45. The Council's vision for the Sutton Harbour Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 5 - Sutton Harbour

To consolidate and develop the Sutton Harbour area as an attractive and sustainable mixed-use city quarter creating a unique, high quality environment that will attract investment and new residents.

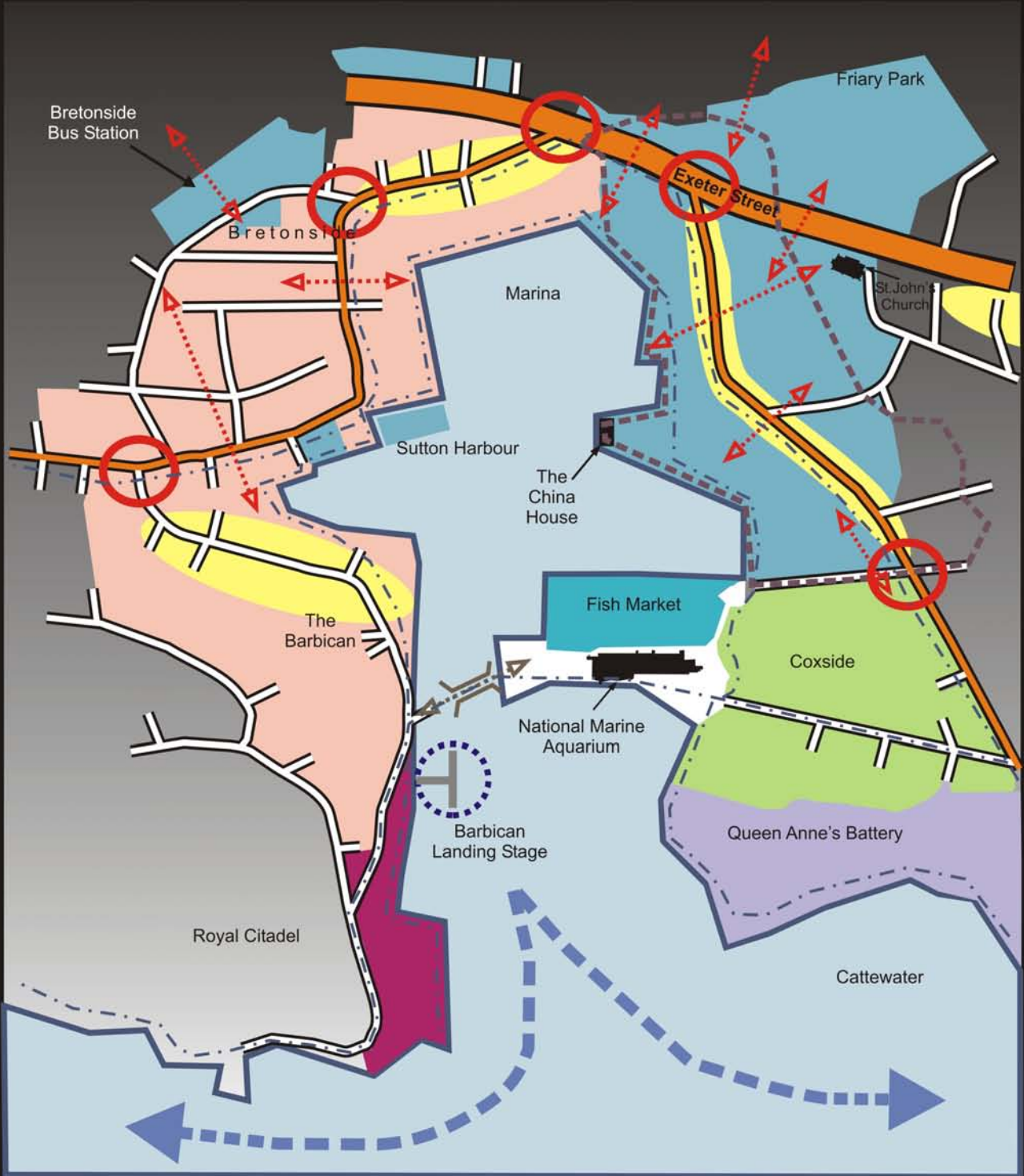
The Council's objectives to deliver this vision are:

- 1. To promote the positive mixed-use regeneration of disused or under-used land and buildings, including where appropriate, tall buildings.**
- 2. To conserve and enhance the special historic character of the Barbican, Bretonside and Coxside for future generations - capitalising on historic assets while respecting the character of existing communities, uses, buildings and structures that make the area distinctive.**
- 3. To create a safe, high-quality environment that capitalises on the waterfront setting. This should include a linked network of attractive public spaces including a vibrant, publicly and visually accessible waterfront – enlivened with entertainment, leisure and cultural uses.**
- 4. To provide enhanced local centres for the Barbican, Bretonside and Coxside with services, activities and amenities that meet the needs of local people, employees, businesses, visitors and the wider community.**
- 5. To create high-quality integrated mixed-use development to the east and west of Sutton Road, Coxside – including a balanced mixture of housing types and tenures, and opportunities to live, work, shop and socialise locally.**
- 6. To ensure the area is easy to walk and cycle to and through - connecting**

effectively to surrounding neighbourhoods and the city centre, with excellent access to public transport (including the proposed eastern corridor High Quality Public Transport link).

- 5.46. The AAP will ensure the co-ordinated planning and delivery of development options in a manner that is integrated and complimentary. It will provide a framework to guide developers and decision makers on the form and content of development and the provision of infrastructure. The emphasis will be on:
- Further key partnership working by the Sutton Partnership and the East End Partnership to deliver regeneration opportunities in the area
 - Public sector investment – including the ongoing housing renewal programmes
 - Private sector development - using the planning application process positively to bring about development that supports the vision
 - Securing community benefits through Section 106 agreements and other mechanisms. The highest priorities will be given to the provision of affordable housing, measures to enhance pedestrian and cycle linkages, as well as support for community initiatives / facilities
 - Potential use of the Council's compulsory purchase powers to deliver the vision for the area
 - Positive management of the Council's land assets.

Sutton Harbour - Vision Diagram



- Local and neighbourhood centres
- Major opportunities for mixed-use regeneration
- Conserve and enhance the Barbican and Bretonside. Ensure new development is sensitive to historic setting
- Improve pedestrian access across busy roads
- Improve connectivity
- Zone of opportunity for tall buildings
- Promote waterfront recreational routes including the National Cycle Network, South West Coastal Path, and Sutton Harbour Heritage Trail Waterfront Walkway
- Enhance lock bridge as a major city gateway
- Enhance existing Coxside neighbourhood: improve local facilities, public space and access to waterfront
- Enhance City International Gateway: (Cruise ship tenders/local water transport)
- Enhance water transport links
- Improve Fish Market site. Explore opportunities for retail and public access
- City Gateway Location
- Safeguard & enhance marine related employment
- Mixed-use regeneration including landmark cultural use and public quayside access

East End

Context

5.47. Plymouth's East End lies between the Plym estuary and Sutton Harbour. It occupies an important strategic gateway location on major transport routes to the City Centre from the east and northeast. The East End includes areas of distinctive character and history. It comprises the residential communities of Cattedown, Prince Rock, Lower St Judes and East Coxside (West Coxside is covered in the Sutton Harbour AAP), together with commercial and industrial areas centred around the port, and mixed use areas to the east of Sutton Harbour.

Key Sources:

- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Plymouth Eastern Corridor Transport Study (2006) - Faber Maunsell
- Plymouth Strategic Flood Risk Assessment (2006) - Pell Frischmann
- East End Sustainable Neighbourhood Assessment (2005) - LDA Design
- Victorian & Edwardian Schools Study (2005) - AMEC
- Plymouth Eastern Gateway Vision (2004) - Llewelyn Davies
- Plymouth East End Regeneration Strategy & Masterplan (2004)- Urban Practitioners
- Sutton Harbour East Interim Planning Statement (2003) – City Council
- Community Planning Study (2000) – City Council

5.48. The East End's economy has been based on successive waves of industrial development, including shipbuilding, quarrying, chemical industries, fishing, fish processing and warehousing. It still has a strong industrial base. More recently the East End was declared a Renewal Area (May 2000), which, with the work of the East End Partnership, has helped secure funding and increased the momentum of regeneration in the area. The Stirling Prize shortlisted Theatre Royal workshop building, "TR2", has set a benchmark for high-quality architecture in the area, and acts as a catalyst for further regeneration.

5.49. There are a number of key issues that need to be addressed in the East End area. These are highlighted below:

- Although the East End Community Village is establishing a new community focus, the shortage in the area's number and quality of local facilities, shops and amenities means it does not function as a sustainable linked community
- There are a low number of parks and green spaces in the area
- The East End has an attractive waterfront, but public access is limited. Large impermeable development plots restrict pedestrian movement
- Past transport decisions have fragmented neighbourhoods with busy roads that are difficult to cross - discouraging walking and cycling
- Traffic noise and air pollution is an issue, with parts of the East End being identified as Air Quality Management Areas
- Large vehicles accessing the industrial and port areas compound the problem
- The volume of through traffic is set to increase with the proposed Plymstock Quarry and Sherford developments
- There is a need to safeguard port and marine employment uses along the waterfront
- The East End has a legacy of ad-hoc commercial development, vacant sites, low-density or under-used sites and large single use areas that lack activity and natural surveillance
- There is a predominance of older housing in the area. Some has been improved through the Renewal Area programme, but some is still in need of enhancement
- An imbalance exists in the mixture of housing types and tenures
- There is a need to conserve and enhance key buildings and structures of historical and architectural interest, some of which are in a poor state of repair

- The area has a number of sites of special nature conservation and archaeological value that require protection and interpretation
- There is a risk of flooding in parts of the area.

Approach

5.50. The Council's approach is to re-establish the East End as a balanced, sustainable, mixed-use, linked community that is not severed by transport infrastructure and which provides a full range of high quality housing, services, facilities and open spaces, as well as public access to and along the waterfront. This will include:

- Using development opportunities and strategic transport improvements to enhance the East End as an attractive gateway to the City Centre - supporting Plymouth's sustainable growth. This will include the creation of a consolidated retail park on Laira Embankment (see Shopping section of Core Strategy)
- Addressing air and noise pollution issues by prioritising walking, cycling and public transport, while promoting higher density mixed-use development close to local centres and public transport routes
- Enhancing pedestrian permeability through the area by breaking down large development blocks and improving ease of access to key locations
- Prioritising the maintenance and enhancement of port and marine-related activities, as well as improving rail freight connectivity to reduce the number of heavy vehicles moving through surrounding communities
- Creating more mixed use areas, whilst also safeguarding the employment role of the area
- Encouraging businesses that do not fit with the area's aspirations to relocate
- Creating high-quality accessible public open spaces, including green spaces
- Enhanced cultural and health care facilities
- Areas, buildings and structures of distinctive character, history and architectural interest will be conserved and enhanced
- Sites of special nature conservation and archaeological value will be protected and better interpreted
- Detailed assessment of flood risk and environmental impact will be undertaken in relation to waterfront opportunities.

Vision

5.51. The Council's vision for the East End Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 6 - East End

To create a sustainable mixed-use urban district in Plymouth's East End that respects its heritage and is well connected to the waterfront, providing a high quality Eastern Gateway to the city and maintaining a thriving commercial port. In so doing, to reduce the impact of busy roads – prioritising walking and cycling, whilst enabling high quality public transport provision.

The Council's objectives to deliver this vision are:

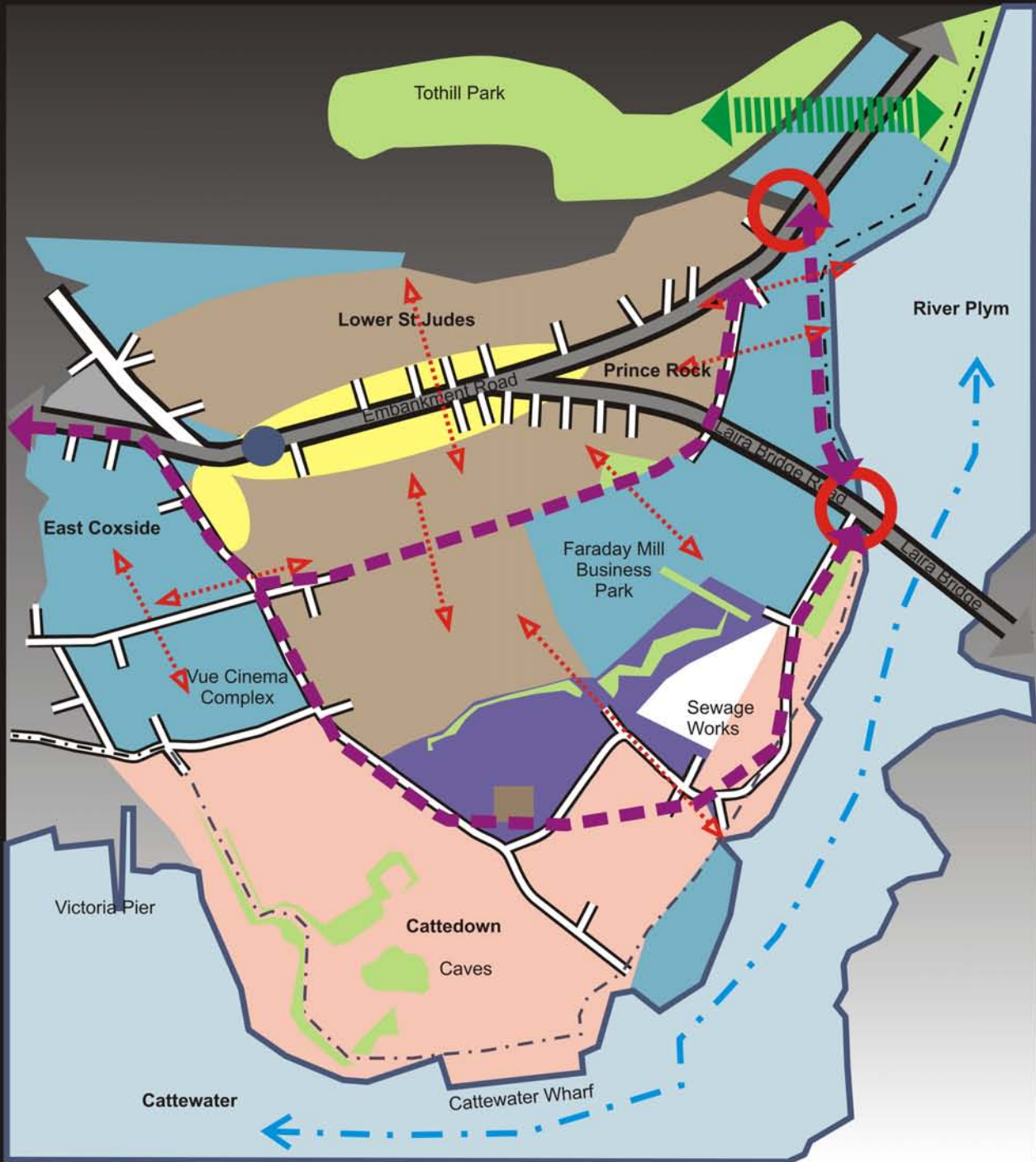
- 1. To deliver strategic transport solutions for the Eastern Corridor, ensuring that local priorities for transport and infrastructure improvements are also addressed as part of any scheme.**
- 2. To promote comprehensive high-quality mixed-use sustainable regeneration including:**
 - **waterfront regeneration sites between Laira Bridge and Embankment Road.**
 - **sites in the vicinity of Faraday Mill Business Park.**
 - **key sites in East Cowside.**

- **key sites relating to the East End Community Village.**
- 3. To improve the quality and viability of residential environments (currently severed by major transport routes).**
- 4. To promote public access to and enjoyment of the waterfront.**
- 5. To maintain and enhance the commercial port of Cattedown and marine related employment.**
- 6. To improve the quality of the existing housing stock to address issues of affordability as well as providing new affordable housing in the area.**
- 7. To conserve and enhance the area's natural and built historic environment assets.**

5.52. The AAP will ensure the co-ordinated planning and delivery of development options in a manner that is integrated and complementary. There are very significant infrastructure issues, particularly in relation to transport. The AAP will provide a framework to guide developers and decision makers on the form and content of development and the provision of infrastructure. The emphasis will be on:

- Partnership working with the Council – including the East End Partnership as a community regeneration vehicle, and the Sutton Partnership with regards to East Coxsider regeneration opportunities
- Public sector investment – including the ongoing housing renewal programmes, and the implementation and enhancement of the East End Community Village as a new neighbourhood focus
- Private sector development - using the planning application process positively to bring about development that supports the vision
- Integration with strategic transport solutions for the Eastern Corridor through regional funding programmes
- Potential use of the Council's compulsory purchase powers to secure integrated public access to the waterfront and encourage the relocation of non-conforming uses and the redevelopment of under-used sites in key strategic locations
- Positive management of the Council's land assets
- Securing community benefits through Section 106 agreements and other mechanisms. The highest priorities will be given to the delivery of transport infrastructure, provision of affordable housing, with improvements to the existing housing stock, educational infrastructure and improvements to green spaces in the area.

East End - Vision Diagram



- Local centre
- High Quality Public Transport Link
- Commercial led mixed-use development
- Improve existing urban area
- Safeguard and enhance port and marine related employment
- Improve connectivity
- Promote recreational routes, including the South West Coast Path and Sustains National Cycle Route
Create public access along waterfront
- Mixed-use regeneration
- High Quality Public Transport Interchange
- City gateway
- Enhance water transport links
- Potential waste management facility
- Create green links between Tothill Park, Blagdon's Meadow and the Waterfront
- Protect and enhance natural and archaeological heritage features

Central Park

Context

5.53. Central Park is a strategically important parkland area for the city as a whole. It is some 94ha (232 acres) in size, situated to the north of the City Centre, though physically separated from the City Centre by a steep valley. The park borders a number of the city's neighbourhoods, stretching from North

Prospect and Pennycross in the north to Peverell and Mutley in the east and Stoke to the west.

5.54. Land was assembled for the park in the mid 1920s and a design sought from the then eminent Mawson family of landscape architects. Sadly the elegant and engaging design that they put forward, and the city embraced, was never fully realised as the Second World War and its aftermath concentrated the city's attentions elsewhere. Pragmatic decisions of the post war years have resulted in some fundamental departures from this original design.

5.55. The Park has a number of key elements, these include:

- A dynamic landscape of both high hill top and deep valley providing rare inland panoramic views of the city and Plymouth Sound and shady woodland, home to a variety of wildlife
- A composition of buildings and facilities to the west of the park incorporating the city's football club Plymouth Argyle, a large swimming pool, recreation centre, events field and car park
- An open plateau sports park offering a variety of activities
- A network of wide tree-lined formal pathways
- A large Victorian villa and associated formal gardens known as Pounds House
- A patchwork of informal sloping meadows
- An extensive series of allotment gardens to the western margins of the park and to the south.

5.56. Central Park provides a unique opportunity to unite the central neighbourhoods of the city with one another and the City Centre, giving citizens convenient access to quality recreational and leisure facilities. It also offers the city an ideal location for a new outstanding and integrated facility of sporting and recreational excellence, known as the "Life Centre", which, with improved high quality public transport facilities, can be made accessible to the citywide community.

5.57. Whilst some excellent work has been carried out in recent years, with the delivery of a new play area and youth skatepark, Central Park fails to make the most of its obvious potential. The following priority issues for regeneration can be identified:

- The need to integrate the proposals for Plymouth's new Life Centre within the existing parkland landscape
- The poor relationship of existing recreational buildings, facilities and spaces and lack of visible activity
- Degraded sense of place, where key spaces are too large and featureless to form an exciting and memorable environment
- The remoteness and relatively poor quality of private and public transport facilities

Key Sources:

- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Central Park Life Centre – outline business case (2005) – Capita Symonds
- Destination Central Park – executive summary (2004) – Nathaniel Litchfield
- Central Park An Historic Landscape Study (2002) – Alan Baxter Associates
- Central Park Action Plan (2001) – City Council
- Community Planning Study (2000) – City Council

- The difficulty people have in accessing the park from surrounding neighbourhoods and the City Centre by virtue of the busy highways that ring the park and the challenging topography
- The relatively unsafe nature of existing footpath links to surrounding neighbourhoods and limited choice for alternatives
- The poor relationships between the edge of the city and the park to the south and to the Peverell neighbourhood to the north and west
- The urban separation caused by the City Bus Depot between the park and communities in the Stoke neighbourhood
- The general lack of public facilities within the park.

Approach

- 5.58. Central Park is a cherished environmental asset for the people of Plymouth. The protection and enhancement of the park's valuable green spaces, its role in providing positive benefits for the health and quality of life of the city's population are at the heart of this strategy.
- 5.59. The Core Strategy highlights the strategic importance to the city of the development of a "Life Centre". This will involve regenerating the existing built core of the park to form an outstanding venue of regional and national significance for active recreation, health, art, education, culture and the environment. It will be served by a new public transport interchange on the city's proposed network of High Quality Public Transport routes.
- 5.60. The Council will also identify other significant opportunities, where sensitive development or environmental improvements could help support the enhancement of the park and linkages to surrounding areas.

Vision

- 5.61. The Council's vision for the Central Park Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 7 - Central Park

To create an outstanding venue of regional and national significance for active recreation, health, art, education, culture and the environment, which will provide state of the art facilities for the people of Plymouth and the sub-region of Devon and Cornwall.

The Council's objectives to deliver this vision are:

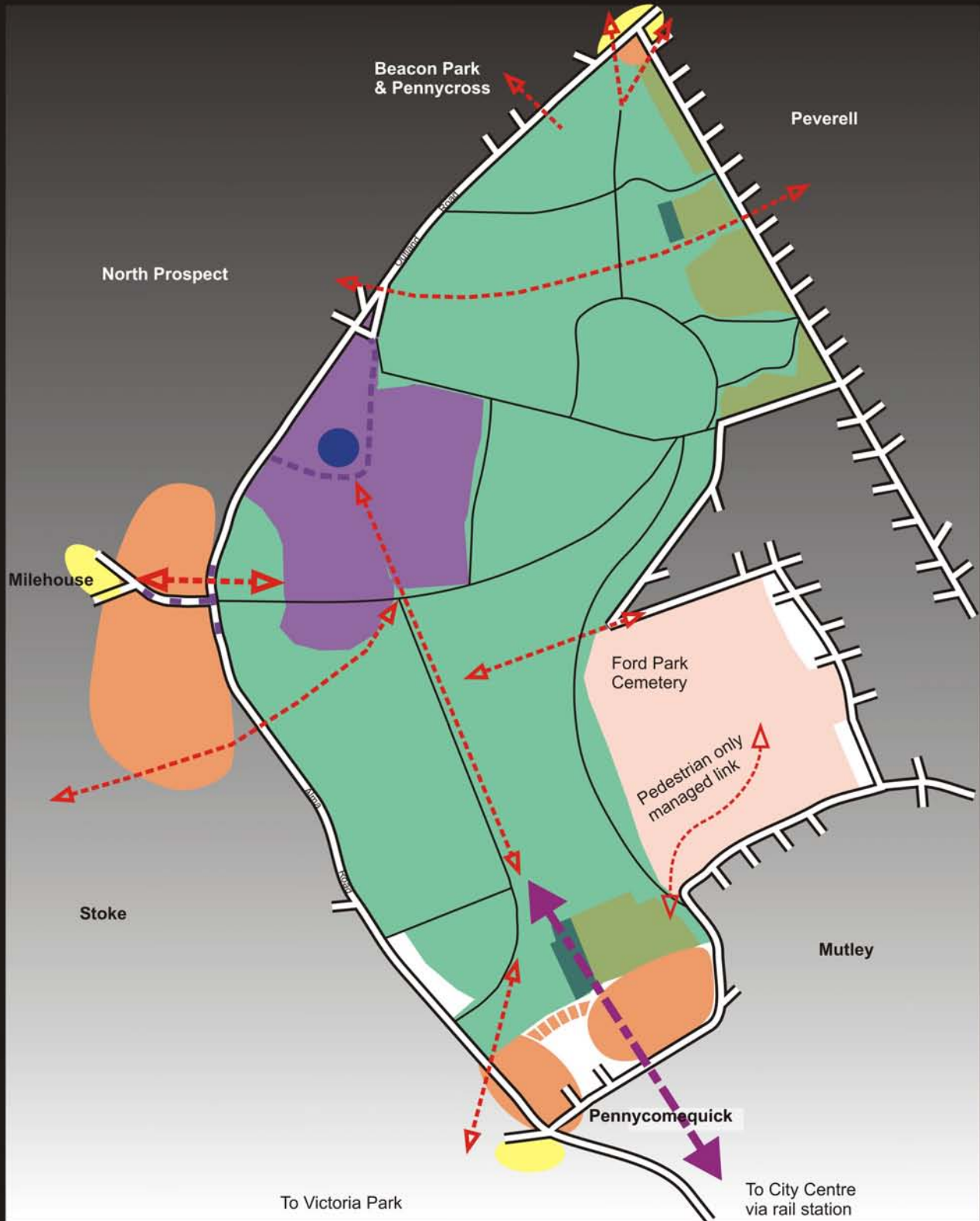
- 1. To create a landmark regional Life Centre complex of high quality design and innovative technology.**
- 2. To create a park with desirable, high quality, vibrant spaces that can be used by the whole Plymouth community whilst also safeguarding its value as an important wildlife corridor.**
- 3. To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.**
- 4. To provide high quality public and sustainable transport facilities serving the park and new facilities.**
- 5. To improve and strengthen the relationship between the park and surrounding city in a sustainable manner.**
- 6. To improve the range and quality of public facilities available to park users.**

- 5.62. The AAP will amplify this vision through a series of policies and proposals. It will also set out in more detail the anticipated framework for delivery of the vision. The Life

Centre and improvements to the park are likely to be delivered with a combination of Lottery bids, transport funding, and funding from enabling development and planning obligations. Other aspects of the vision will be delivered through private sector development. The emphasis will be on:

- The delivery of the Life Centre and park improvements through a combination of public funding (e.g. Lottery), local and regional transport funding, S106 contributions from enabling development and the positive management of the Council's land assets
- The delivery of other enabling development and improvements through the planning application process and S106 contributions and the positive management of the Council's land assets
- Securing leisure contributions from developments across the city where appropriate.

Central Park - Vision Diagram



- "LIFE CENTRE", Citywide & Regional facility of sporting recreation & leisure
- Potential enabling developments for Central Park improvements (residential-led mixed use redevelopment)
- Retain & enhance existing allotments
- Provide compensating allotment land
- Simplify and improve existing highway infrastructure
- Transport Interchange
- Improve connectivity
- Wide pedestrian/cycle bridge link to the city
- Retain & enhance open space
- Protect & enhance Ford Park cemetery
- Existing park routes
- Local centre

North Plymstock (including Minerals)

Context

5.63. Plymouth's eastern corridor lies between Plympton and Plymstock, to the east of the Plym estuary up to the South Hams boundary. The area has significant brownfield redevelopment opportunities at Plymstock Quarry, as well as an opportunity at Sherford to provide a large new sustainable community to meet Plymouth's housing needs. There are a number of other significant issues affecting the area, including several quarries and a landfill site. The area also has a rich natural and historic environment.

Key Sources:

- Plymouth Sustainable Neighbourhood Studies (2005/06) – LDA Design
- Plymouth Eastern Corridor Transport Study (2006) - Faber Maunsell
- Plymouth Eastern Corridor Urban Fringe Study (2006) – LDA Design
- Sherford Enquiry By Design (2004) – Princes Foundation
- Plymouth Urban Capacity Study (2004) - Llewelyn Davies
- Sustainable Growth Study, 2003 – Llewelyn Davies
- Devon Structure Plan to 2016 and Addendum to JSPA background paper 1 (2003) for the Examination in Public
- Community Planning Studies (2000) – City Council

5.64. The AAP will bring together both the general development considerations for North Plymstock, as well as the Mineral considerations, into one AAP document, enabling the inter-relationship of these matters to be fully addressed. This section, setting out the matters to be addressed in North Plymstock, needs to be read in conjunction with Section 12, which deals specifically with Mineral Issues. The AAP will also address the cross border issues arising from the development of the proposed new community at Sherford in South Hams.

5.65. There are a number of key issues that need to be addressed in the North Plymstock area, as it will be subject to significant change in the coming years. This change is driven by the need to plan for development which responds to Plymouth's emerging demographic and housing needs. In doing so the following matters need to be taken into account:

- The area is primarily made up of typical urban fringe uses, including farmland, horticulture, quarrying, a cemetery and a landfill site
- A gently undulating landscape which rises to a ridgeline to the north of the area
- The nationally important historic Saltram House and Estate
- Two main city approach corridors run through this area, the A38 and the A379. There are relatively poor transport connections between these roads and poor public transport connections to the City Centre
- A number of strategic footpath and cycleways run through the area, although otherwise there is relatively poor pedestrian/ cyclist permeability
- There are a number of limestone quarries to the north of A379 at Hazeldene and Moorcroft, which are still active and another at Plymstock Quarry, which is no longer active and proposed for redevelopment
- A raised landfill site at Chelson Meadow.

Approach

5.66. The Council's approach to the North Plymstock area is to ensure the co-ordinated planning and delivery of development options in the eastern corridor, (particularly at Plymstock Quarry and Sherford), in a manner which is integrated and complementary. The Council is working closely with South Hams District Council on its Sherford Area Action Plan in order to ensure a "joined up approach" to planning in this area.

5.67. The approach in North Plymstock should:

- Reinforce the identity of the area and improve key approaches to the city

- Seek to deliver high quality sustainable mixed use developments at Plymstock Quarry and Sherford, with provision of facilities and services to meet local needs
- Integrate new development at Plymstock Quarry and Sherford with the existing urban areas of Plymstock and Elburton and adjoining countryside
- Create new transport links, including delivery of public transport infrastructure as part of city's planned eastern corridor High Quality Public Transport network, as well as providing for walking and cycling
- Protect and capitalise on the area's historic and natural assets
- Plan for increased recreational pressure in the area, as well as helping to deliver major recreational and greenspace improvements, including a new countryside park focused on the Saltram Estate, but connected by green links to the countryside beyond Sherford
- Consider an after-use for Chelson Meadows post tipping, whilst retaining some waste management activities on part of the site
- Safeguard the current and future reserves of minerals, to meet the city's needs
- Plan for future long term growth west of Sherford.

5.68. It should be noted that whilst land may be shown as being safeguarded beyond the 2021 end date of the Core Strategy, in order to provide flexibility, the potential development of that land will be considered at the relevant time within the context of current needs, alternative options and a sustainability assessment relating to the proposals.

Vision.

5.69. The Council's vision for the North Plymstock Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 8 - North Plymstock and Minerals

To create high quality, locally distinctive and sustainable mixed-use neighbourhoods in North Plymstock. The significant development focus 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 in the area will be coordinated to create successful relationships between different uses. Mineral reserves in the area will be safeguarded to meet current and future needs. The character of the area will be strongly influenced by significant new recreational opportunities in the form of countryside parks, greenspace links and sports facilities.

The Council's objectives to deliver this vision are:

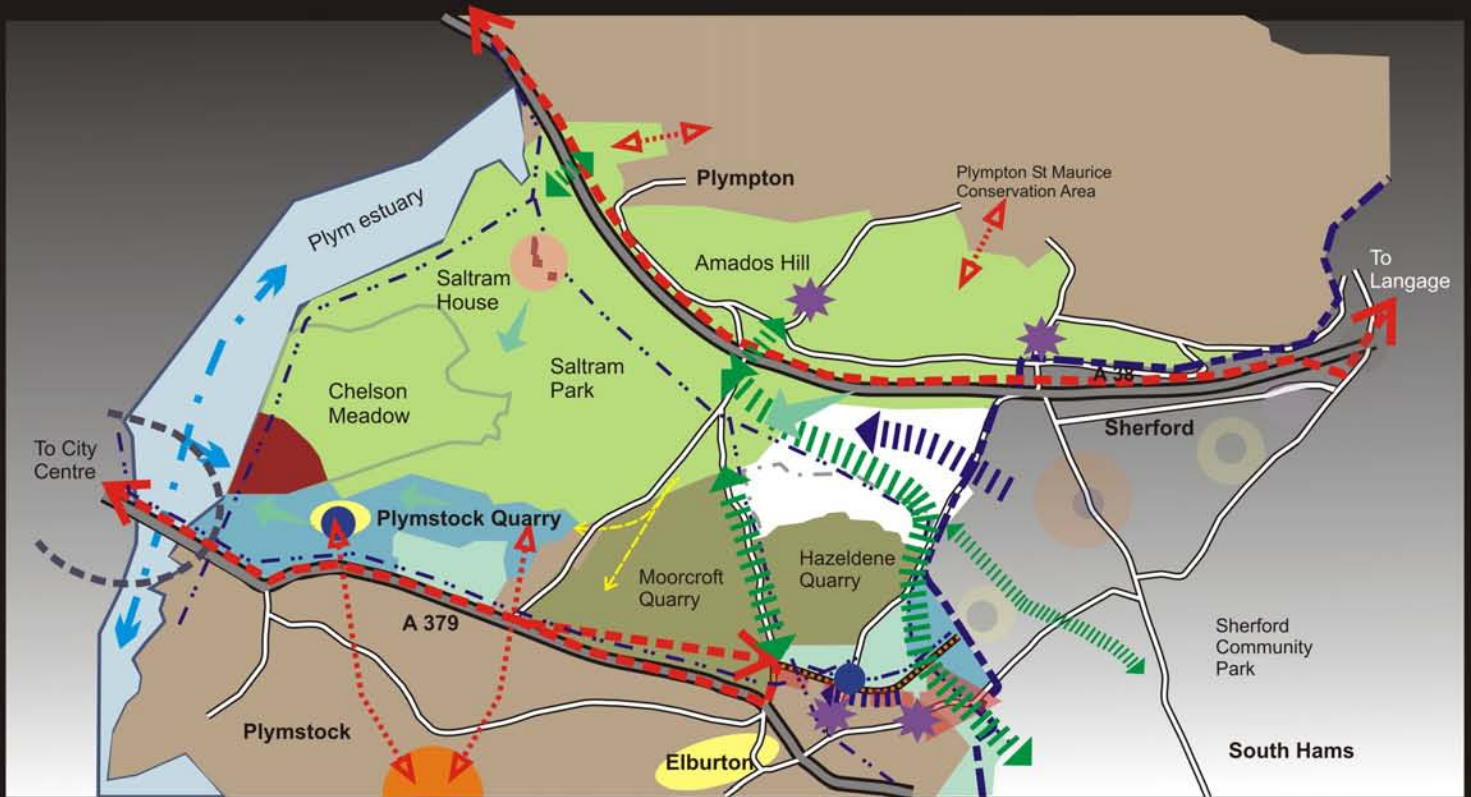
- 1. To create a high quality sustainable new neighbourhood at Plymstock Quarry.**
- 2. To contribute to creating a neighbourhood at Sherford that integrates effectively with the wider Plymouth urban area.**
- 3. To create an integrated sustainable transport network including a High Quality Public Transport system (HQPT) serving new urban areas in the eastern corridor and the A38 Park and Ride, and to improve existing services in Plymstock.**
- 4. To deliver a new countryside park which will form a key recreational focus to the city and region.**
- 5. To provide a new high quality 'eastern gateway' into the city, with a strong sense of place and local distinctiveness particularly on key road & water frontages.**
- 6. To safeguard mineral reserves to meet current and future needs of Plymouth and the South West.**




























7. To safeguard future waste management activities in the area.

8. To safeguard potential post 2021 development options.

- 5.70. The AAP will provide a framework to guide developers and decision makers on the form and content of development and on the provision of infrastructure. The emphasis will be on:
- Using the planning application process to bring about development that supports the vision
 - The integration with transport and regional infrastructure programmes to support the vision
 - Maximising the use of other public sector funding opportunities to help deliver the vision
 - Securing community benefits through Section 106 agreements and other mechanisms. The highest priorities will be given to:
 - (a) the provision of a HQPT with appropriate other transport infrastructure contributions
 - (b) the provision of co-ordinated infrastructure for environmental, educational and social provisions across the whole area between Langage / Sherford / Plymstock Quarry and other sites, and
 - (c) affordable housing.

North Plymstock and Minerals - Cross Border Vision Diagram including Sherford



- | | | | |
|--|---|---|---|
|  | Proposed mixed use neighbourhoods |  | High Quality Public Transport Route |
|  | Quarry / waste treatment / employment development |  | Gateway corridors |
|  | Sherford community park |  | Proposed new transport routes |
|  | Greenspaces |  | Promote / Enhance water transport links |
|  | Countryside park |  | Strategic footpath / cycleway |
|  | Existing urban area |  | Traffic management measures |
|  | Chelson Meadow waste facility |  | Create greenlinks |
|  | Historic house and parkland / tourism focus |  | Improve connectivity |
|  | Public Transport Interchange |  | Potential long term links |
|  | Local centre |  | Potential direction for future growth |
|  | District centre |  | Key views |
|  | Strategic junction improvements |  | Greater Hazeldene Quarry |
|  | Park and Ride Interchange |  | Plymouth / South Hams boundary |
|  | Strategic transport improvements to Eastern Gateway | | |

Derriford and Seaton

Context

5.71. The Derriford and Seaton area is located on Plymouth's northern gateway. It includes sub-regionally important employment sites and destinations including: Plymouth City Airport, the College of St Mark & St John, Derriford and Nuffield hospitals, Tamar Science Park and the Plymouth International Medical and Technology Park (PIMPT). It is located close to, but poorly connected with, a number of residential neighbourhoods including

Whitleigh, Southway, Leigham, Estover and Woolwell. The area has the advantage of being close to Dartmoor, with stunning views and deep wooded valleys.

- 5.72. There are a number of issues that need to be addressed in the Derriford and Seaton area. These are:
- Derriford lacks a clear identity and focus, despite being an important gateway approach to the city from the north. The area has evolved incrementally, resulting in a fragmented urban form with no clear centre
 - The area has large, isolated, single use areas with significant wasted space
 - There is little existing housing at the core of the Derriford area, which gives it a poorly defined sense of community
 - Although there are a number of adjoining neighbourhoods, these are mainly low-density, poorly connected and are often separated by major transport infrastructure and topography. As a result, the location is dominated by the car
 - The area's assets have not been utilised to help provide a sense of place. For example: The exceptional historic and natural assets of Crownhill Fort and the Bircham Valley are not properly integrated into the urban form. The long distance views to Dartmoor and the coast have not been utilised. The area's green space is fragmented and there is a lack of access to the wider countryside
 - There is a significant unfulfilled opportunity to build upon the area's existing sub-regional facilities, with a potential to grow to both serve the wider area of northern Plymouth, as well as play a wider role in the city as part of a bi-polar economy, whilst maintaining consistency with the need to safeguard the city centre's role.

Key Sources:

- Plymouth Sustainable Neighbourhood Study (2005/06) – LDA Design
- Plymouth Strategic High Quality Public Transport Network (2006) - W.S. Atkins
- Plymouth City Airport Study (2006) – York Aviation
- Derriford and Southway Area Planning Framework (2005) - Llewelyn Davies
- Plymouth Urban Capacity Study, Llewelyn Davies, 2003, Final report 2004
- Sustainable Growth Study (2003) – Llewelyn Davies
- Community Planning Studies (2000) – City Council

Approach

- 5.73. The Derriford and Seaton area provides unique opportunities for Plymouth to support the wider economy, as well as putting a new heart into northern Plymouth to enable it to develop in a more sustainable way. Key to this will be the establishment of a new community in this part of the city that links to, and complements, the surrounding neighbourhoods.
- 5.74. The economic role for Derriford is to promote growth that is complementary to the City Centre, as well as reinforce the existing and new business clusters, particularly the medical sector. This supports the bi-nodal economy concept identified in Plymouth's Local Economic Strategy 2006-2021, and reflected in Sections 6 and 7 of the Core Strategy. A key part of this will include provision of appropriate facilities and infrastructure to attract and support new investment, including the regionally significant health and medical facilities such as the Vanguard Health Project and the Peninsula Dental Health school. The airport also contributes substantially to the

economy of the city and the surrounding area and will do so increasingly, as economic and population growth is delivered.

- 5.75. The development of Derriford needs to be supported by an urban framework that creates a sense of place. The Council's approach is to promote a new centre at Derriford which will create a focus for the north of Plymouth. The potential exists to develop a broader mix of uses that will help the Derriford area to fulfil its potential as an important sub regional centre, and as a district shopping centre serving the surrounding neighbourhoods and the major employment, health and education facilities. The area is particularly lacking in shops, restaurants, leisure and community facilities and a mix of housing suited to people who work in the area. This sense of place can be further enhanced by ensuring development relates to the area's unique natural environment, views and historic environment, including raising the profile of Crownhill Fort, as well as linking to the area's green spaces and into the wider countryside.
- 5.76. In the longer term, it is anticipated that this new retail centre could grow to play a wider role in Plymouth. The Shopping Strategy set out in Section 7 of the Core Strategy identifies Derriford as a priority secondary location for new investment in the longer term in support of the bi-polar strategy. However, this could only happen if and when it can be demonstrated, through detailed impact assessment, that further development will not undermine the City Centre's regional shopping role and that major economic benefits would result for the city as a whole (see Policies CS06 and CS07).
- 5.77. This approach to retail provision at Derriford is driven by a positive need to address deficiencies in the existing shopping provision in the city and to direct some of the long term investment in retail development to a location which will serve the Council's wider sustainability and economic objectives. Such an approach is considered consistent with Government policy, in that it safeguards the City Centre, whilst also designating a new centre for northern Plymouth, (which is an area of significant growth), thereby supporting economic growth and social inclusion. It will also help ensure that in the long term, the network of centres is appropriately balanced.
- 5.78. The most appropriate and flexible long term opportunity to develop the new District Centre lies to the west of the A386. This general location:
- Is well related to the identified spatial gap in retail provision, which lies to the north west, and therefore can be most easily accessed through new links to the adjoining neighbourhoods
 - Has the greatest potential for active frontage to the A386 – which is important in terms of urban form
 - Has the greatest potential to grow in the long term - providing flexibility to deliver the Council's long term vision for Derriford.
- 5.79. In addition to the new District Centre, there is also a need to serve the wider development area of Derriford / Seaton through proposals that help create sustainable linked communities, and to support the needs of the existing employment and health uses to the east of the A386. In this respect, the Council's approach is to promote mixed use development that is complementary to its vision for a new District Centre and heart for northern Plymouth.
- 5.80. In terms of improving communications within the area and with other parts of the city, a new link along the Forder Valley may benefit the accessibility of the area and allow the creation of a more attractive and sustainable urban area. There may also be potential for new linkages through the current airport land that will become excess to requirements as a result of development, and for a linkage to the west of PIMTP around the northern edge of Crownhill Fort towards Whitleigh (subject to detailed investigation in relation to safeguarding the scheduled monument and its setting).

Vision

5.81. The Council's vision for the Derriford and Seaton Area Action Plan, illustrated conceptually on the vision diagram, is as follows:

Area Vision 9 – Derriford / Seaton

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

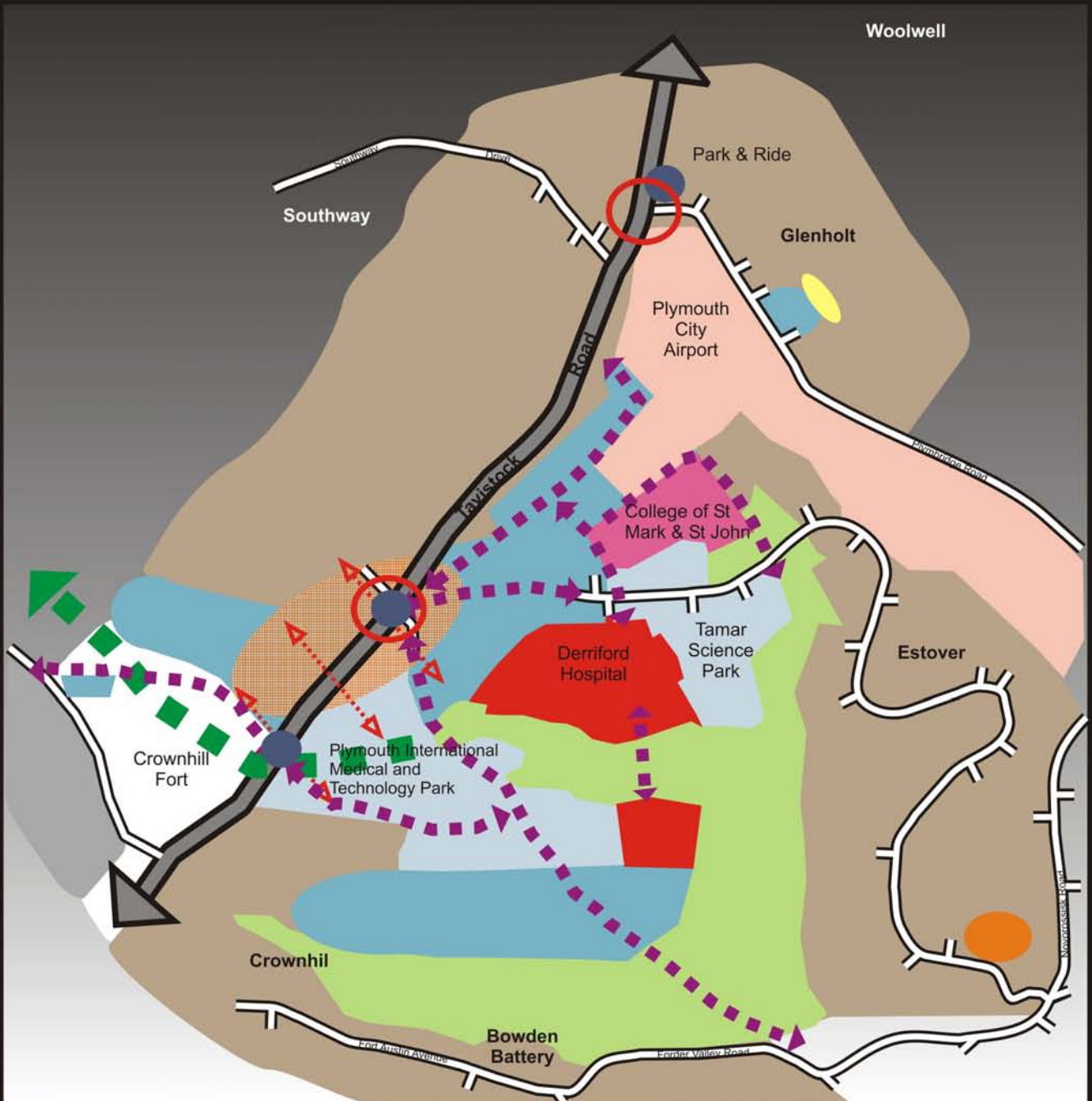
The Council's objectives to deliver this vision are:

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

5.82. The AAP will ensure the co-ordinated planning and delivery of development options in a manner, which is both integrated and complementary. There are very significant infrastructure issues, particularly in relation to transport. The AAP will provide a framework to guide developers and decision-makers on the form and content of development and the provision of infrastructure. The emphasis will be on:

- Using the planning application process to bring about development that supports the vision
- Securing community benefits from Section 106 agreements and other mechanisms. The highest priorities will be given to the provision of all necessary transport infrastructure, community and leisure facilities and to the support of economic development initiatives
- The integration with transport and regional infrastructure programmes to support the vision
- Maximising the use of other public sector funding opportunities to help deliver the vision
- Developing the culture of partnership, so that the key private and public sector partners can work together to achieve a shared vision for the area.

Derriford and Seaton - Vision Diagram



- New centre for Northern Plymouth, includes shopping, office, leisure, residential, community and other uses
- Residential led mixed use
- Employment led mixed use
- Medical facilities
- College
- Airport land including land safeguarded for potential extension to runway
- High Quality Public Transport Corridor and Gateway Corridor
- Local centre

- Community parkland and nature conservation management
- Existing Urban Area
- Potential new transport route
- Create Green link
- Improve connectivity
- Transport Interchange (illustrative)
- City gateway location
- District centre

Plymouth Sound and Estuaries

Context

5.83. Plymouth's coastal setting is one of its most valuable assets. It is the reason why the city has developed in the way that it has, and is central to its identity as -
one of Europe's finest waterfront cities.

Key Sources:

- o Port of Plymouth Area Recreation Study 1975 (and subsequent reviews in 1992 and 2001) undertaken by the eight authorities with statutory responsibilities in the Port of Plymouth area, together with the Sports Council
- o Tamar Estuaries Management Plan 2006-12 - TECF
- o Habitat Regulations Assessment of Plymouth's LDF –February 2007

- 5.84. The Port of Plymouth is a complex and dynamic area which encompasses Plymouth Sound, extending up the rivers of the Tamar, Tavy, Lynher and Plym. It is the largest estuarine system in south west England, supporting over a quarter of a million people, a diversity and richness of wildlife, as well as a landscape and heritage recognised through national and international designations such as the European Marine Site (Special Area of Conservation and Special Protection Area). It is the setting for the city's waterfront regeneration areas and forms the backcloth to many of the views out over the city.
- 5.85. The Port of Plymouth is of fundamental importance to the economy of the area, accommodating a wide range of uses and activities including its role as a primary naval port and dockyard, its use by commercial shipping, commercial fishing, tourism, recreation and leisure. These are just some of the spectrum of interests that the waterfront area accommodates.
- 5.86. The operational control over the area comes with The Dockyard Port Regulation Act of 1865 which charges the Queen's Harbour Master with protection of the port. However, the Council shares a responsibility for managing this area, along with the other Statutory and bye-law making authorities bordering the Tamar Estuaries. The cross border nature of coastal planning means there is mutual interest to work in partnership, ensuring the sustainable use of Plymouth's coastal assets.
- 5.87. The management of this area has evolved over a number of years, and is currently coordinated through the Tamar Estuaries Consultative Forum (TECF), chaired by the Queen's Harbour Master. This body works to a six year management plan which provides a framework for the sustainable management of the Tamar Estuaries and a context to ensure statutory compliance in delivering conservation objectives for the European Marine Site.

Approach

- 5.88. The challenge in managing these activities is to conserve the area's natural and historic heritage, ensuring growth is delivered in a way that avoids adverse impacts on the integrity of the Natura 2000 sites, as well as encouraging appropriate opportunities, including giving full recognition to the important needs of commerce, defence and leisure interests.
- 5.89. Whilst TECF more than adequately address current challenges, there is a need to evolve in response to the forthcoming Marine Bill with its aspirations for a Marine Spatial Planning approach to improve the integrated management of coastal and marine resources. In addition to this, the Habitat Regulations Assessment of Plymouth's Core Strategy highlighted the need to manage the rise in recreational pressure upon the European Marine Site associated with growth in the sub-region.
- 5.90. The Core Strategy with its Policies that reflect the values and opportunities of Plymouth's waterfront, recognises the importance of this asset in relation to social, economic, environmental and resource conservation. It provides an integrated

planning approach that is intended to balance the need for conserving the integrity of the Port of Plymouth, while allowing for appropriate and necessary development opportunities in support of the city's regeneration initiatives.

- 5.91. However, there is a growing need for a broader approach, that crosses boundaries and delivers a 'joined up approach' between authorities, to guide developers and decision makers on the most appropriate form and types of uses /activities that can take place within the Port of Plymouth area - consistent with and in support of its status as a European Marine Site. The long term challenge is to deliver an integrated and sustainable marine spatial strategy, that integrates with the current spatial planning approach of LDFs, to guide future uses in the whole of this area.

Vision

- 5.92. The Council's vision for the Port of Plymouth area, illustrated conceptually on the vision diagram, is as follows:

Area Vision 10 – Plymouth Sound and Estuaries



























To conserve and enhance Plymouth's unique coastal and waterfront setting, promoting an integrated management approach to its sustainable development, which:

- 1. Protects the value and integrity of the Port of Plymouth, recognising its position as a unique asset to the area.**
 - 2. Delivers the conservation objectives for the Plymouth Sound and Estuaries European Marine Site.**
 - 3. Delivers opportunities for improved water transport linkages along the waterfront.**
 - 4. Acknowledges the port's fundamental importance to the economy of the area, and the need to accommodate a wide range of uses /activities, including its role as a primary naval port and dockyard, its use by commercial shipping, commercial fishing, tourism, recreation and leisure.**
- 5.93. In support of this Vision statement the Council will prepare, in conjunction with its TECF partners and the adjoining local authorities, a Coastal Planning SPD which will:
- Amplify the policies in the Core Strategy relating to coastal planning matters, explaining how they can be implemented within the context of ensuring the sustainable development of Plymouth's waterfront
 - Address the impacts of additional recreational use in the area. In particular ensuring that development is delivered in a way that avoids adverse impacts on the integrity of the Natura 2000 sites
 - Set out coastal planning application considerations
 - Provide guidance on coastal and marine consents and consultation procedures.
- 5.94. In the longer term, the Council will work with its TECF partners towards developing a Marine Spatial Planning approach for the Port of Plymouth area, which integrates with the current LDF process, providing a comprehensive management approach to the area.

Plymouth Sound and Estuaries



Key

-  City Boundary
-  Existing Urban Area
-  Strategic greenscape network
-  Excluded from SAC
-  SPA/SAC
-  SAC
-  Area of Outstanding Natural Beauty
-  Main Roads
-  Rail network
-  Promote and enhance water transport links
-  Waterfront Walkway
-  Millbay Associated British Port
-  West Hoe Pier
-  Commercial Wharf
-  Sutton Harbour
-  Victoria Pier
-  Cattedown Wharf
-  Tumchapel Wharves
-  Oreston
-  Stonehouse
-  City International Gateways
-  Devonport Dockyard Land and other defence related
-  Port and Marine related uses
-  Improve access and enhance public enjoyment. Create high quality waterfront with improvements to foreshore infrastructure
-  Industrial related uses
-  Physical/visual links with surrounding areas