

PRELIMINARY APPRAISAL OF THE POTENTIAL EFFECTS OF THE ISSUES AND OPTIONS FOR CROSS BORDER ISSUES (Sherford & Minerals)

Introduction

The SEA/SA takes as its starting point the Vision for Plymouth (set out in the Plymouth City Strategy and Action Plan) which aims to create

One of Europe's finest, most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone.

A clean and green city that makes the most of its environment and location, in particular its water resources and associated ecology.

A city with a strong economy; built on a culture of creativity and innovation and known for its centres of knowledge and learning.

A multi-cultural city where significant social exclusion no longer exists. A city where all the needs of all its citizens are met by high quality, cost effective services and outstanding levels of community involvement.

These broad aims have been translated into a series of 16 **sustainability criteria**, which are described in the SEA/SA Scoping report. The following appraisal examines the potential effects of various actions and draft policies for the nominated area/theme against the framework of the SEA/SA objectives.

Having assessed the likely effect of the different actions, policies and themes in the table below, the information is drawn together in a concluding statement.

The preliminary findings of the SEA/SA and analysis of the public response to both the Issues and Options Leaflet and consultation on the SEA/SA will be used to further refine both the draft plan and the SEA/SA.

COMMENTARY

The proposals for the Cross Border Issues (Sherford and Minerals) appear broadly sustainable although, inevitably, some conflict of interest may arise; some key issues are outlined below:

- In creating a new sustainable community it is important that the type of housing stock and dwelling units meet the needs of a 21st century community, that building design is sensitive to the surrounding environment, that it reflects/retains locally distinctive features and is designed to minimise water and energy consumption and waste generation.
- It is important that materials used for the construction of the transport links, infrastructure works and new buildings are sourced locally where possible, the use of recycled materials are considered and the number of vehicular movements is reduced.

- Uncertainty is associated with the potential impacts of the proposed routing of the transport links and the transport interchange points. The detailed planning stage should seek to avoid, or mitigate, potential damage through loss of green fields, areas of nature conservation and archaeological sites and undesirable effects on surrounding built environment?
- Although proposals advocate transport interchange facilities to encourage a modal shift, will most people make a modal switch? Could the transport infrastructure proposals merely encourage people travelling to east Plymouth to cut through “Sherford”?
- Consideration should be given to the proximity of proposed and existing development adjacent to mineral extensions and proposed transport routes and the potential impacts on community’s quality of life associated with air and noise pollution.
- Will proposals to extend or “round off” the edge of Elburton relate to residential, employment land or mixed use and will this be targeted to local needs/skills?
- Careful consideration should be given to the impact on the development on the setting of Plympton St Maurice.

Table X.1. Analysis of Plan proposals, policies actions and themes against the 16 Sustainability Criteria (listed across the columns).

SA CRITERIA (In Columns across)	1. Nature & Environment	2. Reducing Flood Risk	3. Conserving Biodiversity	4. Built Environment	5. Historic Environment	6. Optimise Land Use	7. Sustainable Resource Use	8. Waste	9. Sustainable Transport	10. Strategic Communications	11. Economic Growth	12. Education & Employment	13. Housing	14. Community Health	15. District Centres	16. Inclusiveness
Sherford development will be a mix of uses. The layout and design should achieve a vibrant, sustainable and locally distinctive community.	X	?	X	✓ ?	?	X	?	?	?	0	✓	✓	✓	✓ ?	?	?
Sherford's eastern boundary would become the eastern limit to the development of Plymouth.	X	?	X	?	X	X	?	?	?	?	✓ ?	✓ ?	✓ ?	?	0	0
To determine a transport strategy for Sherford, to link in with the emerging transport for the city and for the eastern corridor.	0	0	0	0	0	0	✓ ?	0	✓ ?	✓ ?	0	0	0	0	0	?
A major transport interchange in close proximity to the improved Deep Lane junction, to encourage modal shift to public transport of existing traffic and new traffic generated by the new community.	?	?	?	?	?	X ?	?	?	✓ ?	?	0	0	?	X ?	0	0
Transport connection to the A379 corridor to link to the eastern edge of Elburton with a transport interchange facility.	?	?	?	?	?	X ?	?	?	?	✓ ?	0	0	?	X ?	0	0
Transport connection to the A 379 corridor to link to the north of Elburton, connecting at Haye Road with a transport interchange facility.	?	?	?	?	?	X ?	?	?	?	✓ ?	0	0	?	X ?	0	0
Explore the opportunity to "round-off" Elburton itself with some additional development enabling improvements to be made to Elburton's community infrastructure and integrate proposals with Sherford development.	?	?	?	✓ ?	?	✓ ?	?	?	?	0	?	?	?	?	✓ ?	0
Safeguard the character of the Plympton St Maurice conservation area when considering transport links to Plympton.	?	?	?	✓ ?	✓ ?	X ?	?	?	?	✓ ?	0	?	0	?	0	0
Ensure strong linkages are made between the Sherford new development and Lantage strategic employment area, including public transport provision as part of a wider network.	?	?	?	?	✓ ?	X ?	?	?	✓ ?	✓	✓ ?	✓ ?	0	0	0	0
Identify an alternative site for mineral extraction that is acceptable	X ?	?	X ?	0	?	X	X	?	0	0	✓ ?	✓ ?	?	?	0	0

SA CRITERIA (In Columns across)																
PLAN POLICIES AND ACTIONS (Below)	1 Nature & Environment	2 Reducing Flood Risk	3 Conserving Biodiversity	4. Built Environment	5. Historic Environment	6. Optimise Land Use	7. Sustainable Resource Use	8. Waste	9. Sustainable Transport	10. Strategic Communications	11. Economic Growth	12. Education & Employment	13. Housing	14. Community Health	15. District Centres	16. Inclusiveness
to the minerals industry, a site to the north of the proposed Hazeldene quarry may enable this to be achieved and provide a long term supply of aggregate.																
Create a strategic greenlink functioning as a wildlife corridor to connect the Saltram estate to the countryside. .	?	0	✓ ?	0	0	?	0	0	0	0	0	0	0	0	0	0
Provide a new country park linked to the Sherford estate	✓	0	✓ ?	0	✓ ?	0		0	0	0	0	0	0	✓ ?	0	0

Symbols employed in Table

- ✓ Supports the sustainability objective
- ✓✓ Strongly supported the sustainability objective
- 0 Has no impact on the sustainability objective
- X Works against the sustainability objective
- XX Works strongly against the sustainability objective
- ? Has an unknown or uncertain effect on the sustainability objective

Legend For Sustainability Criteria

1. Nature and environment: To safeguard and enhance Plymouth's green spaces, coast, tidal areas, waterfront, fresh water and intertidal areas and access to them, recognising the different types of contribution that they make to Plymouth's character.
2. Reduce flood risk: To manage flood risks sustainably, recognising the role of wetlands in reducing flood risks.
3. Biodiversity: To conserve, protect and enhance Plymouth's aquatic and terrestrial biodiversity.
4. Built environment: To enhance the attractiveness and safety of the built environment by raising the quality of urban design in the city.
5. Historic environment: To protect and enhance sites, areas and buildings and landmarks of archaeological, historic, cultural and/or architectural interest.

6. Land resources: To concentrate development within Plymouth's built-up area by optimising the use of previously developed land, infrastructure, under used land and vacant properties.
7. Sustainable resource use: To reduce the consumption of non-renewable sources of energy, water and minerals.
8. Waste: To reduce the amount of waste generated in Plymouth and to minimise the environmental effects of waste disposal.
9. Sustainable transport: To reduce traffic congestion and noise, and improve safety, health and air quality by reducing the need to travel, especially by car.
10. Strategic communication links: To maintain and improve the network of communication and transport infrastructure within Plymouth and the links to the sub-region, the South West, Britain and internationally.
11. Economic growth: To promote sustainable economic growth, particularly of key business sectors, and to utilise employment land and premises effectively and efficiently.
12. Education and employment: To enable all residents to share in Plymouth's growing prosperity by improving access to training, education and job opportunities.
13. Housing: To ensure that all of Plymouth's residents have access to a good quality living environment and a decent home which is affordable and suitable to their needs.
14. Community health, safety and well-being: To safeguard and improve community health, safety and well-being through protection and enhancement of the city's green spaces and sport/leisure facilities, and through appropriate design of the built environment.
15. Local and District Centres: To strengthen the role of local and district centres to reduce the amount that people need to travel.
16. Inclusiveness and participation: To take account of the needs of all sectors of the community in the planning and design of new development.

Note: An additional objective on Retailing is being prepared by Plymouth City Council and will be incorporated in the next stage of the appraisal.