



central park area action plan 2006-2021

plymouth city council
department of development

adopted 2008

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Introduction

Location of Central Park AAP



Planning Context

1.1 This Area Action Plan is part of a portfolio of documents called the Local Development Framework (LDF). When adopted, Plymouth's LDF together with the Regional Spatial Strategy will form the statutory Development Plan for this area.

1.2 The LDF Core Strategy (adopted in April 2007) sets out the key high-level principles for development in Plymouth and these are expanded in the Area Action Plans to provide more specific detail on the opportunities within key areas. This Plan does not repeat the policies contained within the Core Strategy, but amplifies the Core Strategy Area Vision 7 for Central Park and the two Plans should be read together to aid decision-making. Core Strategy policies will be material to decisions within the Plan area, but where there is a fundamental difference between the two plans the detail and policies of the Area Action Plan should take precedence over those in the Core Strategy. The timescale for this Area Action Plan is for the period from 2006 to 2021.

1.3 The Central Park Area Action Plan is being produced because of the need to substantially improve the environmental qualities of the park improving both the recreational and sporting facilities that exist there and to create a premier park for the people of Plymouth to enjoy. The Area Action Plan will give statutory basis for these changes to happen.



Area Context

Local Context

2.1 Central Park is a strategically important park within Plymouth and is an outstanding and enviable environmental asset. It covers 94 hectares (232 acres) of dramatic landscape from high hilltop to deep valley offering rare panoramic views of the City and Plymouth Sound.

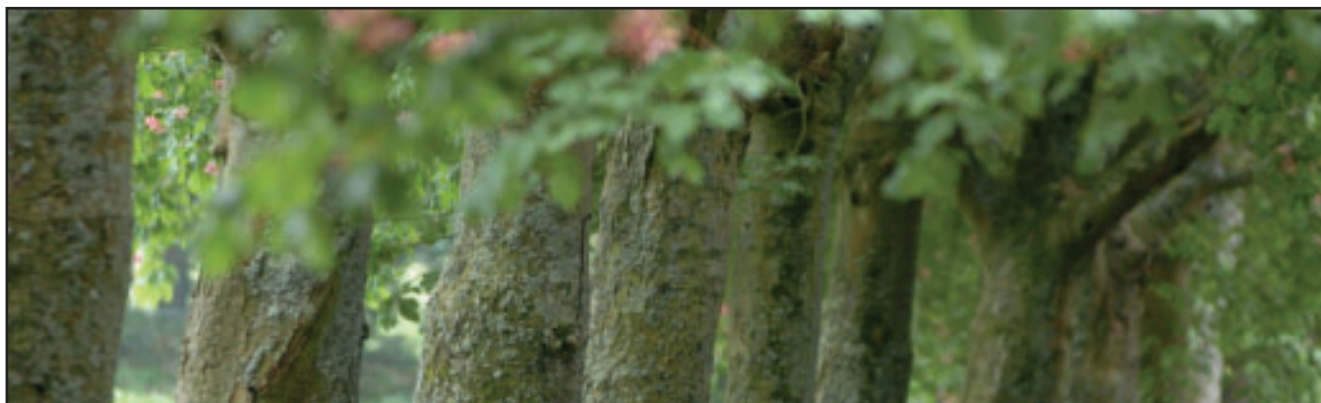
2.2 However, the park does not meet reasonable expectations one would associate with a premier city venue, and at key locations it fails to be inspiring with some elements of its environment being particularly unattractive. Development needs to address:

1. The poor arrangement of recreational buildings which currently fails to create a quality destination.
2. The inadequate quality of Plymouth Argyle's southern site at Home Park, providing a poor main entrance and approach.
3. The relationships of the above facilities to one another and the park.
4. The inadequate transport provision, including public transport access from the north and east of the city, remote and unrelated car parking and bus stops.
5. The ill provided, tired and unrelated public spaces associated with the main buildings and the park.
6. The uncompleted network of footpaths and cycleways, with a clear need to create safe and understandable routes.
7. The current poor range of park facilities available to enhance the public use and enjoyment of the park.
8. The poor relationships of buildings and housing on the periphery of the park, with a clear need to improve access and surveillance.

2.3 As the name suggests, Central Park sits centrally within Plymouth and is surrounded by many residential neighbourhoods. These include Beacon Park and Pennycross, Peverell, Mutley and Stoke. For many local residents the park is on their doorstep and it has a particular importance in their lives. The park also has a citywide profile as the venue for the city's sporting activities. It is home to Plymouth Argyle Football Club and is a host for the many amateur competitions held on the outdoor sports pitches and facilities. It is also a place for informal recreation and children's play and is a landscape rich in wildlife.

2.4 The park has six distinct elements:

1. Centrally and to the west lies the built core of the park incorporating the city's football club, (Plymouth Argyle), a large swimming pool (Central Park Pools), recreation centre (the Mayflower Centre), an events field, Milehouse Park and Ride car park, a skatepark and a large equipped children's playground;
2. Centrally and to the south is a large open hill top sports park;
3. To the north, the formal gardens and parkland associated with Pounds House;
4. To the east is a deeply wooded valley;
5. Centrally to the east is a patchwork of informal sloping meadows;
6. To the south and west is an extensive series of allotment gardens.



History of the area

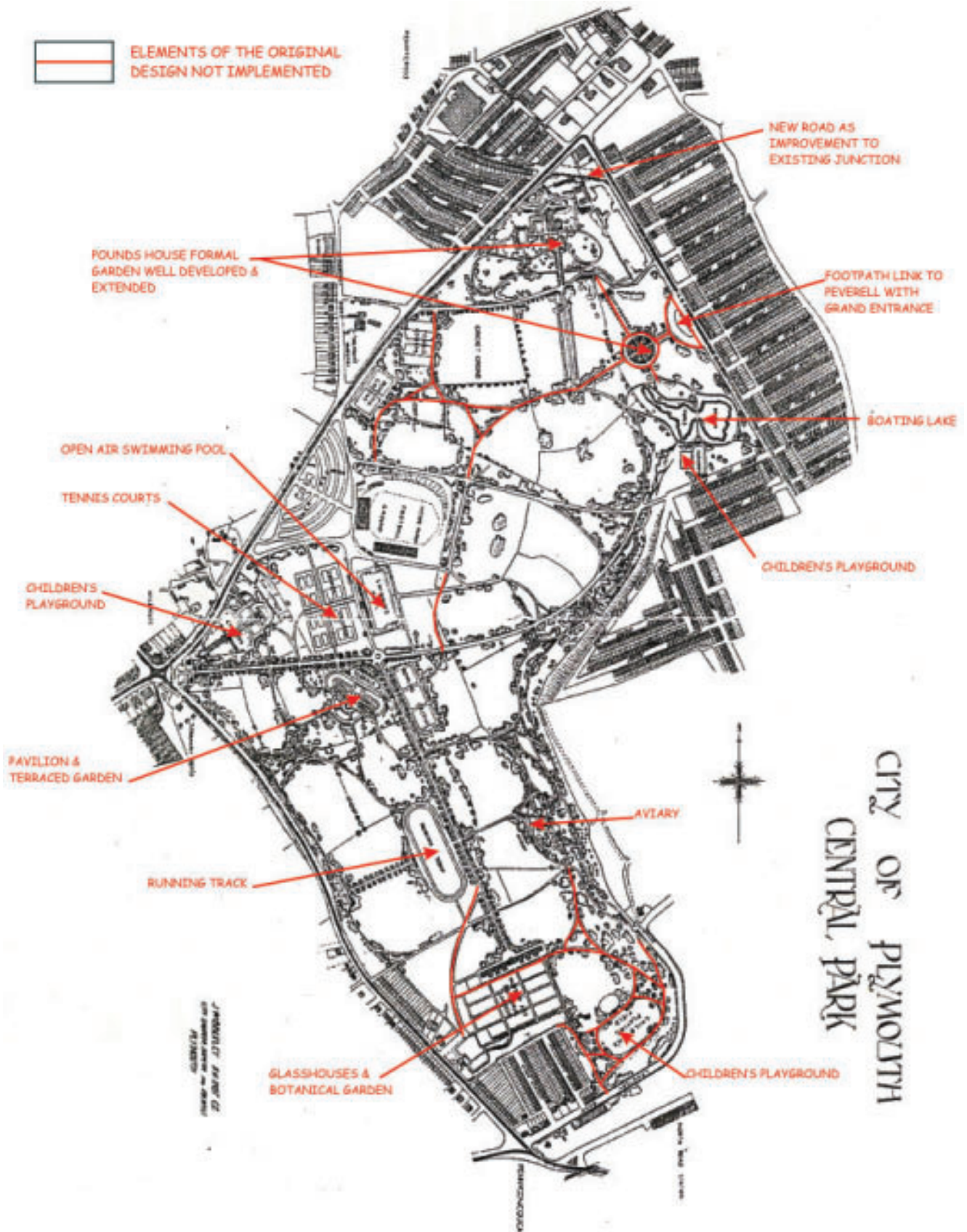
2.5 The parkland was acquired in the late 1920s and its purchase and improvement was enabled by the then Ministry of Health, which at the time widely promoted the link between public health and recreation.

2.6 Thomas Mawson and his family practice of landscape architects were commissioned to conceive a design for the park which would promote active recreation and sport in contrast to the style of formal Victorian pleasure gardens that preceded this period. A comprehensive plan was drafted and approved in 1928. The plan proposed a 50 metre outdoor swimming pool, a large facility for tennis, outdoor bowls, a grand pavilion and terrace, all located around the convergence of the park's main avenues. This was termed the "Social Centre", which today is the circular space accommodating the cube clock feature. The design also included a 700-800 space car park which now includes the Milehouse Park and Ride car park. Other elements of the design included an aviary, athletics track, glasshouse and nursery gardens though these were never implemented and the planned comprehensive footpath system which was never completed.

2.7 Pragmatic decisions since the 1920s and 1930s have resulted in some fundamental departures from the concepts promoted by the original design. Additionally, in the late 1980s the construction of the large Milehouse Road junction removed the western corner of the park, which now separates the Milehouse community from the park. This Area Action Plan presents an exciting opportunity to re-visit the original park designs and to refresh the park and its facilities such that it is fit for the twenty-first century.



Late 1920s aerial view of Pounds House



Original 1928 Masterplan of Central Park

Regeneration and Policy Context

2.8 Central Park is a cherished environmental asset for the people of Plymouth and at the heart of this strategy for change is the protection and enhancement of the park's valuable green spaces, wildlife habitats, and landscape quality including its rare views towards the city, its neighbourhoods and Plymouth Sound. While the park has obvious natural qualities there are very real issues that face the park and prevent it being a high quality destination befitting a premier city park.

2.9 Recent figures from Sport England's "Active People Survey" indicate that Plymouth is in the bottom quarter of authorities nationally with below average regular participation in sport and active recreation, with only 18.6% of the city's population achieving Sport England's target of 30 minutes of activity 3 days a week. The provision of new integrated and accessible high quality sports and leisure facilities central to the City would stimulate interest in active recreation and help to improve participation rates within the City.

2.10 The City exhibits significant inequalities and variations in health across wards with recent figures showing the most affected neighbourhoods are those to the west of the city and near to Central Park. The provision of good physical environments is seen as one of the many factors which affects the health of people and providing quality facilities for active recreation within an attractive, safe and accessible environment at Central Park is seen as having significant health benefits for the people of Plymouth.

2.11 There are also important needs regionally, sub-regionally and from the City's communities that require the best sporting, recreational and leisure facilities that can be achieved. The Draft Regional Spatial Strategy for the South West considers that the development of key community facilities including those for sport, leisure and culture are fundamental to the growth agenda such as that proposed for Plymouth. Such facilities should meet needs of all groups in society taking into account age, gender, faith, sexuality, ethnicity and ability. In particular the Draft RSS identifies the need for regionally significant recreational facilities and improvements to the cultural provision in the city.

2.12 The Plymouth Sustainable Community Strategy (2007-2020), April 2007, sets out four visionary goals for the city. These are:

1. A healthy place to live and work;
2. A wealthy city which creates and shares prosperity;
3. A safe and strong city;
4. A wise city – a location for learning achievement and leisure.

2.13 These goals have influenced the drafting of this plan and it is consistent with its aims. The goals of the Sustainable Community Strategy have been embodied into the Council's Corporate Plan 2007-2010. For Central Park the three most relevant objectives are set out below:

- Strategic Objective 1, Improving Health and Well-Being: "To improve the health, well-being and social care of the people, reduce inequalities and help people at all stages in their life to enjoy the best possible health."
- Strategic Objective 7, Maintaining a Clean and Sustainable Environment: "To create a more attractive environment that is safe, clean and tidy, as well as a more healthy and diverse natural environment."
- Strategic Objective 8, Stimulating Culture and Leisure Activities: "To stimulate participation in cultural pursuits, promoting creativity and extending opportunities for people to experience high quality recreational and leisure activities."

2.14 In terms of its city wide context this plan helps to deliver the City Vision as identified in the LDF Core Strategy and informed by MBM Arquitectes/ AZ Urban Studio's "Vision for Plymouth". This promotes the creation of an outstanding venue of regional sporting and leisure excellence known as the Life Centre, together with a transport interchange, comprehensive improvements to the environmental qualities of the park including new facilities and the provision of new pedestrian and cycleway links between the park and its surrounding neighbourhoods.

2.15 The proposals for new sport and leisure facilities at Central Park are linked to the regeneration proposals for Millbay as set out in the adopted Millbay and Stonehouse Area Action Plan. Here, new facilities at Central Park will allow for the closure of the pool and ice rink at the Pavilions to allow the linking Boulevard to be constructed and the remaining Arena facility to be remodelled.

2.16 The Central Park AAP sets out the Council's planning approach, the relevant issues and specific proposals. It adds to the vision statement for the Central Park area identified in the adopted Core Strategy.



Key Issues

The Core Strategy highlights some significant issues and regeneration opportunities that need to be addressed in order for Central Park to realise its full potential. These are set out below:

- 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.
- 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.

Vision

Vision and Objectives

3.1 The Council's vision for Central Park as set out in the Core Strategy is set out below:

Core Strategy - 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.

3.2 Central Park will continue to be a unique environmental asset for the City and will be a destination that has successfully enhanced its landscape and wildlife qualities to create a quality and distinctive parkland for the people of Plymouth and future generations to enjoy.

3.3 By 2021 Central Park will be firmly established as one of the highest quality urban parks in the country. At its heart will be the Life Centre. This high quality sports and leisure complex will be a major landmark on the approach to the City Centre from the north and will be the centrepiece for the newly refurbished Central Park. As with the original intent for the park back in 1928, the Life Centre will have a strong focus on health, providing state-of-the-art active leisure facilities for the people of Plymouth, hosting regional events, attracting audiences and providing investment to the city. However, the Life Centre will achieve much more. It will provide facilities for arts, education and culture and the environment and provide a base and much-needed facilities to help the community enjoy the wider park.

3.4 By 2021 the park will be connected to the City Centre and the rest of the city by excellent transport links. It will have state of the art facilities linking the wider city to the park via the improved Northern Corridor High Quality Public Transport route. A transport interchange at Central Park will support sustainable transport, including walking and cycling, providing key information on transport, the Life Centre and Central Park.

3.5 By 2021 the park's important network of footpaths and cycleways will be completed, linking the surrounding communities to the park and the city in a safe and understandable manner, building a series of distinctive park entrances. As a result the park will be more accessible to people, particular the disabled, the very young and old.

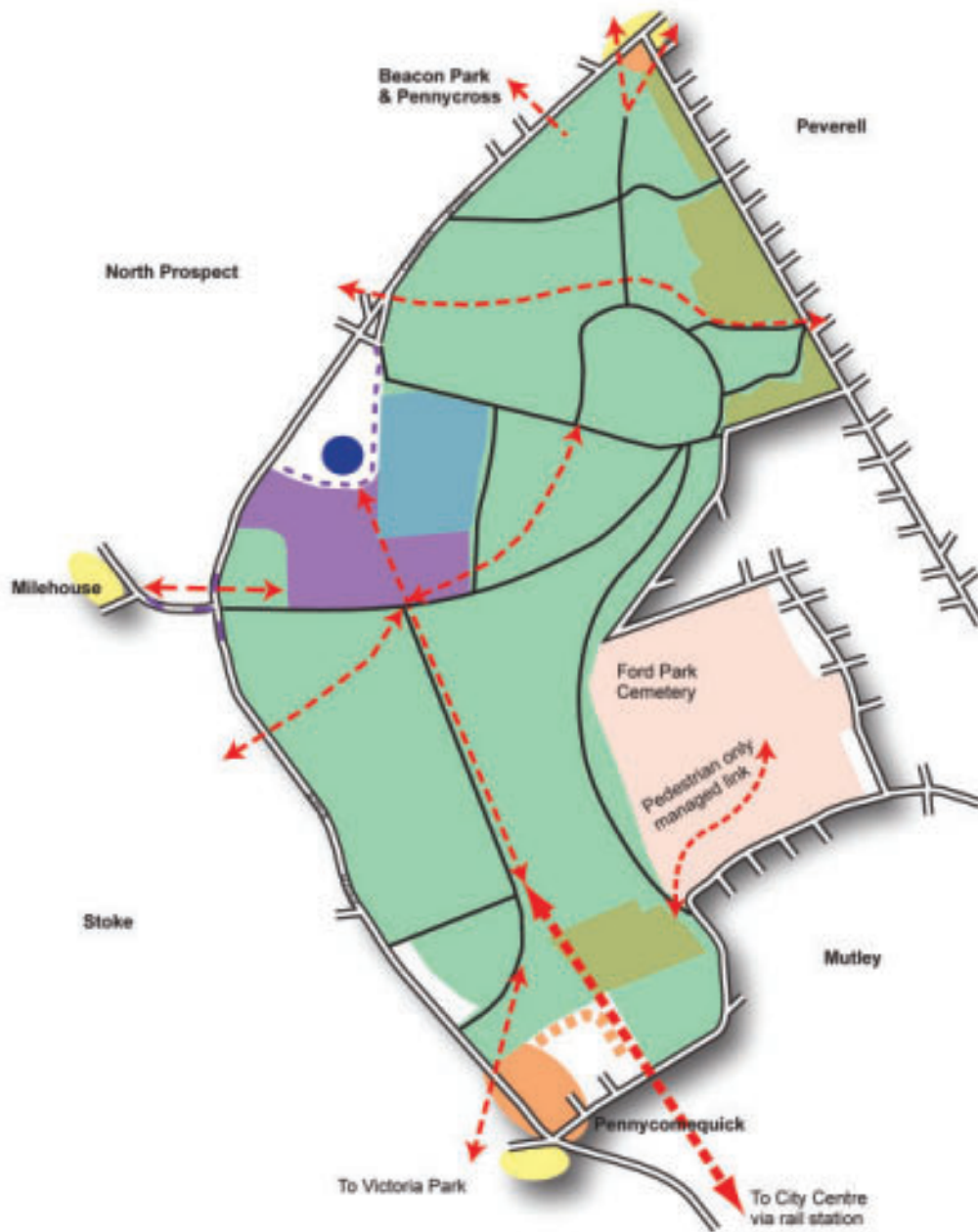
3.6 By 2021 the relationship between the park and its communities at Peverell Park Road Corner and Pennycomequick will have been successfully repaired. This will be the result of a range of development, including new homes, simplified and safe pedestrian and cycle access and facilities to improve public transport. At Peverell Park Road Corner changes will regenerate the local centre to provide a mix of uses including shops, employment, apartments and car parking.

Targets 2006-21












3.7 The delivery of the objectives will be measured using the following targets:

Indicator	Target
Area of improved Parkland	In the region of 76.5Ha
Delivery of the Life Centre	before 2012
Delivery of Home Park	before 2012
Housing	In the region of 123 units
Lifetime Homes	In the region of 24 units
Employment	In the region of 5,380 m ²

Central Park Vision Diagram



This diagram supersedes the Core Strategy Central Park Vision Diagram, by clarifying the boundary of the Life Centre, showing Plymouth Argyle's Home Park development, amending proposed new allotment site and reducing the amount of residential-led mixed use development.

- | | |
|---|--|
|  Plymouth Argyle's Home Park Development |  Local centres |
|  "LIFE CENTRE", Citywide & Regional facility of sporting recreation & leisure |  Improve connectivity |
|  Residential and mixed use developments repairing the relationship of Park to City |  Park enhancements |
|  New enhanced allotments |  Protect & enhance Ford Park cemetery |
|  Improved existing highway infrastructure |  Existing park routes |
|  Transport Interchange | |

Sports and Leisure Facilities

New Indoor Sports and Leisure Facilities

Objective 1

To create landmark sports and leisure facilities of high quality design and innovative technology.

4.1 The delivery of exemplar regionally significant sports and leisure facilities is essential to the achievement of Plymouth's aspirational vision to be one of Europe's finest and most vibrant waterfront cities. The importance of this is also acknowledged in the Draft Regional Spatial Strategy for the South West.

4.2 The City has some significant health problems including high levels of childhood obesity and major health inequalities between wards, with the west of the City fairing worse than the east. The City performs below average nationally in terms of the population's participation in regular active recreation and leisure.

4.3 The existing facilities at the Mayflower Centre and Central Park Pools are outdated, in poor repair and need replacing. The development of new replacement facilities at Central Park would enable the closure of the pool and ice rink at the Pavilions to make way for the Millbay Boulevard. The Boulevard is key to the regeneration of Millbay as set out in the Millbay and Stonehouse Area Action Plan.

4.4 The current built core of the park comprising the Central Park Pools, the Mayflower Centre, Plymouth Argyle's Home Park, the main car park with the Park and Ride, the events field and surrounding landscape does not provide an attractive destination. This negative image is a result of the poor relationships between park buildings and spaces, where leisure and sporting activities are hidden behind solid walls and planting, where buildings do not link well together and related spaces are featureless. This can make the park feel unwelcoming and make negotiating and understanding the park difficult for visitors. For the park's main built core this has serious implications as it fails to achieve a sense of arrival, provide visible activity or generate the civic focus and quality befitting of a premier park.

Existing Sports and Leisure Facilities



4.5 The AAP seeks to ensure that the new development of sports and leisure facilities:

1. Provides a strong, attractive destination that will be an enjoyable place for people to visit;
2. Contributes significantly towards improvements in mental and physical well being of residents and the wider community;
3. Provides an integrated citywide and regional facility for top class sporting, active recreational and leisure facilities at a cost that the Council and community can sustain, accommodating facilities that will provide opportunities for art, health and education;
4. Provides high quality integrated public spaces, linking all aspects of the development to provide a strong sense of arrival, re-establishing the original intent of the 1928 masterplan to form a Social Centre for the park interpreted to today's needs;
5. Is built to a high quality in terms of architecture, engineering and landscape design;
6. Provides complementary commercial sports and leisure elements, which will similarly be designed and built to the highest quality of design and innovation with coherence between all elements of the Life Centre;
7. Uses the very latest technology and materials to ensure the buildings are energy efficient and sustainable.

Plymouth Argyle's Home Park



The Life Centre

Proposal CP 01 The Life Centre

To develop integrated state-of-the-art leisure facilities in a single complex which are accessible and affordable, delivering economies of scale and links with health, arts, education and with Plymouth Argyle's Home Park Development. Uses within the Life Centre may include:

- Facilities for dry indoor sports such as those currently in the Mayflower Recreation Centre including multi-use sports hall, indoor bowls, fitness aerobics suite, dance, climbing, and facilities for martial arts;
- A 50 m swimming pool together with a diving and children's pool;
- An ice rink of sufficient size for ice hockey;
- Health facilities which could provide: consultation rooms for sports injury, healthy eating advice, exercise referral, cardiac rehabilitation, health education / well man clinics, sexual health and general health checks;
- Café, healthy eating outlets, public toilets, sports and leisure retailing together with communal and social areas;
- An Environment Centre which includes demonstration gardens, interpretation of the bio-diversity and landscape features of the park, including information relating to allotments, a work station for the Council's Parks Service and the retailing of horticultural and garden products including an external plant sales area;
- Employment uses in the form of Offices (providing in the region of 5,380 m²);
- Storage facilities for events equipment.

Development proposals should provide for:

1. A highly visible, high quality landmark building, clearly identifiable from surrounding highways and to people within the park as a focus for new recreational and leisure facilities.
2. A high quality, distinctive, integrated and sustainable solution to all designs, whether architecture, engineering or landscape.
3. Active frontages and elevations to link buildings with the wider park and their surroundings.
4. The re-interpretation of the original 1928 masterplan to provide a Social Centre for the park (a high quality public realm), offering a range of facilities, including public art, and the capability and flexibility to host a broad programme of events and performances.
5. High quality, distinctive, durable and sustainable paved surfaces.
6. The provision of new planting, including tree planting to enhance the Social Centre and setting of new buildings.
7. Innovative and distinctive solutions to the external lighting.
8. Provision of high quality, distinctive and co-ordinated park furniture including seating, litter bins, signage and bollards etc.
9. The replacement of existing junior sports pitches elsewhere in Central Park in the event the development effects this provision.

10. An innovative and comprehensive plan for managing the transport and parking needs of the development, coordinated with the transport provisions of Proposals CP2 and CP3, including:
 - i. Measures to mitigate the transport impacts of the development;
 - ii. A comprehensive Smart Choices programme, to encourage the use of public transport, walking and cycling as the preferred method of travel to the development, including Travel Plans for staff and visitors;
 - iii. On-site physical infrastructure to be in place to support sustainable transport choices, including safe walking and cycle links and secure cycle parking facilities;
 - iv. Provision of car parking in accordance with the Council's Car Parking Strategy;
 - v. On-site transport infrastructure to be designed as an integral part of the overall development.
11. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made to achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.
12. Contributions to improving the wider park.

This proposal also contributes towards achieving Objective 3, To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

4.6 The delivery of the Life Centre is strategically important to the city as a whole and will make a significant contribution to the sports and leisure needs envisaged by Plymouth's population growth. Situated centrally near the junction of two major transport corridors which link the City Centre to the western and northern parts of the city and to the trunk road network via the A38; the Life Centre will be highly accessible by all transport modes from within and beyond the city. Public transport connections and services will be improved through the City's planned High Quality Public Transport (HQPT) system.

4.7 The principle of linking health with active leisure, healthy living programmes and education is widely recognised and has been developed through a partnership between with the Primary Care Trust (NHS), the University of Plymouth, the College of St Mark and St John, Plymouth Argyle Football Club and the Council.

4.8 The concept of a Life Centre located centrally within Plymouth and within the setting of Central Park is considered to have significant advantages, delivering improvements to the mental and physical well being of residents and the wider community. By providing the very best facilities to competition standards it would also achieve a regional appeal, bringing people to the city and a multitude of events within the Life Centre.

4.9 There continues to be a long-standing need to resolve the outdated facilities, poor quality and dysfunctional arrangement of buildings and spaces that comprise the built core of the park. Opportunities now exist to regenerate and provide an appropriate civic destination. In addition and more recently there is a need to accommodate facilities being displaced at Millbay in an accessible location.

4.10 The development of the Life Centre would result in the demolition of the existing Central Park Pools complex with the resulting land being restored back to open parkland.

4.11 The proposal may involve the potential for limited complementary commercial development to support the deliverability of the entire project. The Environment Centre will include horticultural and garden product retailing. The nature and scale will need to be consistent with the wider retail objectives of the Core Strategy, and this will be subject to appropriate impact testing.

4.12 The existing Solicitors and Vets site is an awkward finger of land which protrudes into the park and currently limits movement and views around the existing facilities. In order to create opportunities to make the best use of the space and so limit the footprint of the Life Centre, its servicing and car parking, the Solicitors and Vets site has been incorporated into the new development zone for the Life Centre. To facilitate this redevelopment opportunity new uses in the form of replacement and enhanced employment are incorporated into the Life Centre Policy. The provision of employment uses in the form of offices is dependant upon the land comprising the existing Solicitors and Vets site (land outside the ownership of the Council) being brought into the development zone for the Life Centre and the existing buildings being demolished.

4.13 Climate Change and Sustainability Statements will be sought from developments as appropriate and would demonstrate how proposals will:

1. Target BREEAM good to excellent standards with a bespoke assessment;
2. Be designed to be most energy efficient, incorporating the use of renewable energy and decentralised /low carbon energy systems. For instance there is an opportunity to provide a combined heat and power solution (CHP) here and to develop a shared power plant with Plymouth Argyle as part of their Home Park development;
3. Make the most efficient use of water, including grey water recycling technologies;
4. Take up opportunities which positively favour bio-diversity such as green and brown roof technologies;
5. Provide for sustainable urban drainage;
6. Set out mechanisms which favour the use of local employment and services so reducing the need for transportation where possible;
7. Provide sustainable waste solutions which address both the outcomes of the construction process and those relating to the operation of the development, such as minimising waste from the catering facilities related to this proposal.

Home Park

Proposal CP 02 Home Park

To deliver major improvements to Home Park Stadium and support the extension of Plymouth Argyle Football Club's programmes of training and fitness within the community, engagement with the city's youth, through developing its southern stand for supporters, corporate clients and hospitality, and through complementary commercial development potentially including:

- A leisure or sporting facility such as indoor tennis, specialist sports training, ten-pin bowling;
- Conference and exhibition space;
- A hotel;
- Leisure and sports related retailing of an appropriate scale and nature consistent with the Core Strategy's retail objectives;
- Refreshment retailing (Use Class A3) to provide a range of services and choice including Healthy Eating outlets.

Development proposals should provide for:

1. A high quality composition of buildings compatible in form and orientated well to the adjacent Life Centre.
2. A high quality, distinctive, integrated and sustainable solution to all designs, whether architecture, engineering or landscape.
3. Active frontages and elevations to link buildings with the wider park and their surroundings.
4. The re-interpretation of the original 1928 masterplan to provide a Social Centre for the park (a high quality public realm) in relation to the Life Centre, offering a range of facilities, including public art, and the capability and flexibility to host a broad programme of events and performances.
5. High quality, distinctive, durable and sustainable paved surfaces.
6. The provision of new planting, including tree planting to enhance the Social Centre and setting of new buildings.
7. Innovative and distinctive solutions to the external lighting.
8. Provision of high quality, distinctive and co-ordinated furniture including seating, litter bins, signage and bollards etc.
9. The Preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made to achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.
10. An innovative and comprehensive plan for managing the transport and parking needs of the development, coordinated with the transport provisions of Proposals CP1 and CP3, including:
 - i. Measures to mitigate the transport impacts of the development;
 - ii. A comprehensive Smart Choices programme, to encourage the use of public transport, walking and cycling as the preferred method of travel to the development, including Travel Plans for staff and visitors;
 - iii. On-site physical infrastructure to be in place to support sustainable transport choices, including safe walking and cycle links and secure cycle parking facilities;
 - iv. Provision of car parking in accordance with the Council's Car Parking Strategy;
 - v. On-site transport infrastructure to be designed as an integral part of the overall development.
11. Contributions to improving the wider park.

This proposal also contributes towards achieving Objective 3, To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

4.14 The completion of Plymouth Argyle's Home Park Stadium and its associated developments are fundamental components to achieve a high quality destination along with the Life Centre and transport improvements. Proposals for Home Park will provide new buildings with active frontages which will frame the new Social Centre and add valued activity to the park. The development will provide new accommodation and uses which will enable Plymouth Argyle to deliver their aspirations and provide important facilities and services for the public.

4.15 The land to the south of the current stand has been used as a private car park for the club's use, accommodating players, staff and guest car parking with temporary buildings providing hospitality catering for match days and events. The proposal will deliver improvements to the quality of parking for users and incorporate new hospitality facilities into any new development. Opportunities to include complementary commercial uses on this land make it possible to integrate a mix of new uses with the existing and provide a building of quality.



4.16 Limited complementary sports and leisure retailing is considered appropriate as part of the mix of new uses for Home Park. The nature and scale of such uses will be tested against the retailing objectives of the Core Strategy through the planning application process.

4.17 Currently, the land to the south of the grandstands are enclosed by a mixture of low quality walls, fences and planting, resulting in a rather poor relationship with the rest of the Park. It is important that any new development here relates well to both the Park and the adjacent Life Centre proposal. This development will have an important role together with the Life Centre and environmental improvements to create a strong sense of arrival for the park and a quality destination befitting a premier location for the city.

4.18 Climate Change and Sustainability Statements will be sought from developments as appropriate and would demonstrate how proposals will:

1. Target BREEAM good to excellent standards with a bespoke assessment;
2. Be designed to be most energy efficient, incorporating the use of renewable energy and decentralised /low carbon energy systems. For instance there is an opportunity to provide a combined heat and power solution (CHP) here and to develop a shared power plant with the Life Centre;
3. Make the most efficient use of water, including greywater recycling technologies;
4. Take up opportunities which positively favour bio-diversity, such as green and brown roof technologies;
5. Provide for sustainable urban drainage;
6. Set out mechanisms which favour the use of local employment and services so reducing the need for transportation where possible;
7. Provide sustainable waste solutions which address both the outcomes of the construction process and those relating to the operation of the development, such as minimising waste from the catering facilities related to this proposal.

Summary of Key Evidence

Document	Evidence
Our City's Health (2005), Plymouth Teaching Primary Care Trust and Plymouth 2020 Partnership.	Sets out the state of health in Plymouth, its primary determinants and actions to combat ill health, identifies environmental conditions as a factor.
Active People Survey (2006), Sport England.	Identifies that Plymouth's population is under performing nationally in respect of its participation in sport and active recreation.
City of Plymouth Sports Plan 2020 (2001), Plymouth City Council	Identifies improvements to support involvement in sport and recreational activity for the city including Central Park
Plymouth Swimming Facilities Strategy (2004), Plymouth City Council.	Identifies the existing swimming facilities and needs relating to national standards, supports the provision of new increased swimming facilities at Central Park's Life Centre as a solution to the city's swimming needs.
Extended Phase One Habitat Survey of Central Park (2007), Andrew McCarthy Associates.	Identifies the significant bio-diversity qualities within Central Park highlighting the potential for protected species and evidence of habitats. Confirms broadly the lack of sensitivities surrounding the Life Centre development zone and Plymouth Argyle's Home Park Development.
Plymouth Sustainable Neighbourhood Assessments (2005) LDA - Citywide	Identifies shortfalls in sports and recreational provisions and the need to address these by strategic facilities such as these proposals at Central Park
Central Park Life Centre, Outline Business Case (2005), Capita Symonds.	Identifies the need and objectives for new facilities from the project partners and funders, sets out a business plan for the Life Centre, justifying the market demand including the need for commercial elements.
Destination Central Park, (2003), Nathaniel Lichfield and Partners and Jacobs Consultancy.	This strategic development brief sets out the need and opportunities for new indoor sports and leisure facilities including commercial aspects.
Central Park, A Historic Landscape Study (2002), Alan Baxter Associates.	Highlights the original intent of the 1928 masterplan designed by Thomas Mawson and in particular the design for the park's Social Centre, underlines the failings of the current composition
Central Park Action Plan (2000) and consultation, Plymouth City Council.	Indicated overwhelming support for the redevelopment of new indoor and outdoor sports and recreational facilities.
Community Planning Studies (2000), for Drake and Trelawny, Plymouth City Council.	Indicated the public's desire to see improvements to recreational and leisure facilities



Transport

Transport Improvements

Objective 2

To provide high quality public and sustainable transport facilities serving the park and new facilities.

5.1 Central Park is located at a strategic point at the junction of two major transport corridors which link the City Centre to the western and northern parts of the city and the trunk road network via the A38. The park is highly accessible by car from within and beyond the City. Its central location also makes it potentially highly accessible from all parts of the City by public transport. However, current direct access to the park by public transport from some parts of the city (especially the north and east) is limited and will need to be improved through effective partnership working between the Council, bus operators and developers.

5.2 Existing bus services are provided by both the northern and western transport corridors. These are currently provided by bus stops on Outland Road, Alma Road and at the Milehouse junction and pass by the park. The only service to actually enter the site is the Park and Ride service operating from the George Junction which collects passengers from the Park and Ride at Central Park on route to and from the City Centre. To improve bus patronage, services need to arrive at the centre of any new development with dedicated high profile, modern clean and comfortable passenger facilities.

5.3 The existing large car park fronting Outland Road was provided as part of the original Mawson Plan for the Central Park. Today it is still used by park visitors, but it is also used as a Park and Ride facility for those visiting the City Centre, and by Plymouth Argyle supporters on match days.

5.4 The car park is relatively remote from the existing recreational buildings and the main entrance to Plymouth Argyle's Home Park Football Ground. It sits at a lower level than these facilities and is separated from them by dense hedgerows. Existing pedestrian links run along the margins of the car park and do not offer direct and clear access to the facilities beyond. The car park itself is a large expanse of featureless tarmac and is generally unattractive. These facts make the car park feel very separate from the facilities that they serve and for users there is little sense of arrival.



The AAP seeks to:

1. Provide a high quality transport interchange integral to the design and development of the Life Centre. This attractive and comfortable facility for passengers will provide key information on transport services, the Life Centre and Central Park. It will encourage staff and visitors to travel by public transport and encourage bus operators to route more services via the park and Life Centre.
2. Improve the junctions with Outland Road, allowing prioritised bus movement and improved pedestrian crossings, following transport modelling work.
3. Provide the minimum car-parking requirement for the Life Centre and Plymouth Argyle in a strong distinctive landscape setting with high quality, direct and easy to understand pedestrian routes linking all facilities together.
4. Work in partnership with Plymouth Argyle to implement a robust travel plan to encourage and enable supporters to use public transport to attend matches wherever possible.
5. Provide a strong sense of arrival with the new development, bringing bus passengers directly to the heart of new facilities.

Existing Transport Provisions



A Transport Interchange

Policy CP 03

A Transport Interchange

To develop in conjunction with the Life Centre and Home Park proposals an enhanced public transport interchange including:

- Continuation of the Park and Ride Service on the planned HQPT network for the city;
- Covered facilities for passenger waiting;
- Key information on public transport, the Life Centre and Central Park;
- New highway approach roads and minimum car parking relating to proposals;
- Secure cycle storage;
- Refreshment uses (Use Class A3) including Healthy eating outlets;
- Improvements to the visual quality of the current parking areas.

Development proposals should provide for:

1. Solutions for the interchange building which use innovative technologies to create the most sustainable and energy efficient outcomes.
2. Measures which retain and reuse surface water in line with best practices of sustainable urban drainage.
3. Consistency in design between the interchange structure, Home Park and Life Centre buildings.
4. High quality public realm including tree planting to create a distinctive setting for transport facilities.
5. The provision of sustainable waste management programs for on site catering and in relation to the construction process seeking to achieve BREEAM excellent standards.
6. A network of safe, well lit and accessible footpaths and cycleways linking the transport interchange, the Park, the Life Centre and Plymouth Argyle's Home Park Development.

This proposal also supports Objective 3, To improve the range and quality of public facilities available to park users and Objective 6, To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

5.5 The provision of a high quality transport interchange is critical to the success of the Life Centre and the Council's strategy for an improved park promoting the use of public transport. This facility needs to be prominent and at the centre of the new development, giving passengers a strong sense of arrival and priority to this important destination.

5.6 The transport interchange should be multifunctional, promoting sustainable transport modes such as walking and cycling with secure, comfortable and attractive facilities and key information about arrivals, departures and information concerning the Life Centre and Central Park.

5.7 Additional car parking will be necessary to meet the needs of the new indoor sports and recreational facilities and its environmental qualities are going to be very important to the overall development. This is particularly so as the car park is the first thing people see on the main approach to the new destination and strong landscape techniques will need to be employed to reduce the impact of parking and enhance the main approaches.



Summary of Key Evidence

Document	Evidence
Local Transport Plan II, (2006 -2011) Plymouth City Council	Sets out the strategic objective to implement a sequential change in bus service towards a citywide High Quality Public Transport system and to integrate services with other transport modes through improved and new interchanges at key locations such as at Central Park.
Plymouth Sports Plan 2020, (2001) Plymouth City Council	Highlights the need for improved transport infrastructure and improvements to public transport facilities at Central Park in association with improved recreational facilities.
Plymouth Sustainable Neighbourhood Assessments (2005) LDA - Peverell	Identifies the need to improve bus facilities in relation to the proposed new Life Centre.
Central Park Action Plan (2000) and consultation, Plymouth City Council	Identifies the need to improve pedestrian connections and improve the environmental qualities of the existing car park.