

central park area action plan

preferred options report - November 2006



City of
Plymouth

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Plymouth City Council
Department of Development

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1. Purpose of this Preferred Options report

- 1.1. This document has been produced by the Council as a basis for consultation on Plymouth's emerging Local Development Framework (LDF). It builds on the earlier Issues and Options consultation stage (Spring 2005), developing your ideas on how to turn Plymouth into - **'one of Europe's finest, most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone'**.
- 1.2. An Area Action Plan (AAP) is being prepared for Central Park as part of the LDF. Its purpose is to identify a strategy and set out proposals for the development and regeneration of Central Park.

2. What is a Local Development Framework?

- 2.1. Plymouth's LDF will replace the existing Local Plan. It will provide a strategic planning framework for the city, guiding change to 2021 and beyond. When adopted, the LDF together with the Regional Spatial Strategy will form the statutory Development Plan for this area.
- 2.2. The LDF is to be made up of a portfolio of documents. This includes a Core Strategy and Local Development Documents (LDDs), which set out policies and proposals for implementing the Core Strategy. Some of these LDDs will have the legal status of "development plan". Documents with this status will be afforded very great importance in guiding decisions made on planning applications. They are called Development Planning Documents (DPDs). The Central Park Area Action Plan (AAP) is one of these DPDs.

3. What is a 'Preferred Options Report'?

- 3.1. Preferred Options Reports must be published for each DPD. They set out for the consultation of the Council's proposed policy directions and highlight alternatives where appropriate.
- 3.2. Such reports will be material considerations in the planning application process. The Council intends that where there is a conflict between the preferred policy direction set out in this report and the provisions of Plymouth's First Deposit Local Plan, this report will take precedence.

4. How can you get involved?

- 4.1. You may already have been involved through earlier consultation processes. The Central Park AAP builds on work done in the local community over several years. This includes the Community Planning Studies undertaken in 2000 in preparation for the First Deposit Local Plan and the specific consultation on Central Park carried out in the same year. You may have been involved in the consultations on the First Deposit Local Plan itself in July of 2002. Or more recently you may have made comment upon the overall strategy for Central Park within the Local Development Framework via the Core Strategy consultations undertaken in Spring 2005 and Summer of 2006. In addition you may well have taken part in the Issues and Options stage consultation for Central Park AAP in Spring of 2005.
- 4.2. A statutory period of six weeks will now be given for people to make formal representations on the Preferred Options Report. The period for making representations on this Preferred Options report is from *Wednesday 8 November to Tuesday 19 December 2006*.
- 4.3. **Representations should be made on the official form.** This can be found on the Council's website (www.plymouth.gov.uk), and is available at the Civic Centre, local libraries, local housing offices and The Mayflower Centre in Central Park.

5. What happens next?

- 5.1. The Council will consider carefully all representations received and, where appropriate, seek to resolve objections. The DPD will then be amended and formally submitted to Government.
- 5.2. The submitted document will be made available for another statutory six-week period during which formal representations can be made on the 'soundness' of the AAP. This will be followed by a further six-week consultation period on any alternative sites or amendments to site proposals being put forward by objectors.
- 5.3. All representations received will be considered at an Independent Examination to be conducted by Planning Inspector. This may include a public hearing. He / she will test the 'soundness' of the plan. The Inspector's report will be binding on the Council.
- 5.4. *For further information, see www.plymouth.gov.uk or contact the Strategy Unit at: Civic Centre, Plymouth, PL1 2AA (tel. 01752 305477).*

6. The Context

- 6.1 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.
- 6.2 As the name suggests, Central Park sits centrally within Plymouth and is surrounded by many residential neighbourhoods. These include North Prospect, Pennycross, Peverell, Mutley and Stoke. For many residents the park 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.
- 6.3 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 Central Park

- 6.4 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.
- 6.5 Thomas Mawson and his family practice of landscape architects were commissioned to conceive a design for the park. 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 is now the Milehouse Park and Ride. Other elements of the design included an aviary, athletics track, botanical gardens and a comprehensive footpath system, sections of which were never implemented.

6.6 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.

Evidence to support the Preferred Options

- 6.7 There have been a number of studies that have supported the preparation of the Central Park Preferred Options. The key documents are outlined below:
- a) A series of Community Planning Studies were carried out to engage with the communities and capture local issues. Those pertinent to Central Park were Drake and Trelawny. These were published in the Summer of 2000. The studies have been used to inform the Preferred Options and indicated the public desire to see improvements to recreational and leisure facilities and the general fabric of the park. They also sought measures to heighten public safety, guard against anti-social behaviour and protect important environments from within Central Park from development.
 - b) A Greenscape Assessment in September of 2000 identified lands of importance for recreation, leisure, wildlife value and informal open space. This information has been used to safeguard key sites of importance in Central Park.
 - c) In 2000 a specific study and consultation was undertaken termed the Central Park Action Plan, which sought public opinion on plans to improve both the leisure facilities and the whole of Central Park. This indicated overwhelming support for the redevelopment of new indoor and outdoor sports and recreation facilities and identified that the public would make better use of Central Park if these were addressed.
 - d) In 2002 a Historic Landscape Study identified and evaluated the heritage interests within Central Park. This study has informed the development of the Preferred Options by identifying the valuable and relevant elements of the original design intent within the Mawson masterplan of 1928.
 - e) In 2002 an Urban Capacity Study was carried out and later updated 2003. This study considered sites for potential development and concluded that the site of the vacant and disused allotment land to the south of the park at Pennycomequick and the Milehouse City Bus Depot were acceptable for residential development.
 - f) In 2003 the Vision for Plymouth promoted a strong link between the City Centre and the park.
 - g) A series of Sustainable Neighbourhood Assessments were carried out in 2005 to identify the strengths and weaknesses of the surrounding neighbourhoods and how they performed as sustainable linked neighbourhoods. The five neighbourhoods were: Stoke, Peverell, Mutley, Beacon Park and Pennycross, and North Prospect. These studies indicated strong support for improved pedestrian linkages between the park, the surrounding communities and the City Centre. It also indicated the need to support and strengthen the local centres within adjacent neighbourhoods.
 - h) An appraisal of Central Park was carried out in 2003 entitled Destination Central Park. It restated the need for new indoor recreational and leisure facilities together with the necessity for commercial leisure and improvements to the park's environment.
 - i) In late 2004 work began on the concept of the Life Centre as an integrated facility, which was supported in 2005 by an outline business case justifying the market demand and need for these facilities, including enabling commercial leisure. The Life Centre project has been developed in partnership with the Council, Plymouth University, Plymouth Argyle Football Club, the Primary Health Care Trust, The College of St Mark and St John, Plymouth Sports Forum and Sport England. This has been a key driver in informing the preferred option of a Life Centre.
 - j) Over the summer of 2006 a publicity campaign and petition organised by the Plymouth Evening Herald regarding the Living Landmarks Lottery bid returned 10,202 signatures of support for the Life Centre initiative.

Plymouth Sustainable Community Strategy

- 6.8 The Plymouth Sustainable Community Strategy is currently being updated. The Interim Statement 2006–2007 identifies four visionary goals: be healthy; be wealthy; be safe; and be wise. These goals have influenced and are consistent with the objectives and preferred options of this plan.

Issues and options

- 6.9 The Issues and Options consultation for this AAP was carried out in March/April 2005 and it generated 472 responses. There was a significant amount of support for the options consulted upon at this stage, although the large majority of responses also expressed concerns. Many highlighted the need to safeguard the green spaces of the park from development. Such concerns are understood. The Preferred Options being proposed have very much at their heart the concept of protecting and enhancing the park for future generations.
- 6.10 The Preferred Options will deliver positive outcomes for the park including improved relationships with surrounding areas, enhanced safety and ownership, improved pedestrian and cycle access, high quality facilities, landscaping and nature conservation. Indeed, some options may even add green space back into the environment (e.g. in relation to Milehouse junction improvements and the demolition of Central Park Pools). A precise figure cannot be given at this stage in relation to net loss or gain of green space, as this will depend on detailed proposals to be worked up through a planning application. However the Preferred Options proposals will protect the overall integrity of the park and indeed will substantially enhance the quality and function of the park as a major facility for the city.
- 6.11 Issues were also raised against residential development within the park, the need for facilities to be complementary to the existing sporting and recreational uses, the need to safeguard car parking spaces and provide new parking in relation to the local centres and the retention of the Parks Depot on site. Where residential development is proposed in this Preferred Options report, these would deliver significant improvements, repairing relationships with surrounding neighbourhoods, improving access, safety and attractiveness of the park. The Preferred Options put forward complementary uses to the existing sports and recreational uses. However there is a need to ensure the deliverability of the Life Centre and some commercial development will be needed in order to support this. The comments regarding parking are noted. At this stage, the report does not specify the precise number of spaces to be retained on site. The report does however seek to retain and enhance the Parks Depot at its existing location.
- 6.12 Since the Issues and Options consultation a series of stakeholder consultations have been undertaken with users and groups who have a physical stake in the parks current facilities to test early ideas, develop options and inform the plan making process.

Sustainability appraisal

- 6.13 A sustainability appraisal was undertaken at Issues and Options stage and this indicated that the proposals were broadly consistent with sustainable development principles, but identified the need to promote greater public transport use with effective links to the rest of the city.

This is addressed in part through the Preferred Option for a new High Quality Public Transport (HQPT) interchange at the Life Centre, being a major destination on the proposed strategic network of HQPT for the city. It is also addressed by the Preferred Option to improve public transport facilities within immediate local centres and highways. The Preferred Options report also provides for the development of a strategic network of routes within the park linking surrounding communities to the parks facilities, to each other and the City Centre.

7 The Vision

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

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.

7.2 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 their future generations to enjoy.

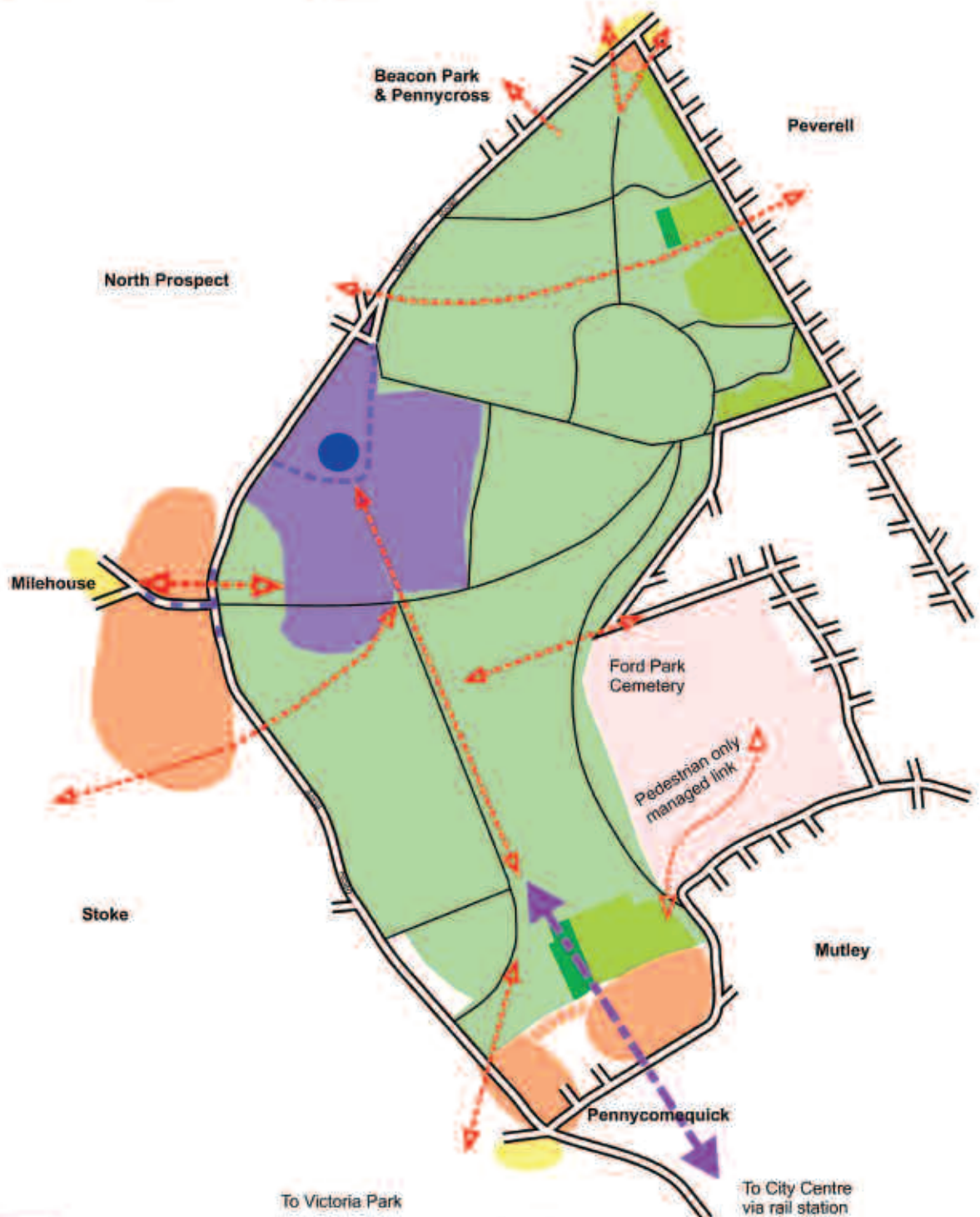
7.3 By 2021 Plymouth will have built its Life Centre. This high quality sports and leisure complex will be a major landmark on the approach to the City Centre from the north and will be the centrepiece for the newly refurbished Central Park. As with the original intent for the park back in 1928, the 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.

7.4 By 2021 the park will have a high quality transport interchange. This will provide state of the art facilities linking the wider city to the park via the improved Northern Corridor High Quality Public Transport route. The interchange will support sustainable transport, including walking and cycling, providing key information on transport, the Life Centre and Central Park.

7.5 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. An elegant, pedestrian and cycle bridge will be built. It will span the southern valley at Pennycomequick connecting the park and its Life Centre to the rail station and the City Centre. This new bridge will enable and encourage many residents to take the healthy option of walking or cycling to their City Centre destination rather than using a motor vehicle.

7.6 By 2021 the relationship between the park and the three main communities at Milehouse, 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 Milehouse and Peverell Park Road Corner changes will regenerate the local centres to provide a mix of uses including shops, employment, apartments and car parking.

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

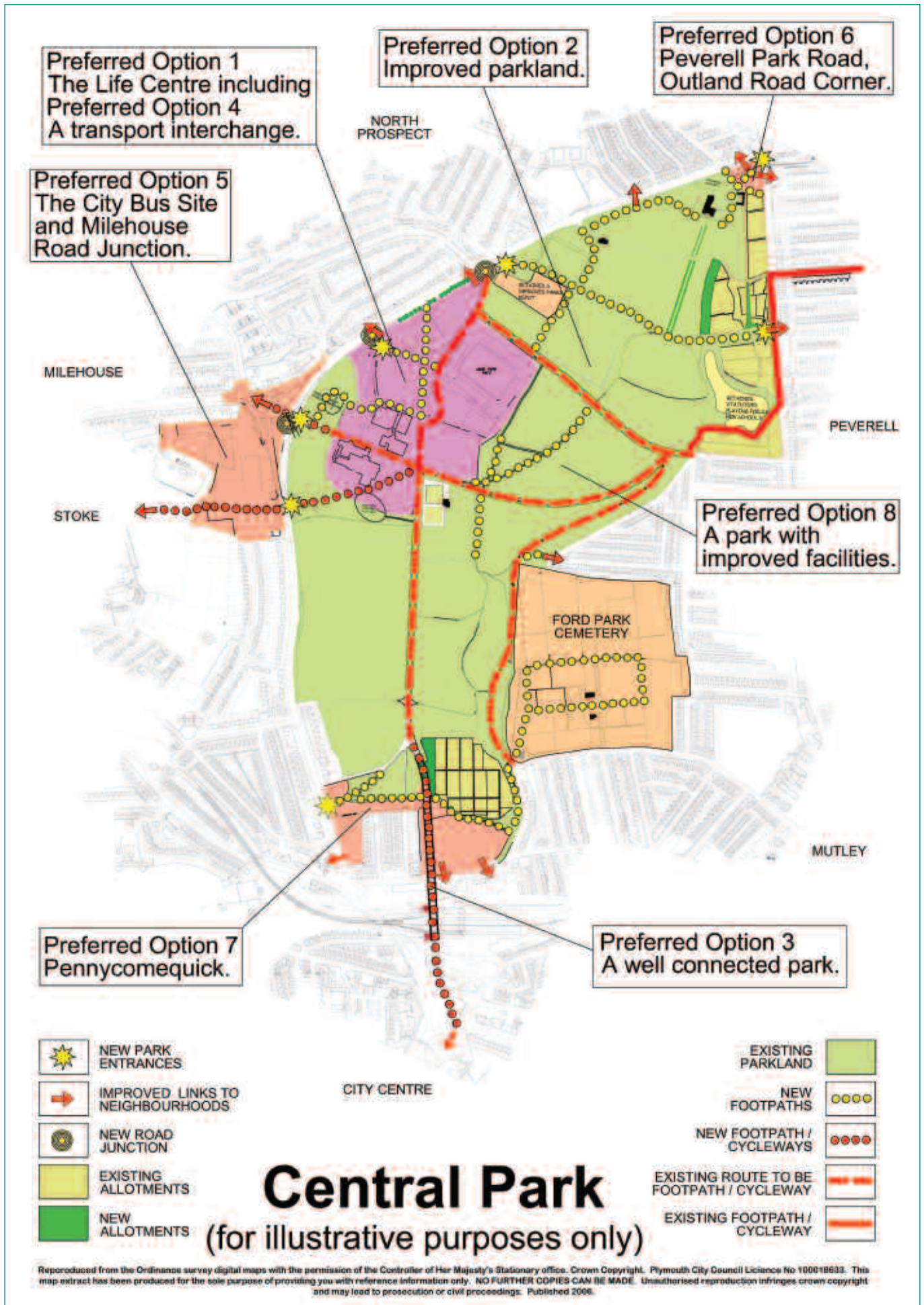
- Improve connectivity
- Wide pedestrian/cycle bridge link to the city
- Retain & enhance open space
- Protect & enhance Ford Park cemetery
- Existing park routes
- Local centre

To Victoria Park

To City Centre via rail station

8. Objectives

- 8.1 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.
- 8.2 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. There are also important needs regionally and from city's communities that require the best sporting, recreational and leisure facilities that can be achieved. There are very positive benefits for the city generally that can be delivered by achieving these improvements and facilities in respect of health and quality of life for the city's population. These aspirations are underpinned by two of the Council's Corporate Plan strategic objectives (2006-2009):
- a) 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.
 - b) 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.



8.3 The Preferred Options for the enhancement of Central Park are based on the following objectives (as set out in the Core Strategy):

Objective 1. To create a landmark regional Life Centre complex of high quality design and innovative technology.

- 8.4 The city has some significant health problems including high levels of childhood obesity and major inequalities between wards.
- 8.5 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.
- 8.6 The current built core of the park comprising the Central Park Pools, the Mayflower Centre, Milehouse Park & Ride, the events field and surrounding landscape does not make it 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.
- 8.7 Plymouth Argyle Football Club has plans to complete the staged refurbishment of their Home Park stadium and as partners in the Life Centre Project wish to achieve the very best relationship in any new development. The Preferred Options seek to ensure that Central Park:
- Is an attractive and enjoyable place for people to visit.
 - Contributes significantly towards improvements in mental and physical well being of residents and the wider community.
 - 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, education and culture.
 - Is built to a high quality in terms of architecture, engineering and landscape design.
 - Provides commercial 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.
 - Uses the very latest technology and materials to ensure the buildings are energy efficient and sustainable.

Preferred Option 1. The Life Centre.

To develop integrated state-of-the-art leisure facilities in a single complex, delivering economies of scale and a strong link with health, arts, education and culture and with Plymouth Argyle Football Club. 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, and facilities for martial arts and Dojo.**
- ◆ **An Olympic-sized swimming and diving pool and a children's pool.**
- ◆ **A hockey sized ice rink.**
- ◆ **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.**
- ◆ **A regional centre of excellence for dance and music. This may include practice studios and a multi-purpose performance venue of around 300 to 500 seats, commercial sound recording studio, practice rooms and linked external outdoor performance venues.**

- ◆ Replacement or additional facilities for the Peverell Library providing space for the main lending area, homework centre, teenage and children's library.
- ◆ Café, healthy eating outlets, public toilets, sports and leisure retailing together with communal and social areas.

Commercial leisure will be required to enable and complement the Life Centre, and will be designed and constructed to similar quality standards. Such developments may include the following:

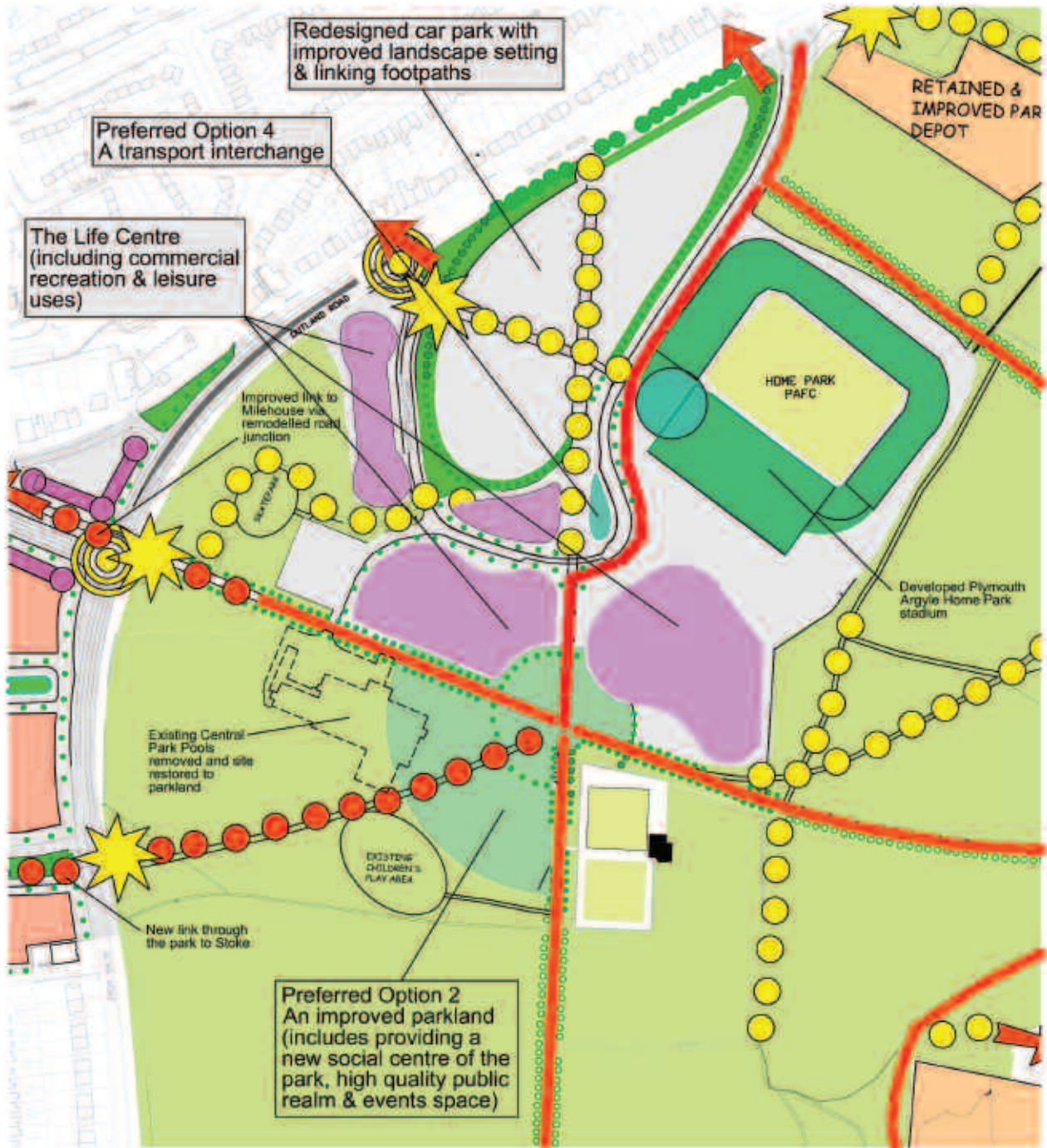
- ◆ A private leisure or sporting facility such as indoor tennis, specialist sports training, ten-pin bowling.
- ◆ A cinema.
- ◆ A hotel.
- ◆ Leisure and sports related retailing of a scale and nature that is consistent with Strategic Objective 7 of the Core Strategy, in particular in relation to maintaining and enhancing the City Centre's sub-regional shopping role.
- ◆ Healthy Eating (refreshment) retailing.

Uses will also be supported to assist Plymouth Argyle Football Club's plans to extend its programmes of training and fitness within the community, develop its southern stand for supporters, corporate clients and hospitality, provide a conference venue and sports refreshment retailing.





Overall development proposals should provide for:

1. A highly visible, high quality landmark building clearly identifiable from surrounding roads 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 use of innovative technologies to create the most sustainable and energy efficient solutions.
5. A high quality public realm incorporating a range of quality facilities, including public art, offering the capability and flexibility to host a broad programme of events and performances.
6. Contributions to improve the transport infrastructure.
7. Contributions to improving the wider park.

- 8.8 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.
- 8.9 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.
- 8.10 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.
- 8.11 The Preferred Option would result in the demolition of the existing Central Park Pools complex with the resulting land being restored back to open parkland.
- 8.12 The Issues and Options consultation in March / April of 2005 raised concerns about the options of including



-  NEW SOCIAL CENTRE FOR THE PARK
-  IMPROVED LINKS TO NEIGHBOURHOODS
-  NEW ROAD JUNCTION
-  NEW PARK ENTRANCES

-  EXISTING PARKLAND
-  NEW FOOTPATHS
-  NEW FOOTPATH / CYCLEWAYS
-  EXISTING ROUTE TO BE FOOTPATH / CYCLEWAY

Preferred Option 1 The Life Centre

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hotel, conference and exhibition facilities in the wider scheme. However, it is considered that such components can add value to the entire scheme and therefore should not in principle be rejected. Such elements however should be planned in such a way as to be truly complementary to Life Centre concept.

Delivery of the Preferred Option

- 8.13 The delivery of the Life Centre would be achieved through a combination of private and public funding (e.g. Lottery bids, through PCC budgets), local and regional transport funding, S106 contributions from enabling development citywide and the positive management of the Council's land assets.

Alternative options

- 8.14 There are a number of alternatives to the Preferred Options, relating to:

- a. The nature of the Life Centre.
- b. The use mix of the Life Centre.
- c. The design of the Life Centre.

Alternative option A

- 8.15 An alternative in relation to the nature of the Life Centre would be to improve or redevelop the existing swimming pool on its existing site and add new facilities to it to compose a new Life Centre. Whilst this is possible, the options for combining new uses with the existing structure are limited. This alternative would lead to a fragmented composition of developments rather than an integrated scheme. Furthermore, it would not deliver some key benefits of an integrated scheme - namely, state of the art facilities, economies of scale, energy efficiency and enhanced facilities management.

Alternative option B

- 8.16 An alternative relating to the mix of uses to support the viability of the Life Centre would be the introduction of residential development as an integral part of the scheme. The site has potential for residential use provided that an appropriate living environment can be delivered. However, it would be extremely challenging on this site to produce a scheme that contributes to the creation of housing consistent with the Core Strategy's Strategic Objective of achieving Sustainable Linked Communities.

Alternative option C

- 8.17 In relation to design alternatives, the preferred design concept provides for open views of the Life Centre and Plymouth Argyle's stadium in a parkland setting. This is considered to be an important design element of the scheme, given its significant strategic role and the importance of creating a strong sense of destination. However, another design option may be to provide development along Outland Road, creating an active street frontage and a more urban feel.
- 8.18 A "do-nothing" scenario has already been rejected by the Council and is therefore not being put forward as an alternative in this report. The objective for developing the Life Centre has been firmly established in the Core Strategy. The need for regionally significant recreational facilities in Plymouth is also acknowledged in the draft Regional Spatial Strategy. Relying purely on smaller local facilities will not deliver the step-change in experience and opportunity for sport and leisure sought by the Council. In addition this would not satisfy the major public support that the Life Centre has gained as seen through the Plymouth Evening Herald's publicity campaign and petition.



The Preferred Option



Alternative Option A







Alternative Option B



Alternative Option C

-  THE LIFE CENTRE INCLUDING COMMERCIAL LEISURE & RECREATIONAL USES
-  NEW SOCIAL CENTRE FOR THE PARK
-  THE LIFE CENTRE AS MIXED USE RESIDENTIAL DEVELOPMENT
-  NEW RESIDENTIAL DEVELOPMENT

-  EXISTING PARKLAND
-  NEW FOOTPATHS
-  NEW FOOTPATH / CYCLEWAYS
-  EXISTING ROUTE TO BE FOOTPATH / CYCLEWAY

Options The life Centre

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Objective 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.

- 8.19 In many areas the park exists as a series of fragmented spaces and facilities, unrelated to buildings, footpath routes, views and other key elements of the park. 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.
- 8.20 The Council is also aware of the need to appreciate the ecological sensitivities of the park for the city and to reflect these in the development of preferred options. It needs to put in place holistic programmes of improvement to enrich the park's habitats as appropriate. The Preferred Options seek to:
- a) Re-establish the original intent of the 1928 masterplan to form a social centre for the park interpreted to today's needs and relating to the Life Centre and its uses.
 - b) Incorporate a range of quality facilities including public art that are capable and flexible to host a broad programme of events and performances throughout the year.
 - c) Apply high quality, sustainable and distinctive design, inclusive of everyone, relating well to the buildings spaces routes and uses that surround them, be well resourced and where appropriate promote bio-diversity.
 - d) Protect, enhance and interpret key views, features and habitats.
 - e) Develop sensitive and appropriate management regimes, which favour the most sustainable outcomes and promote bio-diversity.

Preferred Option 2. An improved parkland.

This preferred option also addresses Objective 3 to create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

To create a quality environment and unique identity for Central Park, befitting a premier city destination. This will include:

- 1. A high quality public realm associated with the Life Centre providing a multi-functional space(s) that provides the flexibility to host a range of events and performances throughout the year.**
- 2. The protection and enhancement of landscape features and habitats and the interpretation of local history and views.**
- 3. The development of sensitive and appropriate management regimes, which favour the most sustainable outcomes for improved bio-diversity.**
- 4. Improvements to allotment facilities, such as improved security and boundary treatments.**
- 5. Improved surfaces, drainage, lighting, street furniture, signage and interpretation.**
- 6. Sensitive vegetation management to increase daylight levels, improve safety, enhance views and improve routes through the park.**

- 8.21 It is important that a holistic approach is taken to improve the general fabric of the park in a sensitive manner, protecting and enhancing its landscape and bio-diversity qualities.
- 8.22 These improvements would raise the profile of Central Park to become a regional destination and civic focus befitting a premier city location.

Delivery of the Preferred Option

- 8.23 Public funding (e.g. park-specific lottery bids, PCC budgets), S106 contributions from enabling development, securing leisure contributions from developments across the city where appropriate and the positive management of the Council's land assets.

Alternative options

- 8.24 There are no responsible alternative options to a programme, which enhances the overall landscape and bio-diversity of the park.

However, there may be different priorities for achieving this objective, and views are sought on this in relation to the Preferred Options report consultation.

Objective 3. To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

- 8.25 The original 1928 masterplan for the park had an extensive network of footpaths. Parts of this network were never built, particularly in the north and south. Some of the existing routes are poorly located, with limited visibility and bounded by strong vegetation, which for some people represent uncomfortable and potentially unsafe environments. There are few prominent quality park entrances that provide a sense of arrival befitting a premier city facility.
- 8.26 Exclusive uses of land such as the Council's Parks Depot, Plymouth Argyle's training pitches, the cricket field, allotments, the park's challenging topography and strong planting have made parts of the park difficult to access and understand. The busy road system that rings the park particularly the A386 Outlands and Alma Roads and the large Milehouse Road junction have created some serious physical and psychological barriers between the park and surrounding communities. The preferred options seek to:
- Apply safe, sustainable design principles inclusive of everyone, relating well to buildings, streets and spaces.
 - Complete the primary routes of the unfinished footpath system within the park to link places and facilities, providing alternative routes to supplement existing ones where appropriate and properly connect the surrounding neighbourhoods in an easily understandable manner.
 - Develop a network of cycleways linking the park, the Life Centre, its transport interchange, surrounding neighbourhoods, the City Centre and principal highways.
 - Provide a series of distinctive, high quality, prominent park entrances that provide a sense of arrival befitting a premier city facility.
- 8.27 The nature of Plymouth's topography is such that the City Centre is separated from the park by a steep valley, within which lies the city's rail station and main line. These factors create a challenge for the city to find a way to bridge this divide and join the two, as suggested in the Vision for Plymouth.
- 8.28 The Council supports this concept and will look at solutions to the deliverability of a safe and attractive route. This would encourage more residents to walk or cycle between neighbourhoods, the City Centre destinations including Plymouth's rail station and the Life Centre rather than use a motor vehicle. The resulting benefits of this for the health and well being of Plymouth people could be very significant.

Preferred Option 3. A well connected park.

This Preferred Option also addresses Objective 4, to provide high quality public and sustainable transport facilities serving the park and new facilities.

To create a network of safe, direct, convenient and understandable routes linking the neighbourhoods to the park and the City Centre. This will include:

1. **A network of clearly understandable, safe and convenient footpath and cycle-routes that connect the park and its facilities to the surrounding neighbourhoods linking the park and City Centre.**
2. **A series of distinctive, high quality, prominent park entrances that provide a sense of arrival befitting a premier city facility.**
3. **Consideration of public transport connections.**
4. **A system of appropriate street lighting.**
5. **A system of distinctive and clear signage.**
6. **A route to negotiate the steep valley between the City Centre and Central Park across the existing railway line, such as a wide linking bridge. The route should include:**
 - a) **An elegant, high quality, distinctive, and sustainable design solution that will promote access from the City Centre to Central Park.**
 - b) **Provision for a wide pedestrian and cycleway route.**
 - c) **The consideration of public transport connections.**
 - d) **The use of innovative technologies to create the most sustainable and energy efficient solutions.**
 - e) **High quality public realm including tree planting to create a distinctive setting for any bridge link.**
7. **An educational route interpreting social history as a managed pedestrian link to Ford Park Cemetery working closely with Ford Park Cemetery Trust.**

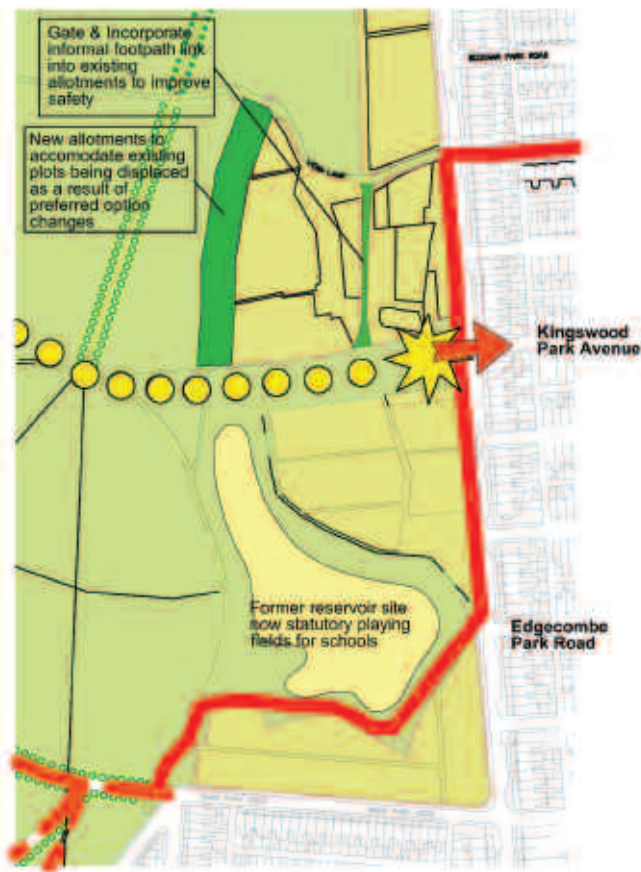
- 8.29 There are significant health benefits in providing a network of easily understandable and safe routes for pedestrians and cyclists in Central Park, linking the neighbourhoods to one another and in particular for linking the park to the city.
- 8.30 These improvements would raise the profile of Central Park to become a regional destination and civic focus befitting a city premier location.

Delivery of the Preferred Option

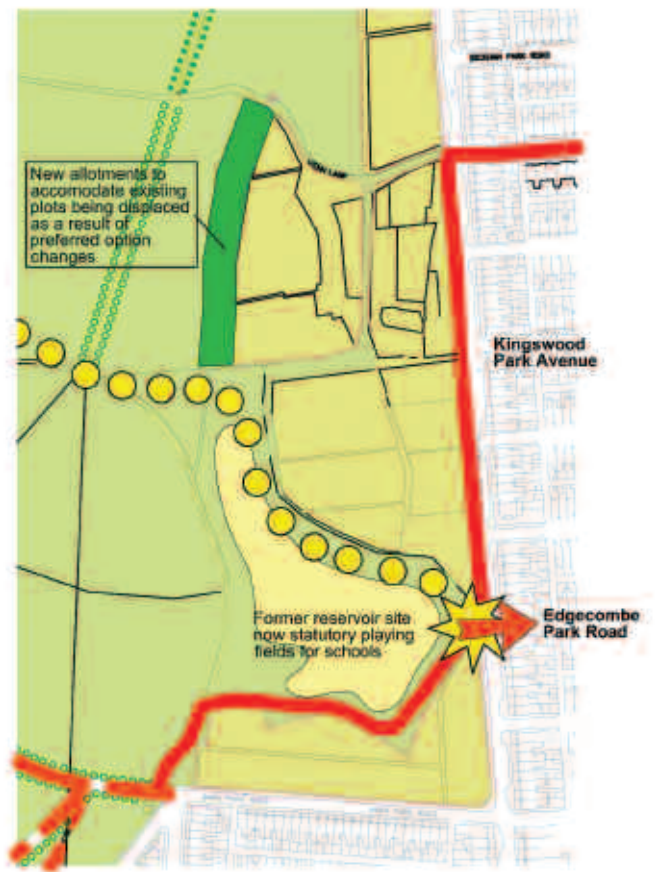
- 8.31 The delivery of this network would be by public funding (e.g. Lottery); local and regional transport funding, S106 contributions from enabling development and the positive management of the Council's land assets.
- 8.32 The delivery of the linking bridge would be achieved through the redevelopment of the rail station site and 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.

Alternative options

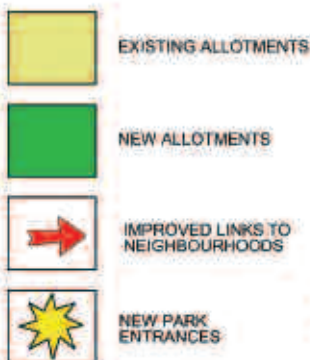
- 8.33 The Issues and Options consultation in March / April of 2005 raised objections to changes to allotment lands as a result of providing new routes. Allotment holders bordering Peverell Park Road to the east of Central Park have put forward an amendment to the footpath proposals in order to retain existing allotment plots which would otherwise be relocated as a result of the Preferred Option. This scheme proposes to develop a route that runs east from the southern end of the Pounds House Avenue, following the margins of the former reservoir and connecting with Peverell Park Road opposite Edgecombe Park Road, where a formal and prominent new park entrance could be created.
- 8.34 This alternative would not provide such a direct, safe or understandable link as achieved by the Preferred Option from the end of the avenue from Pounds House. Also it would not provide a convenient link from the network of footpaths being established as part of this sustainable transport strategy for Central Park to the surrounding neighbourhoods including Peverell.



The Preferred Option



The Alternative Option



Footpath links to Peverell Park Road

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Objective 4. To provide high quality public and sustainable transport facilities serving the park and new facilities.

- 8.35 There is an existing park and ride site on the western side of Central Park. This facility will be required until the city can achieve its Local Transport Plan objectives for the creation of a new western Park and Ride at Saltash.
- 8.36 In accordance with The Local Transport Plan, it is intended that once the Western Park and Ride facility is realised the Milehouse Park and Ride facility will be closed. This will encourage the use of the Western Park and Ride facility by travellers coming into the city from the west and will reduce the attractiveness of Central Park for commuter parking. The existing car park can then be redesigned to better fit the vision for the park and in particular it will be better able to serve the City's Transport Strategy and public transport facilities for the Park and Life Centre including Plymouth Argyle Football Club.
- 8.37 The appearance of the existing park and ride is not inviting and fails to give a quality approach or sense of arrival. The pedestrian links between the park and ride, the leisure facilities and their car parks are also unappealing, ill defined and indirect. The Preferred Options seek to:
- Provide a high quality transport interchange integral to the design and development of the Life Centre. This will act as a hub, promoting public transport and sustainable transport modes such as walking and cycling with attractive and comfortable facilities for passengers providing key information on transport, the Life Centre and Central Park.
 - Improve the junctions with Outland Road allowing prioritised bus movement and improved pedestrian crossings.
 - 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.
 - Work in partnership with Plymouth Argyle to encourage supporters to use public transport wherever practical.

Preferred Option 4. A Transport Interchange.

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

- ◆ **To develop in conjunction with the Life Centre proposals for a new public transport interchange including:**
- ◆ **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.**
- ◆ **Healthy eating (refreshment) retailing.**

Development proposals should provide for:

- The use of innovative technologies to create the most sustainable and energy efficient solutions.**
- Consistency in design between this interchange and the Life Centre structures.**
- High quality public realm including tree planting to create a distinctive setting for transport facilities.**
- A network of accessible footpaths and cycleways linking the transport interchange, the Park and Life Centre.**

- 8.38 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.
- 8.39 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.
- 8.40 The Milehouse Park and Ride car park at Central park will change as the Council's Transport Strategy delivers its Western Park and Ride at Saltash. New opportunities will then present themselves for the consideration of the car park's role, which best addresses the needs of the park and it's facilities.

Delivery of the Preferred Option

- 8.41 The delivery of the transport interchange would be achieved through a combination of public funding (e.g. Lottery, PCC budgets), local and regional transport funding, S106 contributions from enabling development and the positive management of the Council's land assets.

Alternative options

- 8.42 The Issues and Options consultation in March / April of 2005 raised objections to the creation of a transport interchange perceiving that it would result in the loss of valuable parking spaces.
- 8.43 An alternative option to the provision of a transport interchange has been considered. This is not to provide an interchange or the retention of a park and ride facility following the completion of the Western Park and Ride facility at Saltash. This option would not meet the expectations of the Council's strategy to deliver a High Quality Public Transport system at this important location serving either existing and future recreational and leisure facilities and so has been rejected.
- 8.44 Acceptable schemes for car parking would support the minimum car parking needs generated by detailed development proposals.

Objective 5. To improve and strengthen the relationship between the park and surrounding city in a sustainable manner.

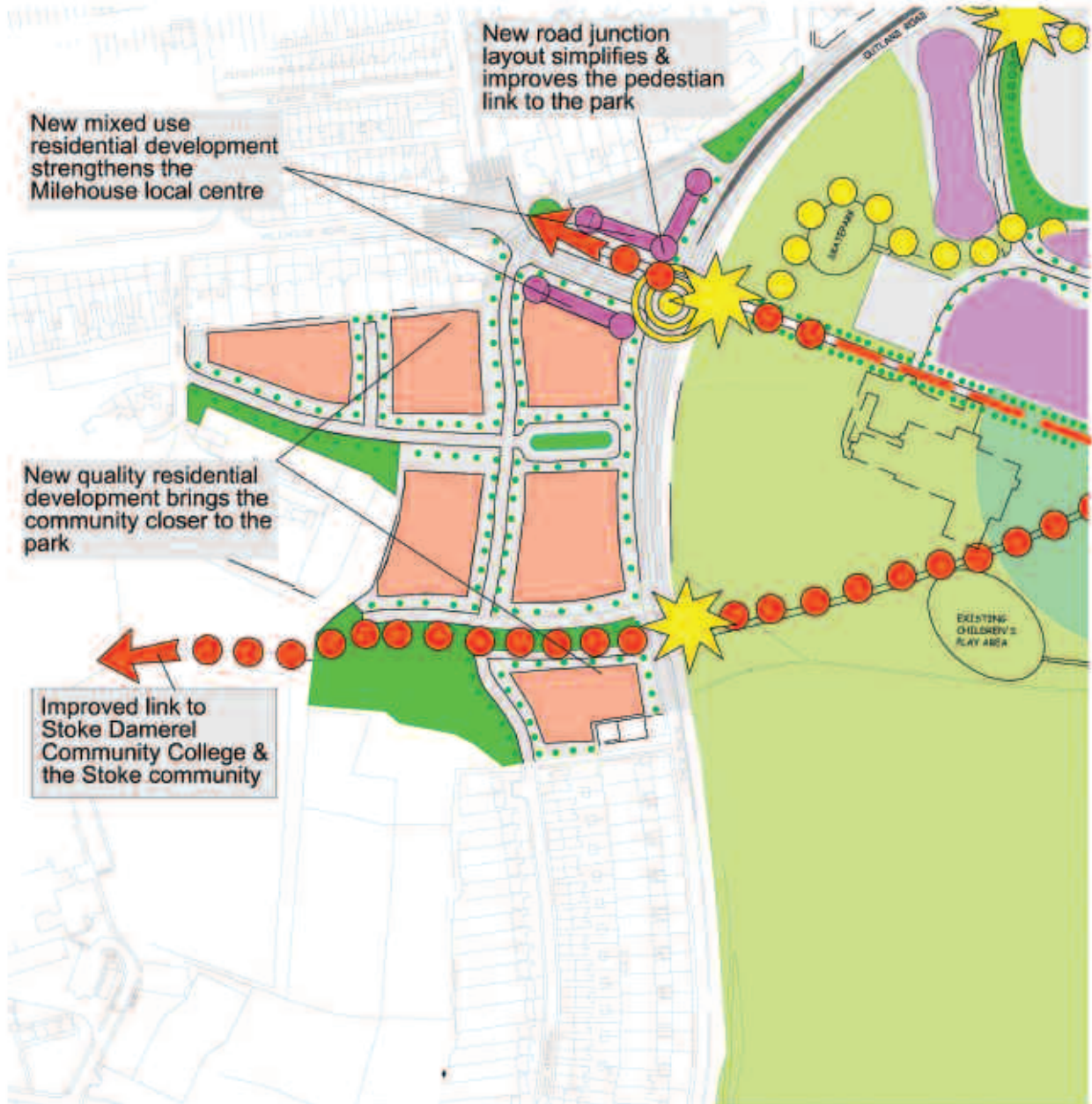
- 8.45 The proximity of Central Park to the communities that surround it is potentially one of its strongest assets. Unfortunately it is not one that is easily realised as the park is ringed by a busy road system that separates the park from residents. This is particularly true for the A386, Alma and Outland Roads to the north and west.
- 8.46 This is made worse at Milehouse where the expansive road junction frustrates direct access to Central Park, favouring the movement of vehicles above those of pedestrians or cyclists and presents a strong physical and psychological barrier to movement.
- 8.47 This physical separation is further compounded by the City Bus Depot, which is a large single-use facility in a predominately residential area and restricts both vehicle and pedestrian movement across this part of the Stoke neighbourhood.

Preferred Option 5. The City Bus Site and Milehouse Road Junction.

This Preferred Option also supports Objective 4, providing high quality public and sustainable transport facilities serving the park and new facilities and Objective 3, to create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

To comprehensively redevelop these key strategic sites developing a mix of uses that could include:


- ◆ **195 to 250 residential dwellings including 58 to 75 affordable and 39 to 50 built to "lifetime homes" standard.**



-  NEW PUBLIC OPEN SPACE
-  IMPROVED LINKS TO NEIGHBOURHOODS
-  NEW ROAD JUNCTION
-  NEW PARK ENTRANCES

Preferred Option 5 The City Bus Site & Milehouse Road Junction

(for illustrative purposes only)

-  EXISTING PARKLAND
-  NEW FOOTPATHS
-  NEW FOOTPATH / CYCLEWAYS
-  EXISTING ROUTE TO BE FOOTPATH / CYCLEWAY

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- ◆ 500 to 700 square metres of retail floor space.
- ◆ 700 to 900 square metres of employment office space.

Development proposals should provide for:

1. A master plan approved by the Council as part of any planning application to ensure the site's redevelopment successfully integrates with adjacent streets and spaces.
2. Residential buildings generally two to three storeys on the City Bus Depot site.
3. Improvements to the existing local centre, making this a focus of the neighbourhood with buildings of three to four storeys and higher at important corners and in landmark locations with active ground floor frontages.
4. A safe and direct footpath–cycleway link to the Stoke neighbourhood and Stoke Damerel Community College linking with Central Park.
5. The use of public art as an integral part of the development.
6. An appropriate contribution towards education provision related to the scale of development proposed.
7. Reduced on-site parking given the site's proximity to the City Centre and public transport facilities.
8. Contributions to the Milehouse junction highway improvements.
9. Appropriate contributions to the Life Centre and park improvements.

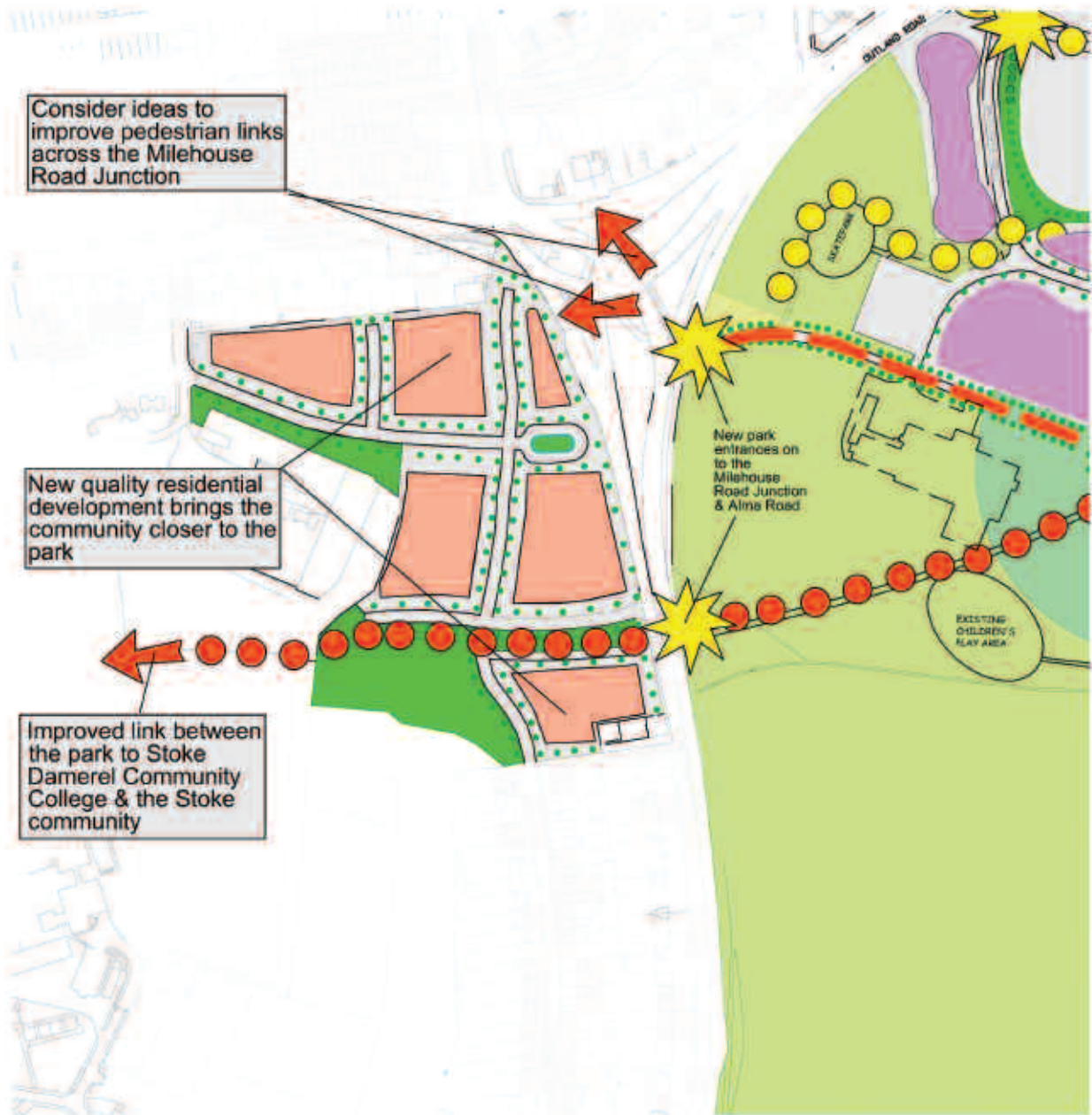
- 8.48 This change would involve the relocation of the City Bus Depot to a new site elsewhere in the city and the development of an acceptable new highway layout to ensure the efficient movement of public transport and acceptable traffic flows at the convergence of two main arterial roads into the city.
- 8.49 If a new home can be found within or on the outskirts of the city for the City Bus Depot significant benefits could be delivered for the city, local communities and Central Park through development on the exiting City Bus Depot site. This could include a range of new high quality houses, apartments, linking streets, footpaths, new cycle routes and spaces for this neighbourhood. Furthermore such development could provide facilities, which would strengthen the existing Milehouse local centre by introducing a mix of uses including shops, employment and new transport facilities serving both the northern and western public transport corridors.
- 8.50 The proposal would repair the poor relationship between the park, the Milehouse community and the Stoke neighbourhood and would provide a simplified, safe, attractive pedestrian and cycle access to the park from the west and bring the community closer to the park.

Delivery of the Preferred Option

- 8.51 Delivery would be achieved through the planning application process, local and regional transport funding, S106 contributions and the positive management of the Council's land assets.

Alternative options

- 8.52 In the event that an acceptable model cannot be found for the Milehouse Road Junction that provides acceptable traffic flows, an alternative option to deliver comprehensive residential development solely on the Bus Depot could be considered. Such development may have a proportion of mixed uses fronting principle roads and would achieve new linking streets, footpaths, cycleways and public open space. However it would not be as effective in strengthening the existing Milehouse local centre, nor would it achieve the simplified, safe, and attractive pedestrian and cycle access to the park from the west that was provided in the Preferred Option.



Alternative Option The City Bus Site & Milehouse Road Junction

(for illustrative purposes only)

-  IMPROVED LINKS TO NEIGHBOURHOODS
-  NEW PUBLIC OPEN SPACE
-  NEW PARK ENTRANCES

-  EXISTING PARKLAND
-  NEW FOOTPATHS
-  NEW FOOTPATH / CYCLEWAYS
-  EXISTING ROUTE TO BE FOOTPATH / CYCLEWAY

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Preferred Option 6. Peverell Park Road, Outland Road Corner.

This Preferred Option also supports Objective 4, providing high quality public and sustainable transport facilities serving the park and new facilities and Objective 3, to create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

To comprehensively redevelop this prominent corner site with a mixed use development including:

- ◆ **In the region of 15 to 20 dwellings including 4 to 6 affordable and 3 to 4 built to “lifetime homes” standard.**
- ◆ **In the region of 700sqm of retail floor space.**
- ◆ **Car parking.**

Development proposals should provide for:

- 1. Building height of up to 3 storeys.**
- 2. Shared use residential and short stay public car parking to serve the local centre.**
- 3. Reduced on-site parking given the site’s proximity to public transport facilities.**
- 4. A design solution to ensure access for delivery vehicles that does not cause congestion on the surrounding highways.**
- 5. The incorporation of the existing children’s playground, public toilets and surrounding buildings and uses as part of the overall design of the site.**
- 6. Safe and accessible pedestrian links to this corner of the park and to surrounding neighbourhoods.**
- 7. The replacement of allotment plots displaced as a result of these proposals.**
- 8. An appropriate contribution towards education provision related to the scale of development proposed.**
- 9. Appropriate contributions to the Life Centre and park improvements.**
- 10. Contributions to improved public transport facilities including pedestrian crossings.**

8.53 The Peverell local centre at the northern corner of the park is an important and prominent site on the approach to the city from the north. Busy roads fragment the centre and the overall environmental quality is poor. The centre has a negative image and in parts it struggles economically with a regular turnover of businesses. The Western Co-operative Society’s Jubilee building is a particular focus here, yet its remodelled frontage blocks primary views and direct footpath links to Central Park and Pounds House. The businesses and operators of facilities have expressed a long-standing need for car parking and this has been expressed in policies within previous local plans.

8.54 There are issues relating to the vehicular servicing of the businesses here and the Jubilee building in particular which necessitates the halting of all city bound traffic on the main A386 Outland Road.

8.55 The location of the children’s playground and adjacent public toilets located to the rear of the Jubilee building creates an unsafe environment. This safety issue could be addressed through the remodelling of the Peverell local centre.

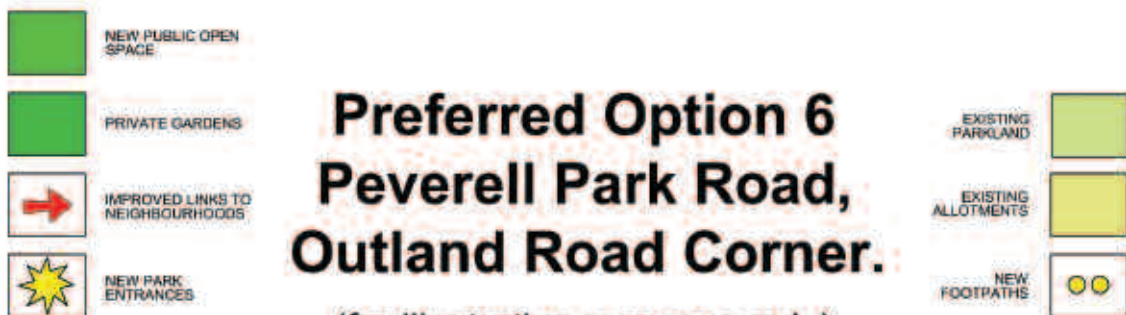
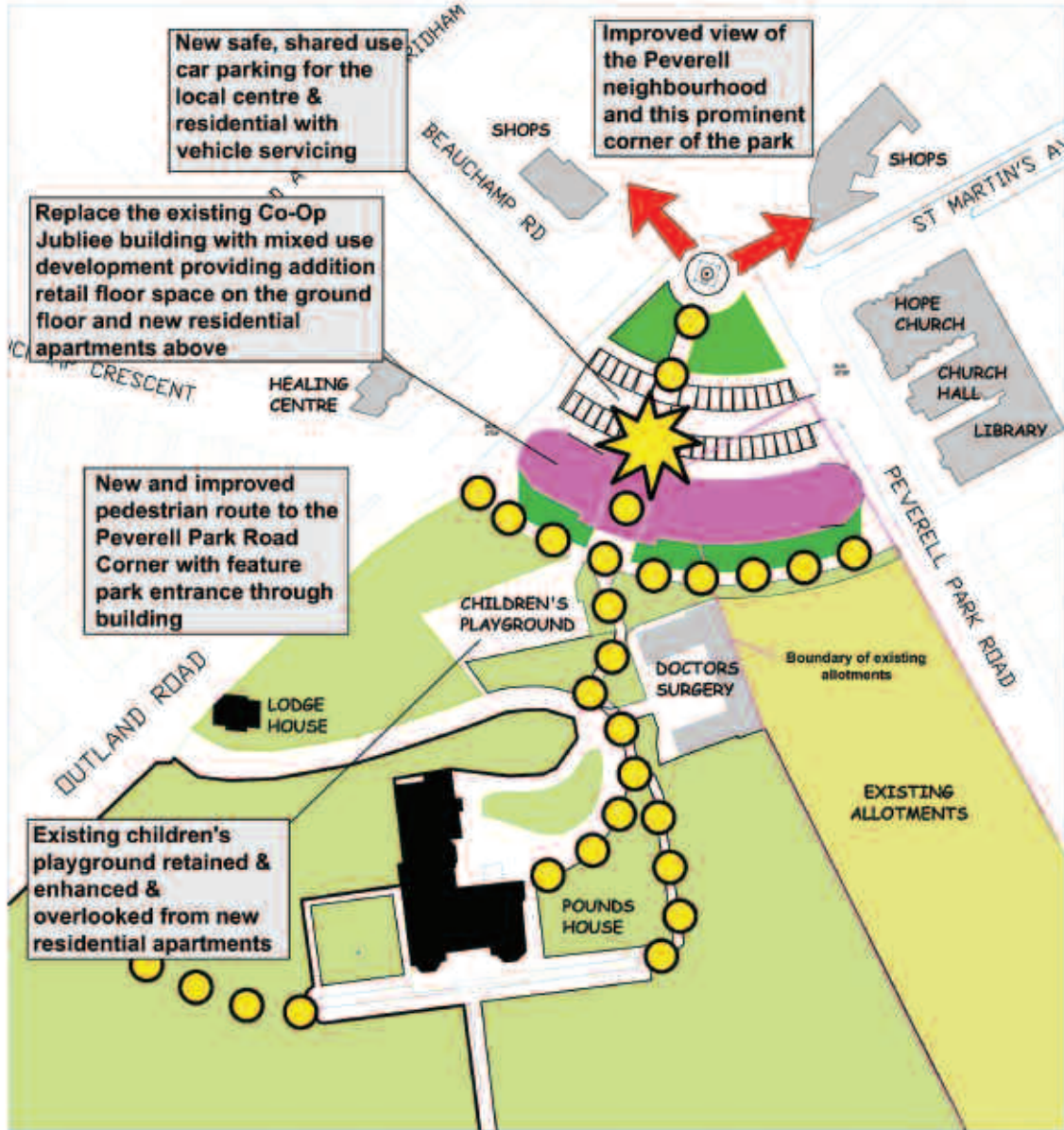
8.56 This change would involve the displacement of six allotment plots currently situated to the south of the existing Jubilee building. It would also involve removing the Jubilee building itself, though this could be achieved following the rebuilding of the new mixed-use replacement to minimise disruption.

8.57 The Council would support holistic and sustainable proposals that strengthen this local centre, improving the quality for this neighbourhood.

8.58 The proposal would repair the poor relationship between the park and the Peverell neighbourhood at this location providing much needed car parking to service the local centre, proper vehicle servicing and a holistic approach to addressing the many issues identified above.

Delivery of the Preferred Option

8.59 This would primarily be through the planning application process. Also there may be options to seek contributions from surrounding businesses and operators for use of the new car park and contributions from local transport funding programmes and the positive management of the Council's land assets.



Preferred Option 6 Peverell Park Road, Outland Road Corner.

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Alternatives considered for Peverell Park Road, Outland Road Corner.

8.60 The Issues and Options consultation in March / April of 2005 raised objections to changes that affected allotment plots by the provision of car parking and improvements. Through stakeholder meetings with allotment holders and businesses / operators at the local centre, several options have emerged that are now set out below:

Alternative option A

8.61 This option has been prepared in consultation with allotment holders and seeks to minimise loss of allotments and at the same time resolve the need for car parking expressed by businesses and operators of facilities. It retains the Jubilee building and removes only a small area of allotment land so that no actual plots are affected. It provides:

- a) Vehicular servicing to the retail units via the new access road to the south of the Jubilee building.
- b) Car parking to the rear of the Jubilee building adjacent to retained public toilets and children's play area.
- c) Improved pedestrian links between the park, local centre and the neighbourhood.
- d) Public transport facilities including improved waiting and transport information and enhanced pedestrian crossings.

8.62 The proposal does not fully address the awkward relationship of public toilets to the children's playground or to buildings and uses surrounding it, although it would encourage better use of this area. Pedestrian links, though improved, would not be as direct as the Preferred Option and the overall solution would not make the significant improvement to the visual quality of the neighbourhood, Central Park or for the city.

Alternative option B

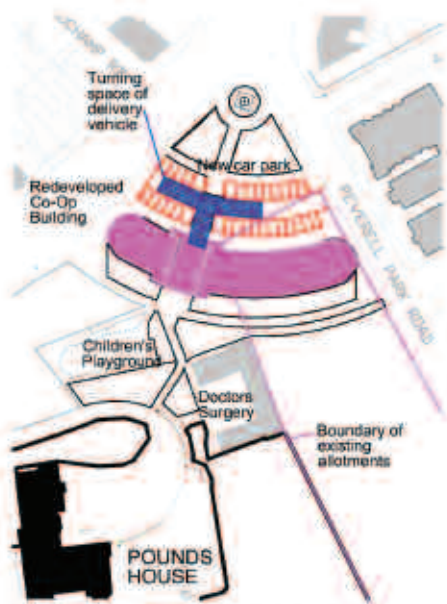
8.63 This option has been prepared by the Council in consultation with allotment holders as a development of Alternative Option A in an attempt to resolve the limited deliverability and other shortfalls that Alternative Option A presented. It provides a small amount of residential development to the rear of the Jubilee building to provide some overlooking of the proposed car parking and the existing children's playground. It would replace the existing public toilets, which could be accommodated to the front of the building facing Outland Road.

8.64 Pedestrian links would be improved, though they are not as direct as the Preferred Option and the overall solution would not make the significant improvement to the visual quality of this neighbourhood, Central Park or for the city.

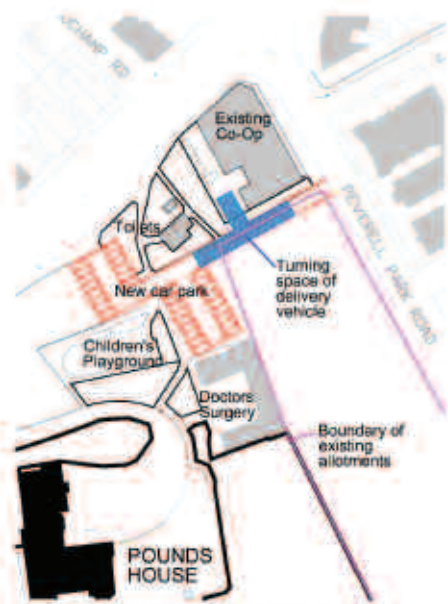
Alternative option C

8.65 This option has been prepared in consultation with businesses and operators of the local centre and seeks to provide a further solution to the deliverability of the car parking scheme and its safety / security issues. This option shows car parking only to the south of the Jubilee building and would require the removal of four allotment plots. The perceived advantage of this scheme is that being nearer to Peverell Park Road it would benefit from overlooking and informal surveillance from highway users and pedestrians. From a delivery point of view it would be less costly in terms of actual infrastructure i.e. less access road and a simpler solution overall.

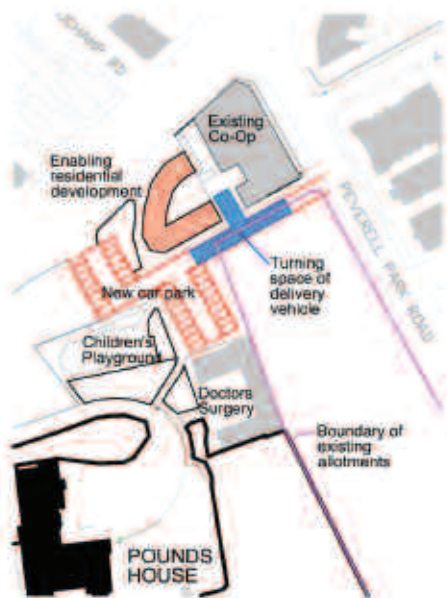
8.66 The proposal does not address the awkward relationship of public toilets to the children's playground, or to buildings and uses surrounding it, though again it would encourage better use of the area. Pedestrian links, though improved, would not be as direct as the Preferred Option and the overall solution would not make the significant improvement to the visual quality of the neighbourhood, Central Park or for the city as in the Preferred Option.



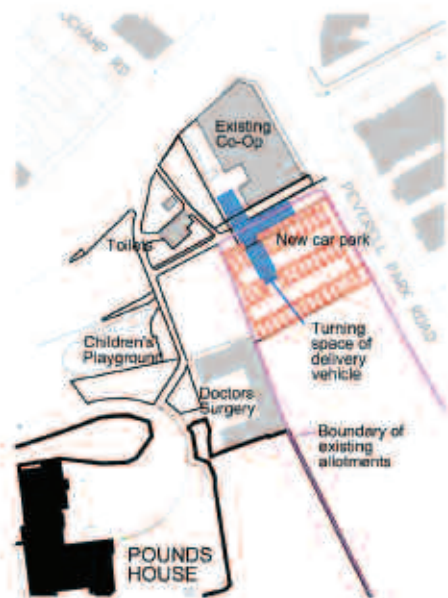
The Preferred Option



Alternative Option A



Alternative Option B



Alternative Option C

Options for Peverell Park Road, Outland Road Corner

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Preferred Option 7. Pennycomequick.

This Preferred Option also supports Objective 4, providing high quality public and sustainable transport facilities serving the park and new facilities and Objective 3, to create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

To develop this site and improve the edge of city and the park with:

- ◆ **Between 125 to 200 residential dwellings including 37 to 60 affordable homes and 25 to 40 built to “lifetime homes” standard.**

Development proposals should provide for:

1. **Building heights that are complementary to their specific context.**
 - a) **Two storeys along Jefferson Walk.**
 - b) **Three to four storeys at the Alma Road frontage.**
 - c) **Potentially up to five or six storeys on the Central Park Avenue frontage, but reducing to lower heights in other parts of the development.**
2. **An innovative and elegant design in relation to development physically supporting the bridge link to the City Centre (Preferred Option 3, para. 6). Such development should be designed as if it is an integral part of the bridge design.**
3. **Reduced on-site parking given the site’s proximity to the City Centre and public transport facilities.**
4. **Better linkages between the City Centre and Central Park.**
5. **The resolution of current concerns regarding the poor surface condition and inappropriate use of Jefferson Walk.**
6. **An adapted layout for Swarthmore allotments that provides a replacement trading hut, and retains existing allotment plots.**
7. **An appropriate contribution towards education provision related to the scale of development proposed contributions to park improvements.**
8. **The establishment of a safe and efficient new highway system to serve the new development.**
9. **Appropriate contributions to the Life Centre and park improvements.**

8.67 Homes at Pennycomequick face away from the park generating environments that feel unsafe for park users and allotment holders at the adjacent Swarthmore allotment plots. This also forms an unattractive edge to the park and hampers proper park management. The existing privately owned access track running along the top of Holdsworth Street and Wake Street, known as Jefferson Walk, is in a very poor condition and is used as ad-hoc car parking, creating access problems to Central Park and annoyance to residents. Access to the park from the surrounding neighbourhood is very weak including its relationship to Alma Road and public transport facilities.

8.68 New residential development would repair this relationship by providing a frontage on to the park. This would have real benefits in terms of park management, providing surveillance from new dwellings, both onto parkland spaces and to existing allotments at Swarthmore. Development would also make this part of the park more attractive and give a better sense of security for park users. Access to the park would be improved and the long-standing problem of Jefferson Walk could be resolved.

8.69 This proposal would involve the provision of new homes on the vacant and disused allotment land to the south of the existing active allotments at Swarthmore, along the edge of the park at the end of Holdsworth Street and Wake Street and at Alma Road frontage at Pennycomequick.

8.70 The proposal would require the relocation of the existing trading hut and car parking for Swarthmore allotments in order to adequately provide vehicular access to the new homes.

Delivery of the Preferred Option

8.71 Delivery would be achieved through the planning application process.

Alternative options

8.72 The Issues and Options consultation in March / April of 2005 raised objections to the building of residential development in the park on greenfield sites and many people have expressed concern that this would result in the loss of open space in the park.

8.73 This is an important development for the park repairing the poor relationship of homes and disused spaces to the park, addressing common sustainability issues for both park and city including access, safety and park management. In addition, the Council needs to take a broad approach to maximise opportunities for the delivery of the Life Centre and general improvements to the park through enabling development. Therefore this proposal remains the Preferred Option within this Area Action plan.

8.74 An alternative arrangement for Swarthmore allotments has been put forward by allotment holders at Swarthmore that retains more of their allotment land for car parking in the south eastern corner, but still involves the need for relocating the trading hut and some car parking. This scheme creates a very constrained arrangement for the access road and footpaths making the resulting development fragmented from the main park and routes less direct.

Objective 6. To improve the range and quality of public facilities available to park users.

8.75 The park has few facilities that provide support or enhancements for the public and in places the park lacks activity. The park has a small number of buildings outside of the main sports area and at Pounds House. These include gatehouses, sports changing rooms, public toilets and shelters. Most are in poor condition and some are vacant. It also has ageing park equipment, signage, lighting, land drainage problems and poor footpath surfaces.

8.76 The Preferred Option seeks to improve the range and quality of park facilities, providing information points, cafes, interpretation and signage and encourage the reuse of vacant buildings as appropriate. In particular the Council will work with existing users of Pounds House to encourage more public use of its ground floor and external terrace.

8.77 The Preferred Option also seeks to improve the planting in the park so that it helps to improve the use and attractiveness of the park whilst being sensitive to biodiversity issues.

8.78 Some of the open spaces in the park are used as statutory playing fields for use by local schools. These will be retained and enhanced for these uses.

Preferred Option 8. A park with improved facilities.

This Preferred Option also addresses Objective 3 to create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

To create a park that has engaging facilities, supporting the use and the public's experience of Central Park. This will include:

1. **New sports changing facilities and, where appropriate multi-functional structures that support visitor facilities such as cafes, public toilets and small-scale retailing.**
2. **The reuse of vacant and disused park buildings for uses such as information points, cafes and small scale retailing as appropriate.**
3. **New replacement allotments and facilities for those displaced as a result of any proposals.**
4. **The possible public use of the ground floor of Pounds House for café use, working in co-operation with existing operators.**
5. **Rationalising the Parks Depot on its current site to provide a more accessible parks service to the public.**
6. **Improved surfaces, drainage, lighting, street furniture, signage and interpretation.**
7. **The safeguarding of statutory playing fields for formal sports and educational purposes.**
8. **Improved children's play facilities and opportunities in accordance with the Plymouth Play Strategy.**

8.79 There is a significant extent of allotment plots on Central Park. These are located to the east of the park at Peverell and to the south at Pennycomequick. The use of allotments is important to the park and the city as they provide valued activity in the park, support healthy living and acquired horticultural skills. There are instances in the Preferred Options proposals where allotments and their associated facilities are the subject of change and are being displaced. Within the Preferred Options these will be re-provided as close to their original site as possible, which at Peverell will be a new tract running west of the current allotments below Pounds House formal garden and at Swarthmore to the west of current plots. New allotments will be provided with well-considered and appropriate watering facilities, access, security measures and boundary treatments.

8.80 It is important that the park provides facilities and a supportive presence, which makes the public use of the park a pleasant and engaging experience. Facilities that generate a presence and provide appropriate activities within the parks various spaces will be supported, so long as they are provided in a sensitive manner, protecting and enhancing its landscape and bio-diversity qualities.

8.81 These improvements would raise the profile of Central Park to become a regional destination and civic focus befitting a city premier location.

Delivery of the Preferred Option

8.82 The delivery of improved facilities would be through public funding (e.g. Lottery), the planning application process, S106 contributions from enabling development, securing leisure contributions from developments across the city where appropriate and the positive management of the Council's land assets.

Alternative options

8.83 There are no responsible alternative options to a programme, which enhance the overall facilities within the park. However, there may be different priorities for achieving this objective and views are sought on this in relation to the Preferred options report consultation.

9. Community Benefits

The Council will secure community benefits for Central Park through Section 106 agreements and other mechanisms. The highest priorities will be given to the following:

◆ **Securing the deliverability of the Life Centre.**

This will provide an integrated state-of-the-art recreational and leisure facilities in a single complex, delivering economies of scale and a strong link with health, arts, education and culture.

◆ **Measures to enhance pedestrian and cycle links.**

This will include the creation of a high-quality network of routes, making safe, convenient and easily understandable linkages with the surrounding neighbourhoods and the City Centre including new park entrances, street lighting and signage.

◆ **Measures to improve the fabric of the park.**

This will provide a high quality public realm associated with the Life Centre and new park facilities. It also includes improving the existing fabric of the park such as footpath surfaces, drainage, park furniture, boundary treatments, new and improved allotments new planting and enhancements to bio-diversity within the park.

◆ **Measures to improve park facilities.**

This includes facilities that support the use of the park bringing into use existing vacant buildings, providing a more publicly accessible parks facilities for the Councils' Parks Service, providing café's, information points and interpretation of key points of interest.

10. Glossary

Active frontage - A building frontage that responds positively to the street and particularly at the ground floor promotes uses, entrances, and windows that generate activity and promote safety on the street.

Affordable housing - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Amenity - A feature that contributes to the overall character or enjoyment of an area. For example, open land, trees, historic buildings or less tangible factors such as tranquillity.

Area Action Plan - A type of Development Plan Document that will be used to provide a planning framework for areas of significant change or conservation.

Built core - The focus of existing buildings comprising: the Mayflower Centre, Central Park Pools, Plymouth Argyle's Home Park Stadium Milehouse Park and Ride and related spaces.

Commitment - All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Constraint - A limiting factor that affects development, conservation etc.

Core Strategy - One of the key Development Plan documents in the Local Development Framework. It will set out the long-term spatial vision and spatial objectives for the local planning authority area and the strategic policies and proposals to deliver that vision. It will contain a set of primary policies for delivering the core strategy. Broad locations for development may be set out in a key diagram.

Council - The local authority, Plymouth City Council.

Development - Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission (see also "permitted development").

Development Brief - A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.

Development Plan - This will consist of Regional Spatial Strategies (Spatial Development Strategy in London) and Development Plan Documents contained within a Local Development Framework. It will also contain any 'saved plans' that affect the area.

Development Plan Documents (DPDs) - These are prepared by the Council. They will be spatial planning documents and subject to independent examination. There will be a right for those making representations seeking change to be heard at an independent examination.

Environmental appraisal - Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

Evidence Base - The researched, documented, analysed and verified basis for all the components of a Local Development Framework.

High Quality Public Transport (HQPT) - HQPT is characterised by the following features: reliability; high quality information before and throughout the journey; a safe and pleasant walk to the station / stop; a safe and pleasant wait at the station / stop; good ride quality; a positive image of vehicles and infrastructure; and the aspiration to progress from bus services through intermediate technologies to LRT services.

Infrastructure - The basic facilities, services and installations needed for the functioning of a community. It normally includes transport, communications, water and power.

Informal open space - Open space with the principle purpose of creating a pleasant and passive amenity space, rather than a use for active recreation and leisure.

Inset Maps - will form part of the proposals map but are likely to be at a more detailed scale depending on the nature of the area covered and the degree of detail required. Proposals for area action plans may be shown on inset maps. Where the inset map is used to illustrate the proposals for change the map should define the boundaries of individual sites which have been allocated in an area action plan for specific uses (or mixed uses) in accordance with any requirements of the core strategy. The map might usefully also identify in general terms the access arrangements, including public transport routes, walking and cycling routes, interchanges and any road proposals. The key to the map may include the list and scale of the mix of uses proposed within any area action plan as defined in the core strategy. Inset maps relating to areas of conservation will identify sites/areas where specific conservation measures are proposed and areas which will be subject to specific controls over development, as set out in the policies in the development plan document.

Key Diagram - A diagrammatic interpretation of the spatial strategy as set out in the core strategy. This is a device that some authorities may wish to use to enable them to illustrate the broad strategy for the area in a similar fashion to existing structure plans' key diagrams. It is most likely to be appropriate to an area of significant change where the general location of broad areas of future development can be identified together with linkages between such areas and the relationship to other strategies and neighbouring areas. Broad areas of protection/little anticipated change could also be shown.

Legal Agreement - A legally binding contract, between a developer and the local planning authority that constitutes a planning obligation (see also definition for planning obligation).

Local Development Framework (LDF) - This will include a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It will also contain a number of other documents, including the annual monitoring report, and any 'saved' plans that affect the area.

Local Development Document (LDD) - This it will be either a Development Plan Document or a Supplementary Planning Document and will be contained in a Local Development Framework.

Local Transport Plan (LTP2) - A five-year rolling plan produced by the Highway Authority.

Local Development Scheme (LDS) - This sets out the programme for the preparation of the Local Development Documents.

Local Planning Authority - The local authority or council that is empowered by law to exercise planning functions. In Plymouth's case this is Plymouth City Council.

Monitoring (and review) - The process of measuring (in terms of quantity and quality). the changes in conditions and trends, impact of policies, performance of the plan. against its objectives and targets, and progress in delivering outputs.

Objective - A statement that specifies the direction and amount of desired change in trends or in conditions.

Planning Obligation (and / or Section 106 agreement) - A legal undertaking given to a Council by a developer who is seeking planning permission for a development. It can be used to regulate or restrict the use of land, require the carrying out of specific actions or require payments to be made to the planning authority.

Planning System - The system of town and country planning originally created in 1947 to control the use and development of land. It has been modified extensively since then. The Planning and Compulsory Purchase Act 2004 led to spatial planning as the latest revision of the planning system.

Planning Policy - A guiding principle, that has statutory weight, that sets out a required process or procedure for decisions, actions, etc.

PPG and PPS - Planning Policy Guidance Note and Planning Policy Statement.

Proposal - A positive-worded policy of the Local Planning Authority that proposes a course of action or an allocation of land for a particular use or development.

Proposals Map - The function of the proposals map is to illustrate the policies and proposals in the development plan documents and any saved policies that are included in the Local Development Framework. It will have a geographical base at a scale that allows the policies and proposals to be illustrated clearly in map form.

Public Realm - Those areas in cities and towns that are visible, useable, and accessible by the public.

Regional Spatial Strategy - The main policy document setting out the Spatial Strategy for growth and development in the south west region and the strategic policies which will shape this.

'Soundness' (of plan) - A judgement of quality and procedure based upon key elements of the plan-making process (see the tests of soundness set out in para 4.24 of PPS12).

Spatial Planning - An ongoing, enduring process of managing change, by a range of interests, that achieves sustainable development.

Spatial Vision - A brief description of how the area will be changed by the end of the plan period.

Statement of Community Involvement (SCI) - This sets out the standards which the Council intends to achieve in relation to involving the community in the preparation, alteration and continuing review of all local development documents and in development control decisions and also how the local planning authority intends to achieve those standards. The Statement of Community Involvement will not be a Development Plan Document but will be subject to independent examination. In respect of every Local Development Document, the LPA is required to publish a statement showing how it complied with its Statement of Community Involvement.

Statutory - Required by law (statute), usually through an Act of Parliament.

Strategic Environmental Assessment (SEA) - A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) does not in fact use the term strategic environmental assessment; it requires a formal 'environmental assessment' of certain plans and programmes, including those in the field of planning and land use.

Strategic - A strategy-based policy or decision that operates at a higher level than a policy or decision created to deal with local and day-to-day issues.

Supplementary Planning Documents (SPDs) - These cover a wide range of issues on which the plan-making authority wishes to provide policies or guidance to supplement the policies and proposals in development plan documents. They will not form part of the development plan or be subject to independent examination.

Sustainable Development - A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four aims, to be achieved simultaneously, are: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

Sustainability Appraisal - This is a mandatory process under the Planning and Compulsory Purchase Act 2004 and is used to promote sustainable development through the integration of social, environmental and economic considerations into DPDs and SPDs.

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