

# TURNCHAPEL HOOE AND ORESTON

Sustainable Neighbourhoods Development Plan  
Document Consultation 16/02/2011-30/03/2011



## SUMMARY OF RESPONSES

This is a summary of the key issues emerging from the consultation process. Fuller versions of the representations can be viewed below.

Thirty four representations were received from residents, with the majority of those who responded thought that the summary of the neighbourhood was a reasonable representation of the local situation

### Shopping

The general feeling was that the area was adequately provided for with the exception of Turnchapel and Mount Batten that did not have a local shop.

Many people mentioned the shops at the Broadway which is a valued facility but is outside of the neighbourhood. Reasons for the decline in local shops was given as the proximity to The Broadway and Morrisons and also the problems with parking at Hooe shops. Local butchers, greengrocers and chemist were identified as lacking.

### Local Issues

The most significant issue at the top of most peoples list was traffic related matters in particular congestion, and problems accessing the city centre. This was often linked with the worry that this would only get worse with future development at Hooe Lake Quarry, Bostons Boatyard, and other development out of the neighbourhood, but feeding traffic onto Laira Bridge. Development eroding the character of the area is also a concern. Lack of youth and sporting facilities also came up frequently. A number of people referred to problems of noise and nuisance from the Hooe Lake water treatment. In addition there were a number of other concerns including, the reduction in local policing, dog mess and litter, lack of affordable homes, and maintenance of green areas.

### Important green spaces

Many of the greenspaces were identified as being individually important, but a common response was that all of the greenspaces are important and should be protected. Their importance for recreation, and the value to wildlife are often quoted, but the contribution that the green spaces make to defining the character of the area is also valued in bringing the countryside into the city. Large number of respondents made specific mention of the need to retain Hooe Lake Quarry.

### Potential Development Sites

There was a general feeling that the infrastructure particularly highways were at capacity. However a number of development options were suggested, including marine related employment at RM Turnchapel and Bostons boatyard, Breakwater Road retained for commercial uses, Hooe Barn to be developed for community /medical facilities, and water taxi service be developed at RM Turnchapel, or Breakwater Road. In addition to the opposition, there was also very limited support for some development at Hooe lake Quarry

## **Other Comments**

There was a large number of other comments including the following:

- The historical nature of Mount Batten should be better recognised, and historic assets protected.
- Hooe Primary upper school should be a youth facility.
- Commit to pedestrian bridge across entrance to Hooe Lake.
- Public access should be given to Radford Nature Reserve hide.
- South West Coast Path should be re opened at Jennycliff
- A new crossing is required at Laira Bridge before any more development takes Place
- Better wildlife management is needed at Radford Quarry, Hooe Lake, and the nature refugia at Bostons Boatyard.
- A park and Ride site is needed east of Laira Bridge.
- Not enough flats /rental properties.

Turnchapel, Hooe & Oreston

Q2 – How are you connected with this neighbourhood?

Q3a – Do you generally agree with the summary of this neighbourhood?

Q3b – If not, what would you like to change?

Q4 – What do you think of the shopping facilities?

Q5 – Briefly in order of importance, what do you think are the biggest issues in the neighbourhood? e.g. youth facilities, traffic, affordable homes etc.

Q6a – Which green spaces/parks are important to you and why? (please identify them using the numbers on the map)

Q6b – Are there any areas of green or open space that are not shown which you feel should be protected? Please explain why

Q7 – Identify any sites you feel should or could be developed and for what purpose?

Full Name	Q2 -	Q3 a -	3b -	Q4 -	Q5 -	Q6	Q6b -	Q7	Other comments -	Upload -
Mr Emery SNDPD90	Resident	No	Add all comments made at previous consultations are considered.	<ul style="list-style-type: none"> <li>• There is no evidence that new shopping facilities in the area would be viable.</li> <li>• It is easier to access the District Shopping Centre in Plymstock than visit local shops in Hooe.</li> </ul>	<ul style="list-style-type: none"> <li>• Density of traffic using Hooe Road. Two years ago 11,000 vehicles were recorded travelling through Radford Dip in the period 7.00am to 7.00pm. The Hooe Lake Quarry housing development (225 dwellings) will cause further noise, pollution and congestion for residents living in Hooe Road and roads leading to Dean and Horn Cross in Plymstock, Pomphlett Roundabout and Laira Bridge.</li> <li>• Inadequate youth facilities, sports pitches or transport opportunities for young people to travel out of the area to access facilities in Plymstock or other parts of the city.</li> <li>• The loss of the enquiry office at Plymstock Police Station, lack of a police presence on the streets in the area and the policing of night time areas of Plymouth (Union Street etc.) depleting coverage of local areas.</li> </ul>	<ul style="list-style-type: none"> <li>• All existing green spaces are important to the local community and wildlife. Any proposals to develop these areas would be resisted as it would detract from the amenity value and affect the well being of people already living in the area.</li> <li>• Amenity Land between Hooe Road and Westcombe Crescent should not be developed for housing but retained as open space.</li> </ul>	No	<ul style="list-style-type: none"> <li>• The Royal Marine base at Turnchapel should be developed for marine related employment.</li> <li>• Breakwater Road should be designated for industrial and commercial use. The area is badly neglected and rundown. The newly created section of the South West Coast Path between Breakwater Road and Oreston is not clearly signed and is intimidating to users when walking between the fenced sections near Oreston.</li> </ul>	<p>Mount Batten</p> <p>Cancellation of Mount Batten Development Plan failed to define the area's status or define responsibility for future control and development of the peninsula.</p> <p>The historical importance of the peninsula is not recognised or protected in the Local Development Framework.</p> <p>Documents relating to the history of RAF Mount Batten should be available locally not at the Ministry of Defence in London.</p> <p>Information of the Royal Air Force long presence at Mount Batten should be available on site.</p> <p>Listed building protection for the hangars is not being enforced.</p> <p>There is a plethora of advertising notice boards littering the Mount Batten area.</p> <ul style="list-style-type: none"> <li>•The Mount Batten Gun Tower is an 'At Risk' listed building.</li> </ul> <p>The structural survey report has not been published or the restoration schedule implemented.</p> <p>A valuable tourist and visitor attraction is not open to the public.</p> <p>Plymouth City Council ownership of the tower should be reviewed and consideration given to returning the building to the care of English Heritage.</p> <p>The gun tower history notice boards should be on the outside of the building.</p> <p>Environment and Amenities</p>	

								<p>All existing green spaces should be linked and protected under the Green Space Strategy</p> <p>South West Coast Path (Plymouth Walkway) should be designated as a public right of way recorded on the definitive map.</p> <p>Access to the public slipway from Lawrence Road is in private ownership.</p> <p>There is no children's play area at Spinner Quay. A Section 106 requirement</p> <p>Car parks should only be used for parking not organised events.</p> <p>Hooe Barn</p> <p>A Listed Building. Restoration and use conditions set out in sale agreement should be enforced.</p> <p>Hooe Primary School</p> <p>The upper school building should be brought back in to community use and consideration given to its use as a youth facility.</p> <p>Raleigh Woods</p> <p>Planning permission conditions to extend the cycle path and footpath in to Stokingway Close from the Raleigh Woods and protection for badgers and the rare Deptford Pink should be enforced.</p> <p>Hooe Lake Quarry</p> <p>The density of dwellings proposed for the site is inappropriate for a suburban area.</p> <p>Development is likely to have an adverse effect on the quality of life for local residents. i.e.:</p> <p>Increased traffic using Hooe Road, Dean and Horn Cross and Pomphlett Roundabout with increased delays for travellers.</p> <p>No direct access to public transport.</p> <p>Insufficient primary school capacity, health and medical services, sports and leisure facilities, protection for wild life and loss of a green area</p> <p>A contamination assessment is required for this former brown field site.</p> <p>Listed buildings on the site should be safe</p>
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								<p>guarded and protected.</p> <p>Inadequate vehicle access to the development from Hooe Road and safety at the Barton Road/Hooe Road junction.</p> <p>Supervised play areas for young children and additional facilities needed for young people i.e. Skateboard and meeting facilities.</p> <p>Development proposals should fully meet the Green Space Strategy environmental provisions.</p> <p>Hooe Lake</p> <p>Cancellation of the Hooe Lake Study will allow speculative development to take place.</p> <p>Hooe Lake Pedestrian Bridge</p> <p>The commitment to provide a pedestrian bridge across the entrance to Hooe Lake should be restated. It will not only link the Turnchapel and Oreston communities but form part of the South West Coast Path (Plymouth Walkway)</p> <p>Royal Marine Depot, Turnchapel</p> <p>The area occupied by the Royal Marines at Turnchapel should be retained for use by marine oriented purposes in the event the base is vacated under plans being considered by the Government.</p> <p>Planning permission for development of RM base should include improvements to the access road and giving unrestricted access to Turnchapel from Barton Road.</p> <p>Radford Castle</p> <p>Consideration should be given to bringing the listed building back in to use and a scheme prepared for its repair and upkeep.</p> <p>The access road to Radford Castle is in private ownership. Road access to the building should be negotiated with the property owners Wain Homes SW.</p> <p>The South West Coast Path through the building should be designated as a public right of way recorded on the definitive map and statement.</p> <p>Radford Quarry</p> <p>Planning Consent granted to Wain Homes</p>
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								<p>SW for housing development at Lower Saltram requiring the designation of Radford Quarry as a nature reserve should be enforced.</p> <p>Radford Nature Reserve and Hide.</p> <p>The Hide building should be brought under the control of Stepping Stones to Nature Project to prevent further procrastination and inaction by Parks Services and Local Education Authority who have prevented the fully equipped building being used by the local community for the last seven years.</p> <p>Oreston</p> <p>Mixed residential/commercial development at Oreston is not supported.</p> <p>The existing highway layout is inadequate not able to support further development in the area.</p> <p>The potential for a new water taxi service would have limited appeal because of the cost and lack of parking facilities.</p> <p>Local shopping centres in Hooe and Oreston should be retained as each area has a distinct catchment area that cannot be easily accessed because of Hooe Lake and the surrounding topography.</p> <p>Access and the Environment</p> <p>The adopted Green Space Strategy 2008-2023 should be implemented to inform and protect all existing green spaces</p> <p>Walking is the primary mode of transport in accessing the local area and the natural environment should be the prime consideration in all planned developments.</p> <p>All footpaths should be designated as Public Rights of Way or recorded as public highways on the Highway Register.</p> <p>The 800 known public footpaths within the city boundary that are not recorded on the Definitive Map and Statement should be protected. All public footpaths not recorded on the Definitive Map by 2026 will be lost to future generations.</p> <p>Plymouth as a local authority should ensure the manpower and resources to legally protect unregistered footpaths is available.</p>	
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								<p>Adopted strategies for the upkeep and protection of the natural environment should be enforced.</p> <p>Land to the south of Radford Woods to the Area of Outstanding Natural Beauty to the boundary with the South Hams should be protected from development.</p> <p>All the Green Spaces (TO1-TO27) shown on the Turnchapel, Hooe and Oreston Sustainable Neighbourhood Development Plan should be preserved and protected from development in accordance with the Green Space Strategy.</p> <p>Designation of Radford Woods as a Local Nature Reserve (LNR) was an aspiration in the 1996 Local Plan yet it remains open to exploitation. The 38 hectare woodland area covering Jennyscombe Wood, Buddle Wood, Barn Wood, Brixtonhall Plantation and Basinghall Plantation is still not protected. Unitary Authorities can acquire, declare and manage LNRs.</p> <p>Plymouth's Vision for Green Space states its commitment to 'actively improving the lives of our community where the many and varied functions and benefits of green space are recognised, protected and supported'</p> <p>Access to all green space should be improved.</p> <p>Green areas should be made more accessible to the disabled.</p> <p>The continued closure and inaction in reopening the South West Coast Path at Jennycliff is unacceptable. The area between Mount Batten and the city boundary is not only important environmentally but also to the economy of Plymouth.</p>	
ms naomi knott SNDPD56	resident	No	I don't think you can say that there is not enough population to support local facilities. The area is very densely populated, The reasons people don't use local shops etc will have more to do with complex factors than just population density - not least the relentless march of the one stop shop - the supermarket - and lack of parking around local shops etc. Also, you have not mentioned the	Adequate. Would be good to lower rates on Broadway to allow more local shops to flourish. It is becoming like Mutley plain - charity shop village.	Traffic - nightmare - getting out of Oreston and Pomphlett roundabouts at peak time is horrendous. Journey to town can take 45 minutes for three and a half miles. East end transport scheme is not addressing this key jam-up for local residents coming onto the main arteries into town. I walk and cycle a lot but often need car for work visits from city centre base so it's difficult, The traffic is awful - please please do something about it - so people can get out of Oreston at peak times! (You ignored my comments clearly in the east end transport scheme consultation....)	Can't read the site numbers on the map as they are too small. Radford park, Radford woods and Saltram are very important to me, along with the visual sense of space created by Staddon heights and Jennycliff		<p>There have been various attempts to build houses in Oreston Quarry / Boston's Boatyard. The bottom line is - the tiny village roads in Oreston and the shocking exit at peak times from it, make any extra houses very unwelcome due to the road congestion and</p>	<p>Plymouth is finally engaging in some visionary planning, such as with the Saltram countryside park - and waterfront developments... Oreston &amp; Turnchapel have as you rightly say a unique character. Please let's not spoil it. And thanks for asking our opinion.</p>

			<p>increasingly adverse impact of the Radford water treatment plant which has got noisier - a constant vibrating hum we can actually feel sometimes in our home - and at times a smell. Also, at times they have discharged filth into Hooe lake. With the increased building around this area and at Sherford I don't know how the plant will cope. Those noise of pumps and machinery is NON STOP and varies only with the weather and tide which affect acoustics but in the old wharf area it is a real nuisance and endless complaints to south west water have little effect.</p>		<p>Second - the water treatment plant noise and pollution and lack of screening (sound boards could deflect noise off the lake)</p> <p>Third: Litter and dog mess and lack of dog bins in Radford park and woodland walks/ footpaths on school routes</p> <p>Youth facilities</p>			<p>associated noise and safety aspects. Especially past the primary school. However - as a marine site - it would surely have a large appeal for a marine based employer, (or indeed any prestigious office based employer) creating jobs and perhaps a park and ride place for employee cars could go outside of the village - or a water taxi to the Hoe. Or develop it for recreation and amenity - that would be lovely. But not 300 houses (with their 600 cars) as was suggested last time- ridiculous.</p>	
Cooper SNDPD88	Resident	No	<p>What is the yardstick for your comments concerning the lack of affordable housing and houses to rent? The balance is OK as it is.</p>	<p>Very limited but in keeping with the shopping provision available in nearby Plymstock Broadway and Morrison's super market.</p>	<p>The biggest issue is undoubtedly traffic. Access from the area to the City is strangled by the present traffic management system. Much blame is attached to the Laira Bridge bottle neck but all this does is to serve as a focal point for drivers frustrations, which would simply be transferred nearer to the City if the bridge crossing was improved by the provision of a second (parallel) bridge. Heles Terrace is a major contributor to delays and will continue to be so in the future even when the new in-bound Plymstock link road is built. A golden opportunity has been missed to bypass Heles Terrace completely by making the new link road two ways.</p> <p>The 12 minute bus service is commendable in principle but can never work properly in practice due to inevitable and random traffic congestion between our neighbourhood and the City. (Witness the frequent occasions when buses travel in convoy, with</p>	<p>All green spaces are important to me for relaxation and well being, but especially nearby TO08, TO10 and TO07.</p> <p>Green spaces in general are important for wild life and the wellbeing of the community.</p>		<p>No further housing development should be allowed due to current inadequate provision of medical and dental facilities.</p> <p>However I would like to see Hooe Barn developed for community use, to include a Drs with dispensary, a Dentist and a welfare facility.</p>	<p>I would like to see a restoration of the now defunct Area Committee system which previously allowed for a more transparent dialogue between residents and the City Council. The new Locality Working system, whilst useful for informal discussions, is ineffective as a vehicle for action.</p> <p>Why is Mount Batten not formally included with Turnchapel, Hooe and Oreston in the Neighbourhood title? Mount Batten has been a community since about 1996 and contains some 130 plus dwellings.</p> <p>Finally please note: The correct spelling is Mount Batten (note the space), NOT Mountbatten. The name owes its origin to Captain Batten of Civil War fame. Your documentation nearly all carries the wrong version!</p>

					<p>long breaks in between).</p> <p>Parking provision on the Mount Batten water park is woefully inadequate during summer months and can only get worse with new developments of several thousand homes in Plymstock Quarry, Sherford and Barton Road.</p> <p>The Turnchapel and Mount Batten Residents Association has campaigned long and hard for yellow line parking restrictions on the bends in Lawrence Road where there is an obvious collision hazard but, so far to no avail.</p> <p>The proposed development at Barton Road should not be permitted until long overdue infrastructure changes have been implemented.</p> <p>I do not see affordable housing as an issue in the area; the price of housing reflects the nature of the area, as does the high level of Council Tax!</p>				
<p>Mrs Pat Constable The Old Wharf Residents Association SNDPD37</p>	<p>Secretary of The Old Wharf Residents Association</p>	No	<p>I am concerned that there is not enough explanation about commercial development in Breakwater Road. I think this land could be used for a Plymstock park and ride with bus and water taxi links.</p>	<p>It is difficult for our residents if they are relying on the bus as we are at least a quarter of a mile away from the nearest bus stop.</p>	<p>1) Concern about the protection of a nearby 106 agreement, sited within the former Boston' Boatyard and imposed as protection for wildlife and a facility for residents on our development. TO17. If this site is redeveloped for housing it will also seriously impact on congestion in Oreston.</p> <p>2) On road parking within Oreston village, lack of pavements and significant increases in traffic year by year all contributing to concerns about pedestrian safety throughout our village.</p> <p>3) Lack of youth facilities which means Radford Park TO25 is subject to bouts of underage drinking, litter and anti-social behaviour and on our own development high tides in the summer bring gangs of tombstoners to the "cut" i.e. the entrance to Hooe Lake.</p> <p>4) The worry that more housing at Turnchapel, in Hooe Quarry off Barton Road will bring problems with SWW 's ability to deal with the extra sewage.</p>	<p>I can speak for all our residents in saying that all the green spaces in the Plymstock area are highly valued. It gives us the benefit of living in a country style environment whilst also having the city facilities within 3 miles. We would give every green space equal protection for future Plymothians and the wildlife that inhabits it alongside us.</p>	<p>Again I would stress the Nature Refugia adjoining The Old Wharf which acts as a wildlife buffer between the former Boston's Boatyard activities protected, we hope, by a 106 agreement in the mid nineteen nineties as part of the planning agreement. TO17 on your map. Redevelopment of this boatyard might threaten this area and it is important that it is kept green.</p>	<p>The former Boston's boatyard waterfront is in need of attention, particularly the removal of the illegal slip which was extended beyond the approved plans and which has ruined this important tidal area.</p>	<p>We do not want to fight PCC in their ambitions to improve the area but having been involved in trying to protect the immediate environment of The Old Wharf Oreston, for many years, we are concerned that local people's views are ignored. PCC regularly changes its department's names, roles, responsibilities and personnel and contact numbers. The lack of continuity leads to errors, misunderstandings and frustration for the general public trying to be good citizens. I am afraid that localising decision making will suffer because of this history.</p>

Mr Robin Blythe-Lord SNDPD43	resident	Yes		Supermarkets or large multiples have closed local shops resulting in more car or bus journeys. Mountbatten and Turnchapel have no shops. Hooe has a minimarket, two takeaways, a garage, newsagent and a post office. Inevitably this results in residents from Mount Batten and Turnchapel driving to Hooe where there is insufficient parking	Road capacity. Transport links local employment (Marine) protect countryside to south green spaces retained	TO12 hooe lake quarry. Valuable scrub naturalised site with wide variety of protected an endangered species  TO25 see above  TO01 unique sweeping valley marred only by communications masts  TO07 beach and cliffs.  TO14 green play area, though badly sited on opposite side of main road from majority of houses. Important adjacent hooe barn (grade 2)		Hooe Lake Quarry, mixed housing, storage and marine based industry	<p>Nothing has been done to improve the road system since the Americans widened a small part of the main road in 1942. In the interim there has been considerable housing development and an increase in local industry but the only contribution to road management has been to narrow the highway with on street parking and cycle lanes and obstruct it further with islands, speed humps (very dangerous in Radford Dip) and chicanes. Hooe, Turnchapel and Mount Batten form a large cul de sac, it is depressing to see that no mention is made regarding road improvements necessitated by existing and proposed new housing.</p> <p>Development could mean an improvement to local facilities through 106 monies. However there is no guarantee that they would be spent in the area, towards which there seems to be a general antipathy from some members of council. The greatest immediate benefit to the area would be to postpone any further development and make the improvements necessitated by previous development.</p> <p>Ironic to read that it is thought that the area has retained much of its historic character. PCC planning has allowed developments that have all but obscured and marred many of these. Plymouth is not good at preserving and enhancing its heritage. It is good at demolition and allowing second best inappropriate development.</p> <p>Proposals from Barratt Developments re Hooe Lake Quarry are very worrying, not only for the loss of fauna and flora, but for the impact the inappropriately large development will make on the road system and coastal footpath. Traffic already backs up from Pomphlett roundabouts to Deans Cross at peak times. If there is an obstruction on any of the roads into Plymouth the tailbacks can be very long indeed. This is already unacceptable.</p>	
Mr Mike George hooelake.org SNDPD84	resident	No	I would like to see the council be a bit more creative and forward thinking when looking to build in an areas of natural and historic beauty, once these waterside areas are gone, they're gone. Housing developments seem a quick and easy option for P.C.C. Instead projects should include an enhancement scheme for the area that supports	Adequate	<p>The Traffic Network in and out of Oreston, Turnchapel &amp; Hooe cannot cope at peak times. The East End Traffic Network does not initially appear to be working.</p> <p>The Sewerage system cannot cope as smells have been prevalent over the last few years. The noise levels from Radford Sewage works have also increased over the years. This is disturbing local waterside residents predominately at night, but also during the day.</p>	Can't see a map. Hooe Quarry: The closure of the quarries created a natural oasis for wildlife which has emerged and remained virtually undisturbed over the last 200 years. Hooe Quarry has become an important and irreplaceable habitat. It should be considered as an integral part of the unique area of parkland and designated 'County Wildlife Sites' (CWS) of Hooe Lake, Radford Lake, Radford Quarry & Radford Woods . These sites contain some of the best areas of wildlife in the County as designated by the DBRC. Any development will destroy the nesting	see Above		There has already been a noticeable decline in the wildlife since recent housing developments around the lake. Views from the County Wildlife Sites such as Radford Castle will be spoilt by another housing development.	

			and protects wildlife and creates historic awareness.		Oreston & the Turnchapel peninsula cannot support any projects that would increase the traffic flow, Ask the bus drivers for their views!	grounds and habitats of Badgers, Bats, Birds of Prey, Butterflies and the Flora such as the rare orchids. These wildlife areas should be protected and incorporated in to the CWS. In January 1986, the Royal Society for the Protection of Birds designated the unique area of Radford & Hooe Lake as one of only four sites in Devon as part of its Nation Wide Birdwatch '86. 83 species of birds recorded as living there or visiting. Any further developments within this area will have an irreversible impact on its neighbouring County Wildlife Sites.  The Environment wherever possible should be protected from any excessive and thoughtless development.				
Mr Steven Fleming SNDPD55	Home owner	No	I do not believe there is a need for more housing here. It has been mentioned that this a lovely area to live, with low crime rates and essentially a good balance between housing, countryside, wildlife, and facilities, and yet this is now under threat from housing development plans that are neither wanted (by the local residents) or sustainable (school places, road transport, sewage system, shops, leisure facilities).	Adequate, they serve the local people reasonably well. Perhaps a butcher or green grocers would benefit the area, but with a large supermarket just down the road as well as the Broadway shopping centre I do not see the need for a large store.	Traffic congestion and on-street parking (even though driveways are largely empty), the threat of over development, erosion of natural wildlife habitat, lack of youth facilities	We live in Hooe and all of the green spaces in Hooe, Turnchapel and Mount Batten are equally important. We spend a lot of time enjoying all of these areas, and have chosen to live here in part for those areas so we can bring our young children up in a pleasant area, not in an over developed area.	I find out hard to see clearly from the map, but Hooe quarry (off Barton Road), which is in question for redevelopment needs to be protected as this is an incredibly valuable site for wildlife.	The old barn behind the car garage and opposite the premier shops in Hooe has fallen into disrepair. This could potentially be used as a youth facility, especially with it being opposite Hooe green which during summer months could aid managed youth activity.	I fully appreciate the need for housing in the city and across the country however over development of an area that works well because it has found the right balance should not be seen as an answer. If it works well here than attempt to copy that blueprint elsewhere. The area would not support 200+ homes in terms of road infrastructure, sewage facilities, schooling places etc. Not to mention the detrimental effect on the environment and the community. I have spoken to many residents who are against this and have found none in favour.  We are hoping we can send our 2 children to our local Hooe primary school, this already is not guaranteed, with over 200 potential families squeezing into this area that hope would diminish further.  The increase in traffic (not to mention the dangers to children walking these road) would also have a knock on effect to Plymstock and Elburton. Already Laira bridge is horrendous in rush hour, and not great at off peak times, but an increase would cripple the road network here. And I do not believe for a moment that the current work going on here is going to alleviate the problem for the Plymstock side of the water.	
mS Gill Foster SNDPD64	mother resident and in process of moving back within next few years	Yes		Locally in Hooe basic, i.e. newsagent and small shop, at Plymstock, Broadway and Morrison's are good. but travel into Plymouth City centre and	Traffic (at times very Busy)  the future of Hooe Quarry and proposed development of the site for houses (will they be affordable and will the wildlife be protected)  Maintenance of the green areas as they are. (Additional leisure route following old railway line).upkeep of	all of them especially TO1,2,3,4,5,7,8,14,15,16,25,27 because they are fantastic places to walk	Hooe Quarry could be used leisure walk, wild life habitat	again Hooe Quarry, ecology centre Hide	I was horrified that the outer parts of Hooe Quarry were cut back in a very brutal manner including a tree with a tree preservation on it this continued after the contractors were told to stop. there were a lot of birds there before which may have started nesting	

				Sainsbury's at Marsh Mills	<p>coastal walk</p> <p>public transport. More little buses like target travel</p> <p>another water taxi stop possible at Hooe Point or the old remains of the swing bridge.</p> <p>skate park near football pitch at Jennycliff</p>				
Mr Andy Miller SNDPD66	Resident	Yes		As a car owner this doesn't apply to me but for the elderly and disabled there is not a great deal of choice unless they travel into the city centre.	<p>Parking</p> <p>Why should every area have affordable housing? Most is owned by Trusts rather than individuals or families.</p> <p>Heavy goods vehicles using Orchard Crescent and Bayly's Road to access Boston's Yard.</p>	The map shows lots of green spaces but some are tarmac tracks through old railway cuttings and some are not accessible to the public.		Boston's Yard could be developed for light marine industries	Before allowing any more major developments this side of Laira Bridge, increase the bridge capacity by building a new bridge rather than faffing around with traffic management.
Mr Rupert Goddard SNDPD67	Resident	No	<p>I do not feel that there is a need for new housing developments. I accept that the majority of housing is owner occupied, but the transport network struggles to cope with the existing volumes of traffic. ANY development which increases pressure on the transport CAN NOT be seen to be of benefit to the local community.</p> <p>I agree that designed facilities for young people are lacking in this area, but due to the nature of the neighbourhood, 3 facilities would be needed and I do not think this is practical under the current economic constraints.</p> <p>As a cyclist and walker, I do not agree that cycling and pedestrian access around the area is poor. Public transport is fair - we have a service that advertises itself to run every ten or twelve minutes, but they need to work on keeping to the timetable. Frequently two buses will follow one</p>	Fair. I have good access to local farm shop, corner shop and post office and can walk to Plymstock shopping area if necessary.	Threat to the local environment from potential development, lack of youth facilities, the uncertainty of future police cover in the area, the capacity of the current transport network	I feel that all the green spaces in the area should be protected. We have a unique environment in this neighbourhood, with numerous rare species - Deptford Pink, Bee Orchid, Lesser and Great Horse shoe bats etc. We should be rating such a resource far higher than the currently do.		With the possibility of RN Turnchapel, closing, this site could be available for development. However, BEFORE any development is considered, solutions must be found to the transport network and sewage network, which is also at capacity.	We need to be promoting the use of more sustainable transportation - Increase the number of water taxi routes - Mount Baton / Hoe / Stonehouse / Cremyll / Torpoint / Saltash. These could easily be linked with cycling to create a truly integrated transport network without reliance on cars.

		<p>another with hardly any passengers on them. A later evening service would be useful, to allow residents to make use of cinema, theatre and city restaurants.</p> <p>Cycle storage facilities at Mount Batten and The Barbican, could reduce the number of car journeys made as it would be easier to cycle to the city to work.</p>							
Ms Pauline Raine SNDPD76	Resident	<p>I am writing to express my utmost concern over the proposed redevelopment of the quarry at Hooe by Barratt Homes.</p> <p>My main concern is the greatly increased amount of traffic in an already busy area, particularly with the close proximity to the school that the estate would have. The increased flow of traffic could mean more likelihood of serious accident to the pupils there. The area has already felt the increase in recent years with the development of the Mount Batten site.</p> <p>We already have a problem with smells from the sewage works from time to time, and this I imagine could get worse with even more pressure on the services.</p> <p>The quarry itself is home to rare grasses, the bee orchid, some rare butterflies and birds, and the caves house bats. The development is likely to affect the environment for the wildlife. The amount of housing, particularly with the high visibility proposed, will change the nature of the area for ever.</p>							

			<p>The argument put forward that the area has little cheap housing or opportunities for renting seems somewhat spurious given the large council estates in Hooe. It is already an area of mixed housing.</p> <p>To say that the area is remote is simply ludicrous as we are very well served with buses and we have a good water taxi service from Mountbatten. The extra traffic would be more likely to increase congestion and make the area generally less pleasant to live in.</p> <p>Hooe does not need or want this development. Too many people will only spoil this area even more and impoverish the quality of life for all.</p>						
Mr Jason Chesterman SNDPD99	Resident	No	<p>I agree with the summary of the neighbourhood but not with the statement of what the neighbourhood needs.</p> <p>I do not agree with the statement that the population is not large enough to support two of the centres. This is totally unreasonable and is like saying that all villages must have their population increased. The centres must be adapted to the population, and not the population to the centres. The lay of the land and carrying capacity of the access route to the area are the limiting factors, and will not at present allow for any significant increase in population.</p> <p>These are small residential communities, villages situated on a</p>	<p>Like most small, remote, residential communities, shopping tends to be done away from the area, at the supermarkets in Plymstock and Pophlett, which I suspect have outcompeted the small local businesses, or in the city. This, I believe, is one of the main reasons behind what prompted the strange comment "There is a concern that the population is not large enough to support two of the centres,</p>	<p>-Development proposals for Hooe Quarry</p> <p>The proposed development is huge. It will double the area covered by Turnchapel.</p> <p>It is almost as large as Hooe Lake.</p> <p>- bottleneck traffic in and out of area already at capacity, at risk of worsening as a result of large increase in population</p> <p>- effect on traffic of heavy plant and lorry movement throughout the several years of the building program</p> <p>- Effects on the public sewer network (specifically Radford water treatment plant) and consequences of increasing its carrying capacity (more noise disturbance from waterworks, more disturbance of the Hooe Lake CWS, increased risk of raw sewage pollution, more traffic to remove more waste)</p> <p>- environmental impact on CWS</p>	<p>TO12- Hooe Quarry</p> <p>TO25 Radford Quarry</p> <p>Hooe Lake</p> <p>TO18 (private land left undeveloped to protect the lake)</p> <p>Plymouth is very special and lucky to have such a unique and relatively undisturbed site within the city.</p> <p>Protecting Hooe Quarry from development and including it in the wildlife corridor of SE Plymouth would make great conservation sense.</p> <p>The scale of the proposed development of the Hooe quarry means destruction of a rich wildlife habitat, but also has consequences on the health of the CWS of Hooe Lake as Hooe Quarry represents an important buffer zone for the lake. It also forms part of an unbroken wildlife corridor through the city from its surrounding countryside that stretches through 5 County Wildlife Sites and a Local Nature Reserve. This covers the ancient woodlands,</p>	<p>All the areas that form a link between the various designated nature reserves or CWS areas of the wildlife corridor mentioned above, or serve as buffer zones: Ashery Woods, The Warren plantation, Hooe Quarry. This would protect the corridor from fragmentation, protect biodiversity in the area, allow for better management of these areas in order to truly increase the conservation value of the</p>	<p>Industrial sites not directly linked to sensitive ecosystems should be considered before any green spaces for urban development and regeneration.</p>	<p>"-Management measures could increase the conservation value of Radford Quarry and Hooe Lake." (consultation leaflet)</p> <p>What management measures are going to mitigate the impact of a massive development, right on the edge of Hooe Lake, on the quality of its conservation value?</p> <p>The disturbance this will cause to the mudflats, a designated County Wildlife Site, will be considerable and may be irreversible.</p> <p>It is not the mere presence of the mudflats that make them important ecologically. It is their ability to support the diverse wildlife that they have the potential to, and how attractive they are to that wildlife. They are a haven for shy, and some rare, migratory and resident wading birds. If we remove what makes this small, sheltered and protected sanctuary attractive to these species, they will not remain. We will still have the mudflats, but with zero conservation value. And we will have lost a treasure that would have been so easy and so cheap to protect and enhance.</p> <p>The sheer scale of the building works alone has the potential to greatly damage the conservation value of the site. The destruction</p>

		<p>peninsula, and are remote because of that.</p> <p>This is not a problem that needs to be solved.</p> <p>But they must remain small residential communities in order not to create a problem. Increasing the population density in such an area will not solve the remoteness, and will increase the access difficulties through increased traffic. An improvement in transport to accompany new development will also increase road traffic. The redeployment of water transport is a must, and will benefit the areas, but need to be fully integrated into the public transport system, affordable and run with enough regularity to be attractive to commuters to have any significance at all within a traffic mitigation scheme.</p> <p>There are other factors besides population/housing density to consider in the "support" of these centres, such as the removal of quayside access to Oreston and Turnchapel, and thus the isolation of these "historic water front" villages from the resident and visiting boating community they should be thriving on.</p> <p>Re the need to redress the social imbalance by building affordable housing: I disagree totally with the idea that the community demographics of any area need to be changed artificially by building more houses simply to satisfy social equality policies.</p>	<p>while Turnchapel has not shop".</p>	<p>Hooe Lake of the destruction of neighbouring wildlife sanctuary, the building works and subsequent urbanisation.</p> <ul style="list-style-type: none"> <li>- Impact on the beauty of the Hooe Lake and unique wildlife/parkland corridor.</li> <li>- Possible effects on Oreston rd of increased vehicular and building works traffic</li> <li>-Total isolation of the "seaside" villages of Oreston and particularly Turnchapel from the resident and visiting boating communities as well as tourist visitors following the removal of quayside access and water transport. Hooe also could benefit from recovering its water taxi.</li> </ul>	<p>grasslands, wet woodlands and wetlands of Radford Woods TO02, TO03, TO27, through Ashery woods, the Warren plantation and Hexton, and through Radford Park TO16 and the limestone/wetland habitats of Radford Quarry TO25, with the mudflats of Hooe Lake, privately owned TO18 which is deliberately kept wild as a buffer zone, and the species rich habitats of Hooe Quarry.</p> <p>The Plymouth Green Space Strategy shows a commitment to protecting and enhancing the quality of existing green spaces and biodiversity, and states the importance of wildlife corridors, links between important wildlife areas, and buffer zones. We need to make this count.</p>	<p>designated areas, as well as the areas suggested themselves.</p> <p>A designation that confers legal protection to the CWS sites would also go a long way to achieve the Green Spaces Strategy aims for Local Nature Reserves, natural spaces and parks.</p>		<p>of the huge quarry rock face all along the lake; the timescale involved in capping the toxic waste, reshaping the quarry and building the 225 houses (it took three years to build just the 50 Kingfisher Quay houses on the opposite bank); the daily movements and operation of heavy plant and transport lorries for several years, the proposed widening/stabilising of Barton road and the building of gabions where the semi-natural banks of the lake support a host of wildlife; the destruction of rich semi-natural habitat, within the quarry itself, that has remained virtually undisturbed for generations; And of course the obvious up scaling of the operations of the waterside Radford water treatment plant . Are these acceptable or reasonable disturbances for a site whose conservation status is supposedly of concern?</p> <p>Furthermore, the development itself, once inhabited, will generate a level of traffic and activity sufficient to keep the lake unattractive for the shy wildlife it currently supports and which Plymouth is committed to protect, according to its policies.</p> <p>Would it not be pointless and hypocritical to promote the conservation status of the lake in the context of such a large development on its banks? No management measure is going to mitigate the effects of this development enough to conserve its "conservation value", let alone increase it.</p> <p>Management measures that would increase the conservation value of Hooe Lake and truly live up to the Plymouth, county, national and international green policies would have to include the protection and management of undeveloped sites as a buffer zone along its banks.</p> <p>This is golden opportunity for Plymouth to live up to its Green Space Strategy, let's not make this yet another missed opportunity.</p> <p>NOTE: I found the access to this document and form very awkward and difficult to navigate, despite being computer literate. I selected Turnchapel, Hooe and Oreston several times, yet found that I was still commenting on Barne Barton. Whilst I was writing, I must have been logged out; when I pressed submit, everything I wrote was deleted. When I logged back on, it took several attempts to get away from the Barne Barton section. This should be an easily accessible consultation form, and the process must be simplified.</p>	
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			Wherever new urban developments are built, however, I do agree it is important they should not out price local people, as this also artificially changes the demographics and can destroy historical communities. They must therefore allow for affordable housing.						
Ms Ros Dow SNDPD96	Resident	Yes		<p>I find the shops and Post Office at Hooe satisfactory. The garage, vehicle hire and storage unit in Hooe quarry makes a very valuable contribution as a service to the neighbourhood and brings customers to the shops. However, the premises are woeful. If the garage closes permanently, I think the shops may go too - therefore I think it is important that ways should be found to improve the garage facility.</p> <p>The Broadway shopping centre is improving and the parking/bus access is excellent. Further afield, Morrison's and The Range are excellent facilities too. I think we are very well served in this respect.</p>	<p>I have read the leaflet about this area and agree with most of the findings. My comments are as follows:</p> <p>When decisions are made about this area, I think the guiding principle should be to preserve the rural nature of the waterfront areas and environs as greenspace for wildlife and the enjoyment and recreation of everyone - residents and visitors using the various footpaths and park. We have lived here for nine years and noted a substantial increase in numbers of walkers and birdwatchers.</p> <p>I am impressed by the plans for Saltram Country Park and would suggest that a similar planning approach be adopted in this area so that, in due course, the areas (and managing partners?) could have links in addition to the existing footpath links.</p> <p>I am against any housing being built in Hooe quarry because it would destroy a valuable wildlife habitat and the existing land contours. Also, it would inevitably represent a further encroachment of 'civilisation' eg: pavements and street light pollution. However, I do think that locating small workshops, marine based storage etc in the quarry would be acceptable. Apparently there used to be (until about 1999) a path through the quarry to Turnchapel using the area under the road arch. This could be reinstated.</p> <p>There is no getting round the fact that access to this area is very restricted - 'one way in and one way out'. The traffic generated by a substantial increase in housing would have far greater impact than that of</p>				

					<p>small industrial units - which would probably be closed at weekends which is when more walkers and visitors use Barton Road. I hope the MOD mean to remain at Turnchapel - perhaps they would like more secure storage?</p> <p>Barton Road itself is historic. When the time (and money!) comes to resurface it, I think consideration should be given to restoring it to the ridged concrete surface originally done by the Americans and discreet notices could be put at each end to explain the history linking to the memorial on Hooe Green - no pavements, no lights, maybe just the odd waste bin.</p> <p>Can I request that a real effort is made to remember when making planning decisions that this area east of the Plym may come under PCC but it is rural in character and the best interests of the city as a desirable place to live and visit are served by preserving this.</p>				
Mr Robert Moore SNDPD100	Resident	Yes	<p>The pedestrian crossing by Hooe green is incorrectly sited and dangerous, the primary school has had no safety crossing patrol (lollypop man) for over a year now and with the proposed development of Hooe lake quarry an accident is more likely to happen. We need a Pelican crossing adjacent to Hooe Baptist Church.</p> <p>If Barratt homes do develop Hooe quarry, the extra traffic will make exiting Hooe Hill, South Hill and Belle Vue Road nigh on impossible. These are accident black spots already and are in urgent need of redress.</p>	<p>Hooe it self has lost all but a few of the local shops that used to be popular around the Hooe Barn area. Shops are a vital link to any community.</p>	<p>Over development of luxury homes with no affordable housing being built, Road conditions and the layout (Hooe, Turnchapel and Mountbatten are dead ends with even more traffic planned, Oreston and Plymstock traffic joins at Pomphlett roundabout to cause Major traffic chaos around Laira bridge) When the former Blue Circle works and Sherford are developed it will be gridlock!!!! Even with the Gdynia way improvements. Youth Facilities are not on par with the rest of the city; Plympton, Saltash, Ivybridge, Haye Road Park, Central Park eg all we have is a small play park on Hooe green with outdated equipment that is not suitable with the needs of the area. A skate board park and other youth facilitys would be of more benefit in Hooe quarry than even more houses. The Primary School does not have sufficient room for a further increase in pupil numbers.</p>	<p>I moved to the Hooe area to start my family and settle down primarily for its ready success green areas. As a parent, dog owner and avid cyclist I utilise all the green areas on a daily basis. My young children thrive in this environment.</p>		<p>Hooe Quarry and or Radford Quarry in to a Youth recreation area and small business commercial units</p>	<p>The current plans to constantly develop Hooe, Turnchapel, Oreston and the greater Plymstock area is excessive. We are a village with a village infrastructure; to increase us to a town requires a complete overhaul of the basic infrastructure. This is not happening. Barratt homes are conducting a traffic assessment from 0830 - 0930 and return at 1730 - 1830. Our peak times are 0715 to 0930 and return 1545 - 1830 the early start is for the shear numbers who work within the dockyard and this basic information is being missed.</p>
Tomlinson SNDPD101	resident	Yes		<p>Poor. I live at mount batten and nearest shop is Hooe. The resurrection of</p>	<p>Traffic. The Gdynia way project has had no appreciable benefit for ease of travel to Plymouth. Billacombe roundabout is heavily congested each morning and this is before further housing development at the old</p>	<p>T010 AND T007 especially. They give a feeling of space and provide good recreational and community location e.g. fetes, dog walking, children's play area, etc. Judging by their constant use they are appreciated and enjoyed by a wide</p>		<p>This area is already over developed in terms of the infrastructure available to</p>	<p>When deciding what and if developments to do please look closely at the demographics of the area. It is no good building for example a skate park on a piece of land just because it is available when there are only very small numbers of children in that catchment area.</p>

				the old store at Turnchapel would be a great benefit.	quarry and Sherford. Consequently the area as a whole cannot sustain any more property development.	range of people, not just from the near local area. T009 is a bit of a dead space but could be developed to encourage wild life, flora, etc. Please do not put any additional housing on these sites. They are near to saturation point all ready and the infrastructure is just not capable of supporting them. It will also add to further urban sprawl and destroy really valuable green spaces.		support it. There are already approved housing developments in the pipeline that will add further congestion and pressure on the area as a whole.	Please be realistic; traffic commuter congestion in the whole Plymstock area is becoming dire and as far as I can see there are no real effective plans to address this ( The East End project is not really adequate even for now, never mind when the new proposed developments come on stream). So while it is flavour of the month to talk about affordable housing, bear in mind that if the infrastructure is not really adequate currently, it seems socially unacceptable to blight everybody's' lives by approving such developments when really they are not sustainable and will ultimately lead to reduced quality of life for all residents.	
Mr Andrew Atfield SNDPD109	Resident	No	There is ample population to support shops, as demonstrated by the lack of places at the local schools. I live in Hooe and have to transport my children to Pomphlett due to an oversubscribed Primary school. The reason local shops fail are due to large retail centres such as Morrison's out pricing smaller retailers, and the lack of free time shoppers have to use lots of different shops, rather than just one. Pedestrian access is adequate, and the few routes that lack a footpath have little traffic. We don't need water based transport as this is slow and requires another service e.g. bus to get you from the drop off point to place of work. What would be very beneficial is the reinstatement of the rail link from Pomphlett to the city centre; Laira bridge is not going to get any bigger any time soon! The smells from over the Cattewater (and Hooe Lake STW) will only increase if the new homes in Hooe quarry are built and allowed to overwhelm Hooe STW.	Generally adequate. There are enough small local shops (in my walking distance anyway) to fulfil my needs.	Traffic and public transport, youth facilities, litter in the parks and woods	All of the green spaces are important to me as once they are gone they cannot be replaced. I enjoy walking and use most of the ones listed. In particular T001, T002, T016and T027.	An earlier map of T027 produced by a council management group showed it to be considered as up to 7 distinct areas. This area is an ancient woodland and should be a priority protection area.		This is an area full of history and character that is in danger of becoming just another suburb of Plymouth. The development of Hooe quarry can not be justified by the findings of this report alone, and serious infrastructure changes should be made before the new houses are to be built, not after.	
Mr & Mrs Bannan SNDPD125	Resident			Plymstock Broadway again is a good community hub,	Mountbatten has been developed by Plymouth DC as not only a residential neighbourhood but also as a waterfront leisure park. The open	Wellfield T010 which provides communal space between Cunliffe Avenues and Durwent Close in front of St Lukes Hospice is important as a				

			<p>being served by a number of smaller scale shops, close to the Library with good parking. It would benefit from empty shops being brought back into occupation.</p>	<p>spaces both for events, wildlife, access to the beaches at Jennycliff, Batten Bay etc shown on the map in the consultation document are therefore highly important to retain to ensure the coastal, semi rural nature of the area</p> <p>The area is not particularly remote being served by regular bus routes and water taxi to the Barbican and City centre. It would benefit from maintaining the water taxi service and perhaps taxis to other landing points on the City waterfront</p> <p>The historic, village nature of the area e.g. Turnchapel, Hooe, Oreston as distinct village communities is important to retain so any development should be sensitive and proportionate. We agree that development should be contained within existing urban edge</p>	<p>shared public space both for the community feel of the neighbourhood, children's play area, space for events etc. It was part of the initial development plan for the area by PDC and I believe in public ownership for many years. We believe this and other similar community spaces in the area are essential to retain the character and public use of the area as a public leisure, amenity and coastal park.</p>				
Ms Julie Gott SNDPD127	Resident	<p>In reply to the neighbourhood development plan for the above area.</p> <p>I have lived in this neighbourhood Turnchapel and later Hooe for approx 25 years, but having grandparents and great grandparents, coming from Turnchapel have been associated with the area for over 36 years.</p> <p>I have seen the traffic increase to an alarming degree, especially concern over the traffic which passes past the primary school, where there is a danger!</p> <p>Flooding in this vicinity too is a danger!</p> <p>Traffic jams bad at Oreston and Pomphlett roundabout, reaching a crucial state at commuting times!</p> <p>Also there is plenty of property to RENT in this neighbourhood as I know</p>							

			<p>of many houses nearby that are rented and still up for rent!</p> <p>There is lack of parking, for Turnchapel area and Hooe.</p> <p>A footbridge/ cycle route would be a good idea to connect across Hooe to Oreston, as the old railway did, in my grand parent's era. For commuters and encourage walking and cycling to cut down on traffic and pollution etc;</p> <p>I would like to oppose any development of Hooe Quarry, there is no need for any more development in this area with the traffic problems, as above, schooling, leisure facilities, and employment problems.</p> <p>Also loss of important wild life within the quarry area, wild bee orchids, badgers, foxes and birds etc, which I have personally seen in past years.</p>						
Mrs M Foster SNDPD147	Resident	Yes		Adequate	<p>Youth Facilities, Traffic</p> <p>No more house building on green sites</p> <p>Sewage</p>	<p>Hooe Green TO14, TO15, TO16, TO11, TO12, TO13, TO17, TO18, TO19, TO25, TO26, TO27, TO01, TO02, TO03, TO04, TO05, TO06, TO07, TO08, TO09, TO10. We are a village and don't want to become an extension of Plymouth City</p>	<p>Hooe Lake Quarry. Too much wildlife flora and fauna and another wooded area will be destroyed. A quiet pleasant walk around Hooe Lake will become overcrowded with traffic to and from the main road in and out of Hooe.</p>	<p>RM Turnchapel retain for marine related commercial use, e.g. water taxi service to Plymouth City.</p>	
Mrs D Softley SNDPD167	Resident			<p>We have an excellent post office and one general store. A surgery and</p>	Traffic	<p>Hooe Green</p> <p>Radford Park</p> <p>Jennycliff</p>	<p>Hooe Quarry should e protected - Kestrels and Red Kites</p>	<p>None</p>	<p>Hooe has grown considerably over the last 30 years. Traffic is now a problem. As it stands it is a good community in which to live. Further development would negate what we have now.</p>

				chemist would be useful.			breed. There are also Horseshoe Bats , orchids etc			
Mrs G Van der Hayden SNDPD171	I live in Hooe	No	Tidy around well Hooe Barn. Pavements and road potholes. The lake foreshore areas to be cleaned.	Adequate but outdated (Broadway). Make Broadway more exciting and people will want to shop there.	Downhill traffic much too fast, we have at least 3 dangerous hill areas here!	Hooe Green	Hooe Lake Quarry. It is about the only wildlife area left around Hooe Lake, now they want to build on it.		I strongly disagree with any development at Hooe Lake Quarry.	
Pat Constabel SNDPD178	Resident	Yes	Make more of the S.W coastal path	Adequate, except for the over crowded post office on the Broadway	Congestion on all roads leading in/out of Oreston towards Laira Bridge	Particularly T017 as it is under threat of being built on. This is a nature refugia which was part of a 106 agreement in mid 1990's for the Old Wharf development (Tay Homes)		Breakwater Road, with dredging, could this support a water taxi or park & ride. There seems room for car parking	The Oreston roads cannot support a mixed residential/commercial site (on the former Bostons boatyard adjoining T017 Nature Refugia) unless it is restricted to a small number of traffic movements, i.e. few houses & industrial activity.	
J Brighton SNDPD183	Resident	Yes	No direct mention of Hooe and Radford lakes which are so integral to the area	Adequate, Plymstock Broadway has great potential with excellent library/cafe. See no reason for further shopping	Green space including the waterfront and the lakes, this is why we come here to live and what gives the area its unique character. Traffic congestion especially in Oreston due to historic character, narrow roads, lack of kerbs etc.	TO17 - ongoing lack of clarity re nature refugia. TO15/TO18/TO19/TO25/TO16/TO22/TO23/TO21/TO13 - of particular concern, already devastated recent strimming and loss of wildlife habitat	Could Hooe and Radford lakes have special status, they seem to be overlooked by this consultation, these sites should be protected against further development	Park and ride		
Tim Brighton SNDPD184	Resident	Yes	No more residential development for Hooe Lake and Radford Lake areas, Oreston or Turnchapel	Generally sufficient. Plymstock Broadway local centre is fine. Pedestrian access to Morrisons at Pomphlett very poor/non existent	Traffic issues in Oreston. Will only be exacerbated by developments at Baylys Yard, Hooe Lake Quarry etc	TO17 - under threat from development. TO13 - under threat from development. TO15 - possible development of boat yard. TO25 - possible development of boat yard. TO16 - Radford Arboretum needs special protection.		TO17 - should be developed for marine uses not residential (Bayly's Yard)	Park and ride for east side of Laira Bridge	
AJ Skentelbery SNDPD202	Resident	Yes		More varied shops in a local centre.	Water Taxi Service - yes Breakwater Road - yes to marine related use. Pedestrian and cycle - reinstate bridge over Hooe Lake entrance as link for coastal path etc	All of importance and should be protected.	Protect countryside - yes to south of area. Protect and give encouragement to Marine related industry.	Hooe Lake Quarry - yes to residential development. RN Turnchapel - Yes to marine related commercial use (with better access along		

								Hooe Lake)		
Mr F.E Sharpe SNDPD309	Resident				Lack in swimming facilities at Hooe, lack in swimming facilities at Oreston, even school pool filled in			The toilets in Hooe near the green which closed years ago, should be repaired with new public toilets suggestion Hooe Barn, public toilets also required at Oreston	If housing gets planning permission for the quarry in Barton Road, Hooe, please could some 106 funding go towards a public swimming pool to serve both Plymstock wards. Another seat or two on Mount Batten brake water please	
Mr Brian Cheal SNDPD328	See attached comments									
Mr Christopher Harwood SNDPD240	resident	Yes	Waterfront areas also suffer from noise and unpleasant smells from Radford treatment works.		There should be more public free jetties where local people can commute using their own small boats. Rowing and sailing is esuriently, healthy and adds to general community. There should be a place at the barbican where people can tie up.  Remove Radford speed bumps.	Radford Arboretum, Radford Quarry, Hooe Green and Hooe Lake Quarry.		No - do not build high density small houses in such sensitive areas. Make it more upmarket		
Mr Frank Lake SNDPD243	Resident								I would like to make some observations and comments about the proposals of Barratt Homes redeveloping the above site.  On the 1st of March a work force moved in (Whether it was Barratts or council I do not know) and cut back the hedges and trees along Barton Rd.  They also cleared all the grass and shrubbery on the proposed site.  I didn't think this was allowed after the 28 of Feb , so as to protect birds and wild life , also as I understand there were a lot of rare plants in that area.  If your officials were to walk along Barton Rd they would see what a mess they made of cutting the greenery down.  I understand Barrettes are going to build about 250 houses on this site, So that means approx 250 cars will coming in and out of the site. Barton Rd is not good enough for this, neither is the junction on to the main road. It is blind as you pull out from it. This will also put more traffic onto the roads going in to the city.	

									<p>I also understand that there are fuel tanks in the area which would require removal, and also the MoD partly own the site.</p> <p>Will the Schools be able to take more Children?</p> <p>Is there enough work in the area for the extra people?</p> <p>Can the services cope?</p> <p>I understand that petitions are no longer accepted as people's views so can you accept this as a no to the proposal.</p>	
Barbara Mickley SNDPD268	Resident	No	More information needed on proposals. Disagree more development would support local services as schools, doctors, dentists, water supply and sewage is at capacity now.	Adequate for most necessities at Broadway. Local Oreston shops useful. Morrisons at Pomphlett and Elburton shopping area are useful.	Traffic and speed of vehicles, plus poor roads. Roads inadequate to any traffic increase. Protection of open spaces and footpaths in use for decades.	All! Symbols showed need naming! Greenscape strategy questionnaire completed in 2007.	Radford Quarry was to be securely fenced for nature reserve - now wide open!  Hooe quarry also important for wildlife.	No more in this area! Enough damage has been done! Infrastructure inadequate.	As protection plans for Mount Batten, Turnchapel and Hooe Lake have been cancelled it is important protection is guaranteed. No marina in Hooe Lake! Historical sites must be maintained i.e. Hooe Barn, Radford Castle and Radford ruins. Too much development proposed for Hooe Quarry. Better to concentrate on marine related firms .e.g. wooden and boat maintenance with little or no housing. More area left for flora and fauna. Bostons in Oreston should be the same. Roads not adequate for extra traffic. Nature reserve and hide at Radford dip should be more available. Footpaths in this area were put on the definitive map by Devon County, but this has failed to protect them! Coastal footpath needs completion by swing bridge across entrance to Hooe Lake to join Oreston with Turnchapel. Take notice of comments from residents! Object to continual comment about type of housing - people live here because this is the type of housing they want.	
Mr Peter Lenthall SNDPD270	Resident	Yes		Adequate for the population	Traffic. Increase in residential development without tackling the bottlenecks of the Morrison Roundabout and Laira Bridge.	TO17, TO18, TO19, TO22 AND TO25, with increasing residential development it is essential to retain green spaces and protect designated wildlife and nature.	All waterfront areas surrounding Hooe Lake.	<p>Baylys Boatyard - commercial/marine development only. As access through Oreston Village unsuitable for large residential development.</p> <p>RM Turnchapel - Marine related commercial use.</p> <p>Hooe Lake Quarry - Limited (150 houses) Residential development.</p>	<p>With the waterfront areas of Plymouth sound and surrounding rivers being taken up with houses and apartments it is essential to retain waterfront areas for marine/commercial development.</p> <p>Baylys Board yard and MR. Turnchapel are ideal locations for this type of development as they both have severe access problems for residential development.</p> <p>It is job opportunities that Oreston and Hooe require and these sites give opportunities for small marine and commercial businesses to be established.</p>	

Ms Louise Parker SNDPD302	Resident and Landlord	Yes		Adequate- Local shop curry house Chinese, paper shop, pasty shop and post office	Traffic, State of Roads, youth facilities, Sewage, Expensive bus service.	TO1 to TO7,TO14, TO15, TO16, TO25, TO27	Hooe Lake Quarry for protected species Bats plants and trees. Only green space not developed on the lake, no room for development.	Skateboard and BMX park in the car park area to TO8	Traffic in the area is already heavy. Getting into Plymouth is a nightmare. Traffic congestion.  Can take 45 minutes to get out of Plymstock.	
Mr Ray Fairchild Local Access Forum SNDPD340	Please see attached information including general points for consideration and specific issues for Plymstock and Higher Compton .									<a href="#">File Attached</a>
Mr Mick Parker SNDPD353	Resident and Landlord	Yes	But....opposed to new proposed development of Barratt Houses in Hooe Lake quarry.	Adequate in Plymstock, Hooe, but not Turnchapel.	Traffic (if new housing goes through) and general state of roads.  Not enough flats/rental properties  Sewerage Smells  Smells from fish 'factory in Cattewater  Bus services too expensive.	TO14 - Area of outstanding natural beauty  TO25 - Area of outstanding natural beauty  TO16 - Area of outstanding natural beauty  TO22 - Area of outstanding natural beauty  TO15 - Area of outstanding natural beauty  TO06 School recreational facilities	Hooe Lake Quarry - protected plans/animals. Quiet infrastructure only part of lake (outstanding natural beauty) not developed! Not enough infrastructure for development here in road/sewerage (in person lake foreshore)	Skateboard park/BMX next to existing park on Mountbatten green. TO10 or TO08.		