Local Development Framework
Policies and Objectives

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Core Strategy 2006 – 2021

Strategic Objective 1
Delivering Plymouth’s Strategic Role

To deliver a vision for Plymouth’s strategic role within the South West Region that will:

1. Be set firmly within the context of delivering ‘Urban Renaissance’ and Sustainable Communities, promoting an appropriate form of development that delivers sustainable linked communities by promoting an overall planned pattern of development and constraint that:
   • Works towards carbon neutrality by minimising energy consumption, providing for renewable energy, reducing the need to travel and providing for a range of quality sustainable transport alternatives.
   • Safeguards natural resources through limiting the use of greenfield sites, avoiding harming features of acknowledged importance and seeking new opportunities for enriching the city’s biodiversity.

2. Provide the means whereby Plymouth can realise its potential to accommodate higher rates of growth within the plan period and beyond, enabling the city to fulfil its potential as ‘the economic hub of the far South-West’, contributing to National, Regional and sub-regional prosperity.

3. Make provision for the period 2006-21, by allowing for the longer term higher growth levels of the emerging Regional Spatial Strategy, in a way that supports the city’s urban renaissance agenda.

4. Support the longer term growth of Plymouth, to create a city with over 300,000 people. In recognition of the fact that this aspiration can only realistically be achieved beyond the time period of this plan, the approach will be to:
   • Take a proactive approach to implementation by leading in the creation of appropriate delivery and partnership vehicles to enable a step change in the quality, intensity and pace of development within the city.
   • Use a Plan, Monitor and Manage approach to respond to changes in these anticipated levels of growth.
Strategic Objective 2
Delivering the City Vision

To see Plymouth established by 2021 as a city of truly international quality providing:

1. A city of choice, with a healthy, growing population, which is realising its potential as one of Europe’s finest waterfront cities.

2. Quality employment provision – supporting regeneration and diversification, enabling the city to realise its potential as the economic engine room of the far south west, spreading the benefits of investment to all.

3. A city of sustainable linked communities - where people enjoy living, and where the full range of local services and facilities is provided, helping to reduce the need to travel.

4. Exceptional shopping, cultural, education and health care facilities.

5 Sufficient housing to meet people’s needs – providing for a range, mix, type, and affordability of housing, in locations where people want to live.

6. Access for all to high quality natural environments and open space.

7. A transformed public transport network.

8. Improved communication links with the rest of the country and Europe.

9. An inclusive city where the gap between the more affluent areas and the city’s deprived neighbourhoods are substantially narrowed.

To manage this level of change in an environmentally sustainable way by avoiding / minimising or mitigating development pressure on the city’s natural and built environment, its existing utilities and associated infrastructure and areas at risk of flooding.
Strategic Objective 3
Delivering Sustainable Linked Communities

To develop sustainable linked communities throughout the city, by:-

1. Ensuring a sufficient size, scale and density, and the right layout to support basic amenities in the neighbourhood for people’s day to day lives.

2. Ensuring that new development minimises the use of resources (including land).

3. Ensuring that new development takes place where it can promote the effective and sustainable use of resources (including land and infrastructure).

4. Promoting a thriving mixed use centre for each community.

5. Promoting a well integrated mix of housing types and tenures to support a range of household sizes, ages and incomes to meet identified housing needs.

6. Promoting a fully accessible neighbourhood served by good public transport, walking and cycling and other transport infrastructure both within the community, as well as linking it to adjoining communities and the city as a whole.

7. Providing for a safe, accessible and healthy local environment, and for urban cooling with well designed public and green spaces.

8. Supporting and enhancing the quality of public services and amenity provision to meet the needs of all of the community, including provision of education and training opportunities, health care, community facilities, leisure and recreation.

9. Promoting a positive sense of place and identity for each neighbourhood.

Policy CS01
Development of Sustainable Linked Communities

The Council will improve the sustainability of the individual communities and neighbourhoods in the city through allocating sites for development and considering proposals for development in terms of the extent to which they:

1. Contribute to meeting the needs of the neighbourhood, helping to support a sustainable linked community.

2. Deliver development of an appropriate type, form, scale, mix and density in relation to its location relative to the neighbourhood’s centre.

3. Safeguard and capitalise on the local environment, including the need to deliver effective and sustainable use of resources.

4. Contribute to promoting a positive sense of place and identity.

5. Contribute to creating a well connected, accessible, inclusive and safe community.
Strategic Objective 4  
Delivering the Quality City

To capitalise on Plymouth’s unique natural and built heritage and create well designed, safe, vibrant, diverse, sustainable neighbourhoods by:

1. Promoting distinctive neighbourhoods.
2. Promoting a high quality mixed use City Centre.
3. Promoting development that contributes positively to the unique image of Plymouth, including where appropriate new landmark or tall buildings.
4. Promoting a highly accessible, safe, well connected city.
5. Promoting development that responds positively to the physical, social and economic context.
6. Promoting safe, secure and accessible streets and spaces.
7. Promoting attractive buildings that enrich the qualities of existing places and enhance the quality of new places.
8. Acknowledging the importance of the archaeological, historic and cultural heritage.
9. Improving accessibility throughout the city by ensuring that developments, including buildings, streets and public spaces, are accessible to all users.
Policy CS02
Design
New development should be well designed to respect the character, identity and context of Plymouth’s historic townscape and landscape and in particular Plymouth’s unique waterfront, its moorland setting and the settlement pattern.

New development should also:
1. Promote the image of the city, through enhancement of international, city and local gateway locations and key approach corridors.
2. Protect important local and longer-distance views.
3. Contribute positively to an area’s identity and heritage in terms of scale, density, layout and access.
4. Be flexible to respond to future social, technological and economic needs.
5. Be easy to get to and move through and around, providing recognisable routes, interchanges and landmarks that are well connected to public transport, community facilities and services of individual communities and neighbourhoods in the city.
6. Have public and private spaces that are safe, attractive, easily distinguished, accessible and complement the built form.
7. Incorporate car parking that is integrated with the existing public realm and other pedestrian and cycle routes.
8. Ensure a balanced mix of uses that work together and encourage sustainable living.
9. Provide active ground floor frontages where located in the City Centre, local or district centres.
10. Be accessible to all users.
11. Be safe, uncluttered, varied and attractive.

Policy CS03
Historic Environment
The Council will safeguard and where possible, enhance historic environment interests and the character and setting of areas of acknowledged importance, including scheduled ancient monuments, listed buildings (both statutory and locally listed), registered parks and gardens, conservation areas and archaeological remains.
Strategic Objective 5
Delivering Regeneration

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

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

Area Vision 1 - Devonport

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

The Council’s objectives to deliver this vision are:

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

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

The Council’s objectives to deliver this vision are:

1. To create a network of clearly identifiable, vibrant, well connected neighbourhoods each with their own unique character and identity, which fosters local pride.

2. To promote positive mixed use regeneration of disused and other under-used sites, including, where appropriate, tall buildings.

3. To create a quality Union Street with a range of uses that support the surrounding communities and helps to link together Millbay and Stonehouse.

4. To develop a stunning and high quality waterfront, where the public can enjoy the water and facilities located along the waters edge.

5. To create an attractive, vibrant and convenient link between Millbay and the City Centre.

6. To provide positive connections throughout the area and to neighbouring areas that are safe and convenient for pedestrians and cyclists and served by high quality public transport services.

7. To capitalise on the historic assets of the area such as the historic townscape and important historic buildings.

8. To provide a mix of uses in the area, with employment opportunities and business opportunities, local services, quality private and affordable housing and attractive places to socialise.

9. To provide a new office quarter for the city located in the area from Derry’s Cross to Millbay waterfront.

10. To encourage new marine based employment that will capitalise on the unique location and sustain and reinforce a long established tradition of water related jobs.
**Area Vision 3 - Plymouth City Centre**

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

The Council’s objectives to deliver this vision are:

1. To diversify the current functions of the City Centre to give it more life outside shopping hours, including intensification of residential, office, and cultural uses, including, where appropriate, the introduction of tall buildings.

2. To significantly intensify the central area to include taller buildings at key locations, and offer visitors and residents a 24-hour life.

3. To identify a central office core within the City Centre in conjunction with the redevelopment of Millbay.

4. To provide some quieter areas with enough activity at all times to make it feel safe.

5. To attract specialised shops, pubs, entertainment and culture.

6. To ensure connections with adjacent areas are strong, direct and meaningful.

7. To positively integrate and reinforce the role of the University and the Cultural Quarter as vibrant and strong parts of the City Centre.

8. To create a more urban environment in the University area through developments which give a better sense of enclosure to the streets.

9. To enrich the quality of the environment in the City Centre, so that the public areas are clean, safe, accessible and attractive.

10. To seek opportunities to create better pedestrian permeability north south through the City Centre blocks and ensure that new developments seek to improve the legibility of the City Centre so that everyone can easily find their way around.

11. To consider the heritage value of the City Centre and University areas as part of its regeneration.

12. To selectively introduce traffic back into parts of the City Centre.
**Area Vision 4 - The Hoe**

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

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

The Council’s objectives to deliver this vision are:

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

**Area Vision 5 - Sutton Harbour**

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

The Council’s objectives to deliver this vision are:

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

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

The Council’s objectives to deliver this vision are:

1. To deliver strategic transport solutions for the Eastern Corridor, ensuring that local priorities for transport and infrastructure improvements are also addressed as part of any scheme.
2. To promote comprehensive high-quality mixed-use sustainable regeneration including:
   • waterfront regeneration sites between Laira Bridge and Embankment Road.
   • sites in the vicinity of Faraday Mill Business Park.
   • key sites in East Coxside.
   • key sites relating to the East End Community Village.
3. To improve the quality and viability of residential environments (currently severed by major transport routes).
4. To promote public access to and enjoyment of the waterfront.
5. To maintain and enhance the commercial port of Cattedown and marine related employment.
6. To improve the quality of the existing housing stock to address issues of affordability as well as providing new affordable housing in the area.
7. To conserve and enhance the area’s natural and built historic environment assets.

Area Vision 7 - Central Park

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

The Council’s objectives to deliver this vision are:

1. To create a landmark regional Life Centre complex of high quality design and innovative technology.
2. To create a park with desirable, high quality, vibrant spaces that can be used by the whole Plymouth community whilst also safeguarding its value as an important wildlife corridor.
3. To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.
4. To provide high quality public and sustainable transport facilities serving the park and new facilities.
5. To improve and strengthen the relationship between the park and surrounding city in a sustainable manner.
6. To improve the range and quality of public facilities available to park users.
Area Vision 8 - North Plymstock and Minerals

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

The Council’s objectives to deliver this vision are:

1. To create a high quality sustainable new neighbourhood at Plymstock Quarry.
2. To contribute to creating a neighbourhood at Sherford that integrates effectively with the wider Plymouth urban area.
3. To create an integrated sustainable transport network including a High Quality Public Transport system (HQPT) serving new urban areas in the eastern corridor and the A38 Park and Ride, and to improve existing services in Plymstock.
4. To deliver a new countryside park which will form a key recreational focus to the city and region.
5. To provide a new high quality ‘eastern gateway’ into the city, with a strong sense of place and local distinctiveness particularly on key road and water frontages.
6. To safeguard mineral reserves to meet current and future needs of Plymouth and the South West.
7. To safeguard future waste management activities in the area.
8. To safeguard potential post 2021 development options.
Area Vision 9 - Derriford and Seaton

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

The Council’s objectives to deliver this vision are:

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

Area Vision 10 - Plymouth Sound and Estuaries

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

1. Protects the value and integrity of the Port of Plymouth, recognising its position as a unique asset to the area.
2. Delivers the conservation objectives for the Plymouth Sound and Estuaries European Marine Site.
3. Delivers opportunities for improved water transport linkages along the waterfront.
4. Acknowledges the port’s fundamental importance to the economy of the area, and the need to accommodate a wide range of uses/activities, including its role as a primary naval port and dockyard, its use by commercial shipping, commercial fishing, tourism, recreation and leisure.
Strategic Objective 6
Delivering the Economic Strategy

To set a spatial planning framework through the LDF that supports the Council’s Economic Strategy and Action Plan, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and wellbeing for all. This will be achieved through:

1. Supporting the competitiveness of Plymouth’s economy through protecting and enhancing the city’s unique assets, including its environment and heritage, enabling it to be successfully branded on the global economic stage.

2. Supporting the creation of a balanced, diversified and knowledge intensive business base by delivering a sufficient and appropriate range, mix and quality of employment land and premises, to provide for inward investment opportunities but with particular focus on indigenous growth, priority sectors, microbusinesses and small / medium enterprises. These may come about as part of mixed-use developments.

3. Building the sustainability of Plymouth’s communities through ensuring that opportunities for employment are provided within each neighbourhood, that accessibility to major employment locations is improved throughout the city, and that childcare facilities for working parents and carers are provided close to employment areas.

4. Developing Plymouth’s skills base and promoting economic inclusion through supporting investment in all kinds of learning infrastructure, together with promoting local labour and training on major construction projects.

5. Developing the concept of a bi-polar economy with strong and complementary centres of employment at the City Centre and Derriford.

6. Ensuring that developments support appropriate economic development initiatives within the city, consistent with the Plymouth Local Economic Strategy.
**Policy CS04**  
**Future Employment Provision**

The Council will support a step-change in the performance of Plymouth’s economy through:

1. Identifying in the Sustainable Neighbourhoods (Key Site Allocations) Development Plan Document and Area Action Plans a range of employment sites and premises that will provide the city’s contribution to achieving at least 40 hectares of new employment land in the Plymouth PUA between 2006-16, and a further 22 ha by 2021. This will accommodate both traditional employment uses (B1, B2, B8), as well as other priority economic growth sectors. Sites should be well located to public transport infrastructure. The new employment land should be identified in the following broad locations.

   **City Centre and Waterfront**

   2. Developing the City Centre’s role as the core location for new office development, with particular emphasis on the Derry’s Cross / Millbay area.

   3. Supporting the development of tourism, leisure and creative industries, with particular emphasis on the City Centre and Waterfront regeneration areas and the University area.

**Northern Corridor**

4. Safeguarding and supporting proposals to extend the strategic employment opportunities at Plymouth International Medical and Technology Park and Tamar Science Park, and to improve linkages between these sites and with Derriford Hospital.

5. Supporting proposals for new commercial development in the Derriford area to the extent that it is complementary to the primary role of the City Centre as a regional hub, such that the Derriford area is enabled to become Plymouth’s secondary office location. Proposals should contribute to the delivery of high quality public transport links between Derriford and the City Centre.

**General Provisions**

6. Supporting the future expansion or redevelopment of military establishments for operational purposes.

7. Supporting the development of Plymouth’s learning infrastructure such that it adds greater value to the city’s economic development.

8. Supporting the provision of childcare facilities close to places of employment.

9. Promoting local labour agreements with developers to enable local people in deprived communities to secure employment and skills development.

10. Identifying in the other Development Plan Documents, locations suitable for relocation of ‘bad neighbour uses’ in order to facilitate urban regeneration.
Policy CS05
Development of Existing Sites

Development of sites with existing employment uses for alternative purposes will be permitted where there are clear environmental, regeneration and sustainable community benefits from the proposal. In making this assessment the Council will consider the following:

1. Whether the proposal would result in the loss of a viable employment site necessary to meet the area’s current or longer term economic development needs, taking into account the overall level of provision indicated by Policy CS04.

2. Whether the site is in an appropriate location for, or suited to, the needs of the city’s priority economic sectors.

3. In relation to existing tourist infrastructure, including tourist accommodation, whether the loss of the use would significantly harm the city’s tourist and visitor offer.

4. In relation to marine employment sites, that priority will be given to safeguarding the site for marine industrial uses that genuinely require a waterfront location.

5. Whether the neighbourhood within which the site is located already has a good range of employment opportunities available for local people, or the proposal will deliver a mixed use development which continues to provide for a good range of local employment opportunities.
Strategic Objective 7
Delivering Adequate Shopping Provision

To promote new shopping development which contributes positively to delivering Plymouth’s vision for sustainable high quality growth, making Plymouth a city of sustainable linked communities. This will be achieved by:

1. Meeting demonstrated shopping need, including the needs of disadvantaged communities and of a growing Plymouth population, through provision of a full range of shopping facilities.

2. Maintaining and enhancing the City Centre’s role as a major shopping destination through encouraging proposals that increase the quality and range of shopping, and that create a comfortable, safe, attractive and accessible shopping environment.

3. Protecting the primary retailing role of the City Centre within the context of a mixed use centre with complementary housing, office, cultural and leisure provision.

4. Strengthening district and local centres by encouraging a range of facilities and uses, consistent with the scale and function of the centre, to meet people’s day-to-day needs, while preserving the predominance of A1 uses.

5. Remedying identified food shopping deficiencies in western Plymouth in the early part of the plan period, with a new store in the Weston Mill area as part of a new district centre. The specific proposal will need to provide a qualitatively different offer to what is already available in St Budeaux district centre, and must help deliver the sustainable community objectives of the Core Strategy.

6. Promoting a district centre at Derriford in order to remedy an identified gap in the spatial distribution of food shopping in the city, and as a key component of the creation of a new sustainable neighbourhood, supporting the existing employment, health and residential uses and providing a new focus in the north of Plymouth.

7. Promoting the sustainability of new major developments in Plymouth, particularly at Millbay and Plymstock Quarry, through the provision of shopping provision sufficient to meet local needs and – in the case of Millbay – the needs of visitors and tourists.

8. Facilitating implementation of the Eastern Corridor transport proposals and regeneration in the East End through redeveloping the existing Friary retail park and provision of an alternative consolidated retail warehouse location on the Laira Embankment as part of a wider mixed use regeneration package.

9. Reappraising on at least a 5 yearly basis the need and potential for shopping development in Plymouth having regard to the actual population change achieved and revised population (and other) growth forecasts.

Policy CS06
City Centre

The Council will support the development of the City Centre’s role as the primary comparison shopping retail destination of the sub-region and as a regional shopping centre. New development should make a positive contribution to improving the Centre’s viability and vitality, support the creation of a comfortable, safe, attractive and accessible shopping environment, and improve both the overall mix of land uses in the Centre and its connectivity to adjoining areas.
Policy CS07  
Plymouth Retail Hierarchy

New centres will be created in the following locations.

District Centres:

1. In the Derriford area. To provide a new heart for the north of Plymouth and support the area’s existing and proposed residential, commercial and health sector communities. It will include a major foodstore, with complementary comparison goods shopping, residential, office, leisure and food and drink uses, and a public transport interchange on the proposed High Quality Public Transport network for the city. It will be developed such that it can grow to play a wider role in Plymouth, but only when it is demonstrated through detailed impact assessment that further development will not undermine the regional shopping role of the City Centre and indeed that such development will deliver major economic benefits to the entire city.

2. In the Weston Mill area. To include a new medium sized foodstore with complementary comparison goods shopping as part of mixed use centre with education, leisure, community and residential uses. It will be well related to the public transport network. Any proposals should be accompanied by a detailed analysis of the effects of the new food store on existing nearby centres.

Local Centres:

3. Devonport. To support the regeneration of the Devonport area, and help to create a new sustainable linked community using the opportunity created by the release of MoD land.

4. Millbay. To support the creation of a new sustainable linked community in the Millbay area and the promotion of tourism and leisure.

5. Plymstock Quarry. To support the creation of a major new neighbourhood of the city.

Retail parks:

6. Laira Embankment area. To deliver a new retail destination of appropriate scale, quality and accessibility, which delivers improvements to this city gateway location and to enables the delivery of strategic transport measures on Plymouth’s eastern corridor. This will be part of a wider mixed use regeneration initiative for the East End. The development will involve the closure of the existing Friary retail park and the abandonment of existing retail warehousing planning consents in the Laira Bridge area.

Changes to existing centres are as follows:

a. Crownhill district centre to be reclassified as a local centre with immediate effect.

b. Marlborough Street local centre Devonport to be allowed to change alongside development of the new Devonport local centre through a reduction in its overall retail provision, whilst retaining some element of local provision for the immediate community.
Policy CS08
Retail Development Considerations

The Council will enable the enhancement of consumer choice and strengthening of the vitality, viability and accessibility of the district / local centres by supporting new retail development which:

1. Supports the delivery of the spatial planning vision and strategy as set out in this Core Strategy.
2. In relation to development on the edge of district or local centres, or at out-of-centre locations, meets a proven need.
3. Is appropriate in scale and function to its location.
4. Is fully integrated with the existing shopping area, except in the case of new centres where these are proposed.
5. Complies with the sequential approach to site selection, which prioritises development in existing centres, then edge-of-centre sites, and only then out-of-centre sites which are accessible by a choice of means of transport.
6. Will not have an unacceptable adverse impact, including cumulative impact, on the vitality and viability of the City Centre and surrounding district and local centres.
7. Helps maintain and develop the range of shops to meet the needs of the local community within the centre.

Policy CS09
Marsh Mills Retail Parks

The Council recognises the role and function that the retail parks in the Marsh Mills area of the city occupy in the retail hierarchy. Whilst proposals for new development will initially be subject to the other retail policies of the plan, the Council will also take into account the potential for these proposals to enhance recognised shortcomings in the provision at Marsh Mills. These include the appearance of the parks, landscaping, access and egress, and accessibility by modes of transport other than the car.

Policy CS10
Changes of Use in the City Centre

The change of use of A1 retail premises within the City Centre will be permitted where this would not harm the vitality and viability of the Centre as a whole. In this respect, proposals within primary frontages will be considered particularly carefully, and there will be a presumption against the loss of A1 retail units in prominent locations, corner units or those with long frontages. Regard will also be had to the balance of uses within individual frontages, and primary and secondary areas as a whole.
Policy CS11
Changes of Use in District and Local Centres

Within District and Local Centres the change of use of ground floor retail premises (A1) will be permitted provided that:

1. The primary function of the centre is maintained.
2. The proposed use provides a complementary role to the retailing function of the centre.
3. It would not result in a harmful over concentration of non A1 retail uses within a frontage or within the centre as a whole.
4. The development helps people meet their day-to-day needs within the local community.

Strategic Objective 8
Delivering Cultural / Leisure Facilities and the evening /night-time economy

To facilitate the creation of Plymouth as a vibrant waterfront city with a thriving cultural and leisure sector and a diverse, safe, balanced and socially inclusive evening / night economy. This will be achieved by:

1. Establishing and promoting one or more sustainable cultural quarters as centres for arts, culture and entertainment for the city.
2. Promoting the waterfront regeneration areas as locations for leisure, culture and entertainment amenities.
3. Promoting the development of the Life Centre at Central Park.
4. Promoting local culture and leisure venues in other parts of the city to enhance local provision.
5. Promoting the development of a balanced evening / night-time economy within the City Centre and waterfront regeneration areas.
Policy CS12
Cultural / Leisure Development Considerations

To enhance the city’s cultural / leisure offer by promoting the development of cultural / leisure clusters in the following locations:

1. The City Centre (focused on the University and North Hill area).
2. The waterfront areas (focused on the regeneration areas of Millbay and Devonport and the Barbican).
3. Central Park (the Life Centre).

Developments should be of a high quality design, add to Plymouth’s vibrancy and contribute to the sustainable regeneration of the city.

Cultural / leisure uses will be permitted in District Centres as long as they are of an appropriate scale and will contribute to the creation of sustainable, linked communities.

The loss of leisure, arts or cultural facilities will be permitted only where there are overriding regeneration or community benefits from such a development, in which case consideration must be given to the replacement of the facilities elsewhere.

Policy CS13
Evening / Night-time Economy Uses

To encourage evening / night time economy uses that contribute to the vitality of the City Centre and waterfront areas and that support the creation of a safe, balanced and socially inclusive evening / night time economy, subject to the following considerations:

1. Cumulative impact - in areas where there is already a concentration of bars and pubs (A4 uses) and night clubs and where there are existing unacceptable problems of disorder and nuisance arising from them, there will be a presumption against further large scale facilities.
2. Complementarity - the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
3. Balance – new uses should support the creation of a balanced provision of evening / night-time uses.
Strategic Objective 9
Delivering Educational Improvements

To set a spatial planning framework that supports improvements in education to enable everyone to share in Plymouth’s growing prosperity. This will be achieved by:

1. Supporting the development of new Children’s Centres to improve the quality of childcare provision in the city.
2. Supporting the School Implementation Plan in a way that contributes to the creation of sustainable, linked communities.
3. Planning for new education provision in the long term in response to anticipated population growth, including the safeguarding of key sites as appropriate.
4. Supporting the enhancement of the city’s higher education establishments so as to improve the quality of teaching, learning and research in Plymouth.

Policy CS14
New Education Facilities

Development of pre school, school or further / higher education facilities should be:

1. Well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes.
2. Include, where appropriate, provision for community use in addition to their educational use.

Proposals for the redevelopment of redundant educational sites should support the creation of sustainable, linked communities including the need to protect the city’s open spaces and playing pitches.
Strategic Objective 10  
**Delivering Adequate Housing Supply**

To ensure that everyone has access to a decent and safe home within a quality living environment. This will be achieved through:

1. Prioritising locations for development that will best contribute to building sustainable, linked, mixed-use / balanced communities and support the city’s regeneration.

2. Prioritising the use of previously developed land, vacant or underused buildings (including homes over shops), and promote the highest density of development compatible with the creation of an attractive living environment.

Ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations, which meets the needs of Plymouth residents, including affordable and special housing needs, and provides for appropriate levels of amenity.

Controlling the sub-division of small family dwellings and changes of use to houses in multiple occupation.

5. Providing decent and appropriate sites for gypsy and traveller accommodation.

6. Ensuring that at least a five year supply of housing land is available for development.

7. Utilising the Council’s Compulsory Purchase Order powers to ensure delivery of housing supply in accordance with the housing trajectory.

8. Using a Plan, Monitor and Manage approach to ensure an adequate and appropriate supply of housing.
**Policy CS15**  
**Overall Housing Provision**

At least 10,000 new dwellings will be built in the plan area by 2016 and at least 17,250 by 2021, of which at least 3,300 will be affordable being delivered through the planning system. They will include a mix of dwelling types, size and tenure, to meet the needs of Plymouth’s current and future population. In relation to private sector developments on qualifying developments of 15 dwellings or more, at least 30% of the total number of dwellings should be affordable homes, to be provided on site without public grant (subject to viability assessment). In addition:

1. Affordable housing development will:
   • be indistinguishable from other development on the site
   • reflect the type and size of the development as a whole
   • incorporate a mix of tenures including social rented accommodation.

2. Off site provision or commuted payments for affordable housing will be acceptable provided it is robustly justified and contributes to the creation of balanced, mixed and sustainable communities.

3. Conversions of existing properties into flats or houses in multiple occupation will be permitted only where the gross floor area of the property is more than 115 sq.m., where the accommodation provided is of a decent standard, and where it will not harm the character of the area having regard to the existing number of converted and non-family dwellings in the vicinity.

4. 20% of the new dwellings will be built to “Lifetime homes” standard.

5. All new dwellings must be of sufficient size to provide satisfactory levels of amenity for future occupiers and respect the privacy and amenity of existing occupiers.

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**Policy CS16**  
**Spatial Distribution of Housing Sites**

To allocate sites for development of new dwellings in accordance with sustainable development principles, including:

1. giving priority to development on previously-developed sites. At least 80% of the city’s housing provision to be delivered on previously developed land.

The priority locations for new dwellings within the city are:

1. The City Centre / Waterfront regeneration area (approximately 4,000 new dwellings by 2021).

2. The North Plymstock area (approximately 2,500 new dwellings by 2021).

3. The Derriford /northern corridor area (approximately 3,500 new dwellings by 2021).

Greenfield development will only be permitted where this is acceptable in terms of its impact on the city’s green space resource and the proposal can demonstrate that it makes a significant contribution to building sustainable linked communities.
Policy CS17
Gypsy and Traveller Sites
Sites will be identified to meet the demand for approximately 50 gypsy and traveller pitches in the plan period. The following considerations will be taken into account in the determination of locations for gypsy and traveller sites:

1. Safe and convenient vehicular and pedestrian access to the site should be provided.
2. The site must be large enough to provide for adequate on site facilities for parking, storage, play and residential amenity.
3. The site should be well located on the highway network.
4. Safe and convenient access to schools and local facilities
5. The site should not be detrimental to amenities of adjacent occupiers.
6. Adequate levels of privacy and residential amenity for occupiers should be provided.

Strategic Objective 11
Delivering a Sustainable Environment
To set a spatial planning framework through the LDF that supports the City Strategy goal to maintain a clean and sustainable environment, which benefits social and economic well-being. This will be through:

1. Safeguarding, enhancing, and promoting access to Plymouth’s green spaces and coastal environments that are of strategic importance in terms of defining the city’s character, supporting biodiversity, recreation and other benefits.
2. Safeguarding, enhancing and promoting access to green spaces that are of importance to the creation of sustainable linked communities.
3. Conserving and enhancing biodiversity having particular regard to the maintenance, restoration and recreation of priority habitats and species.
4. Reducing the consumption of non-renewable sources e.g. fossil fuels, land, soil, and minerals in line with national and regional targets.
5. Promoting renewable energy and address the causes and potential impacts of climate change.
6. Minimising the loss of greenspace, ensuring that where greenspace is developed it achieves more significant sustainable development benefits relative to the function and importance of the greenspace.
7. Protecting people and the environment from pollution.
8. Managing flood risk in a sustainable manner consistent with other spatial planning objectives.
9. Supporting or engaging in partnerships with government agencies, neighbouring authorities and the voluntary sector that deliver an integrated approach to sustainable coastal and urban fringe planning.
**Policy CS18**

**Plymouth’s Green Space**

The Council will protect and support a diverse and multi-functional network of green space and waterscape, through:

1. Identifying in the Site Allocations Development Plan Document and Area Action Plans a network of strategically and locally important Greenscape Areas. Development on or adjacent to these Greenscape Areas will not be permitted where it would result in unacceptable conflict with the function(s) or characteristics of that area.

2. Requiring development proposals to improve the quality and quantity of accessible green space, where appropriate.

3. Requiring development proposals to address local deficiencies in accessible green space, where appropriate.

4. Using its planning powers to safeguard important trees and hedgerows, and to secure provision for soft landscaping where appropriate as part of development.

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**Policy CS19**

**Wildlife**

The Council will promote effective stewardship of the city’s wildlife through:

1. Safeguarding national and international protected sites for nature conservation from inappropriate development.

2. Appropriate consideration being given to European and nationally protected and important species.

3. Maintaining a citywide network of local wildlife sites and wildlife corridors, links and stepping stones between areas of natural green space.

4. Ensuring that development retains, protects and enhances features of biological or geological interest, and provides for the appropriate management of these features.

5. Ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.

6. Supporting wildlife enhancements which contribute to the habitat restoration targets set out in the South West Nature Map and in National, Regional and Local Biodiversity Action Plans.
Policy CS20
Sustainable Resource Use
The Council will actively promote development which utilises natural resources in as an efficient and sustainable a way as possible. This will include:

1. Meeting high water efficiency standards, and incorporating new technologies to recycle and conserve water resources.

2. Promoting the use of Sustainable Urban Drainage Schemes.

3. Requiring all proposals for non-residential developments exceeding 1,000 square metres of gross floorspace, and new residential developments comprising 10 or more units (whether new build or conversion) to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016.

4. Ensuring building design reduces energy consumption by appropriate methods such as high standards of insulation, avoiding development in areas subject to significant effects from shadow, wind and frost, using natural lighting and ventilation, capturing the sun’s heat, where appropriate.

5. Supporting development that minimises the consumption and extraction of minerals by making the greatest possible reuse or recycling of materials in new construction, and by making best use of existing buildings and infrastructure.

6. Supporting development that seeks to minimise waste and facilitates recycling.

7. Ensuring that development and land use in the ‘coastal zone’ responds appropriately to the character of the particular type of coast, in the interests of preserving and making best use of this limited resource.

Policy CS21
Flood Risk
The Council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk based sequential approach to determining the suitability of land for development. Development in high risk flood areas will only be permitted where it meets the following prerequisites:

1. It can be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk.

2. The development should be on previously developed land; if not, there must be no reasonable alternative sites on developable previously developed land.

3. A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere.

In addition development will be required to incorporate Sustainable Urban Drainage Systems (SUDS) to manage surface water drainage. The Council will also seek to reduce the increase in flood risk due to climate change through measures to reduce carbon dioxide emissions.
Policy CS22
Pollution
To protect people and the environment from unsafe, unhealthy and polluted environments through:
1. Ensuring development proposals will be refused which cause unacceptable noise, nuisance or light pollution.
2. Ensuring development causes no unacceptable impact on water or air quality.

Strategic Objective 12
Delivering Future Mineral Resources
To deliver an appropriate balance between the need to safeguard the long term supply of minerals and delivery of strategically important development in the eastern corridor, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and well-being for all. This will be achieved through:
1. Safeguarding the continued extraction and processing of mineral resources from existing permitted quarries.
2. Safeguarding mineral reserves for future extraction in a manner which supports the sustainable development objectives of the city and sub-region, notably the development of the new community at Sherford and its longer term potential extension back towards the city.
3. Balancing the impacts of mineral extraction with environmental protection and amenity of adjoining occupiers of land and buildings.
4. Reducing the consumption of non-renewable mineral resources by encouraging reuse and recycling of construction and demolition waste.

Policy CS23
Safeguarding Mineral Resources
The Council will safeguard mineral resources in North Plymstock from other forms of development that would prejudice future mineral development. In order to do so the North Plymstock (including Minerals) Area Action Plan shall identify a Mineral Resource Safeguarding Area to include Hazeldene Quarry and land to its north. This shall include a buffer zone, which may extend beyond the limit of the known viable reserve, to safeguard future extraction of the limestone reserve.

Minerals development within a buffer zone will not be permitted where it would adversely affect the amenities enjoyed by existing or future occupiers and users of nearby dwellings and buildings, or other adverse impact on significant natural or historic features.

Non-mineral development which would be sensitive to mineral extraction, its subsequent processing, and result in the permanent sterilisation of limestone will be resisted within the Mineral Safeguarding Area.

Non-mineral development in the buffer zone will not be permitted where it would adversely effect existing mineral extraction or possible future mineral development.
Policy CS24
Mineral Development

Applications for mineral extraction in the Mineral Safeguarding Area will be permitted, provided that:

1. The extent of the proposal is satisfactory in relation to the mineral buffer zone and need to protect the amenity of existing occupiers adjoining land and buildings and the future development and use of adjoining land.

2. The development demonstrates that, through its design and operation, it integrates with the planned development of the new community at Sherford.

3. The development provides an environmental bund to protect the occupiers of adjoining land from the physical and visual impact arising from mineral extraction. The environmental bund should also provide for a recreation cycle and footpath to link public open space at the new community with recreational land and routes in the vicinity of Saltram.

4. The method, monitoring and phases of the development are acceptable in relation to its environmental impact.

5. There are no unacceptable adverse impacts arising from the development upon interests of acknowledged importance, which can’t otherwise reasonably be compensated for or mitigated against.

6. There are demonstrable benefits of the development for the local economy and to the sustainable development and growth of the city.

7. There are satisfactory after care and restoration proposals.

8. The transport impacts are satisfactorily managed.

9. Assessment demonstrates that there will not be an unacceptable impact upon the water environment, with particular regard to protection of ground water resources and flood risk.

10. The development provides for submission of an Environmental Statement at review periods and a methodology to respond to any unforeseen and significantly detrimental environmental impacts arising from mineral extraction.
Strategic Objective 13
Delivering Sustainable Waste Management

To establish a spatial planning framework in the LDF that supports the Regional and Council’s Municipal Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities. This will be achieved through:

1. Supporting and encouraging waste minimisation, particularly during construction, and during the life and use of buildings.

2. Supporting and encouraging re-use, recycling and composting of waste, by:
   a) Providing for recycling in new developments.
   b) Ensuring development can be served by appropriate waste collection methods to support recycling systems.
   c) Providing for land to accommodate re-use and recycling processes and facilities.

3. Allocating sufficient and appropriate land within the city that is capable of accommodating a range of strategic waste management and treatment facilities. Providing sufficient capacity to meet Plymouth’s needs and, if possible, additional capacity to manage and treat waste from adjoining areas.

4. Providing a positive planning framework to support the accommodation of sustainable commercial and industrial waste management facilities. Providing local waste management facilities, either on strategic waste management sites or at a range of other smaller sites.

5. Providing a positive planning policy framework that enables sustainable waste-related development, which will have an acceptable impact on local and global environmental quality.
Policy CS25
Provision for Waste Management
The Council will facilitate the provision of new or enhanced waste management and treatment facilities, of sufficient capacity to manage waste arising in the city, and potentially from adjoining areas, through the allocation of sufficient land for strategic and local waste management and treatment infrastructure. This will consist of:

1. A range of sites to accommodate Strategic Waste Management and Treatment infrastructure of sufficient capacity to manage and treat the municipal, commercial and industrial, and construction / demolition waste arising in Plymouth and adjoining areas. The combination of sites would be expected to be able to accommodate a range of waste management and treatment facilities and technologies, including: recycling and composting; bulk waste transfer; and treatment of waste by mechanical, biological and thermal (with energy recovery) methods, but not disposal by landfill.

The allocation of such sites in the Waste DPD should explore potential in the following general areas:

1. Coypool
2. Chelson Meadow (existing waste management facility)
3. Moorcroft Quarry
4. Prince Rock
5. Land west of Ernesettle

2. A range of small sites of up to 1 ha each which can accommodate commercial and industrial or municipal waste transfer, recycling and recovery facilities.

3. Local civic amenity site(s), each of in the region of 0.5 to 1 ha of land, to serve the north of the city and Plympton.

4. Enhancement of the existing Weston Mill Civic Amenity Site or development of a new site of in the region of 0.5 to 1 hectares, to serve the western part of the city.

Priority will be given in the allocation of sites and the consideration of planning applications to previously developed or existing industrial sites.
Policy CS26
Sustainable Waste Management

The Council will promote sustainable waste management by:

1. Promoting waste minimisation through the provision of waste audits for major developments.

2. Requiring the integration of facilities for waste minimisation, re-use, recycling and composting in association with the planning, construction and occupation of new development.

3. Establishing a planning policy framework for the control of waste management development that identifies suitable locations for such development. Providing guidance on minimising potential social, environmental and economic impacts that are likely to arise in the development of waste infrastructure.

4. Working with neighbouring authorities and the South West Regional Assembly to identify and promote the provision of appropriate waste management, treatment and disposal sites on the edge of, or close to, the city in their waste development plans.
## Strategic Objective 14
### Delivering Sustainable Transport

To reduce the need to travel and deliver a sustainable transport network that supports Plymouth’s long term growth, improves its connectivity with the rest of the UK, Europe and beyond, and provides an improved environment and a high quality of life for the city’s communities. This will be achieved through:

1. Supporting new investment in strategic public transport infrastructure, including bus, coach, rail, sea and air transport.

2. Supporting new investment in sea and rail freight infrastructure, including the safeguarding of key sites.

3. Supporting the development of infrastructure for telecommunications and information technology - but in the context of a coordinated approach to provision that takes account of the impact on the environment and public health.

4. Improving accessibility and social inclusion through providing for a compact city of sustainable linked communities, which have a range of services and facilities, and which are well connected to major employment and service destinations in the city.

5. Reducing the rate of growth of traffic congestion through promoting modal shift to sustainable transport methods, implementing effective demand management, and ensuring that development takes place in locations which are accessible by a range of transport modes.

6. Improving road safety, by delivering appropriate infrastructure improvements with new development.

7. Improving the environment and quality of life through transport infrastructure improvements and applying policies to ensure developments include measures to address the adverse impacts of traffic.

8. Delivering an integrated sustainable transport programme for the city, focused on a network of High Quality Public Transport (HQPT) routes linked to strategic park and ride sites.

9. Promoting walking and cycling as a major mode of travel in the city and in support of community, health and tourism objectives.
Policy CS27
Supporting Strategic Infrastructure Proposals

The Council will support strategic infrastructure proposals to enhance Plymouth’s connectivity with other parts of the region, the country and Europe by air, water, rail, road and information technology. In particular it will support, subject to environmental impact assessment where appropriate:

1. The construction of an HQPT network to serve the whole city, including:
   • Eastern Corridor: Deep Lane Park and Ride to City Centre
   • Eastern Corridor: Deep Lane Park and Ride to Derriford
   • Northern Corridor: George Junction Park and Ride to City Centre
   • Western Corridor: potential Western Park and Ride site to City Centre
   • Integrated links to local transport modes and services
   • High quality passenger transport interchanges on all routes
   • High quality buses delivered through Bus Quality Partnership Agreements

2. Infrastructure improvements at Plymouth City Airport, enabling it to meet a fuller range of business and leisure needs, including:
   • Extending the main runway by 48 metres to enable the next generation of turbo prop aircraft to use the airport.
   • Decommissioning of the shorter runway.
   • Increasing the size of the airport’s apron to allow more aircraft to park.
   • Extending the passenger terminal buildings.
   • Relocating the maintenance hanger and engine testing area (which should be built to high standard for noise attenuation).
   • Releasing surplus land for development, to help finance infrastructure improvements.

3. Further development of facilities to support Plymouth port, including improved rail freight infrastructure and a rail freight interchange at Tavistock Junction.

4. Redevelopment of Plymouth railway station as part of a wider package of measures to transform this gateway into the city and improve the connections between the station and the City Centre and the proposed Life Centre at Central Park, as well as other rail initiatives (e.g. Tamar Valley Line, Inter City Improvements).

5. Development of a new coach station for Plymouth within the City Centre, to improve passenger facilities and pedestrian links to the Barbican, Hoe and the retail core as part of this important gateway into the city.

Policy CS28
Local Transport Considerations

The Council will develop and promote a high quality and sustainable transport system for the city and reduce the need to travel through spatial planning and design, including the following elements:

1. Improving accessibility. New commercial development, which generates significant demand for travel, should be provided in locations well served by a variety of modes of travel, including public transport. Higher density of development will be expected to be provided near to public transport interchanges and the High Quality Public Transport network.

2. Ensuring that sustainable and safe transport provision is dealt with comprehensively in development. Development should where appropriate:
   • contribute to improved public transport provision and the development of new interchanges on the High Quality Public Transport network
   • support safe and convenient pedestrian, cycling and road traffic movement
   • provide proactive facilities and measures to support sustainable transport modes
   • contribute to the progressive introduction of network management technology, to maximise existing and future capacity and investment across all transport modes – and to reduce congestion and delay for the benefit of business and domestic travellers alike.
   • actively promote green travel plans.

3. Safeguarding land for strategic transport infrastructure. Development will not be permitted where this is prejudicial to the Council’s strategy of developing a High Quality Public Transport Network for the city, or for other strategic transport measures (for example, the development of rail freight). Land to be safeguarded will be identified in Area Action Plans, the Site Allocations Development Plan Document or other Local Development Documents as appropriate.

4. Demand management. Development proposals will be assessed in relation to car parking standards set out in the Council’s Car Parking Strategy. These set a maximum level of provision for different types of proposal. These standards will be applied within the context of the capacity of the local road network and the need to promote the city for economic development, support shopping areas, safeguard residential amenity and ensure highway safety.

5. Promoting water transport. Development of new water transport infrastructure will be supported, particularly where this contributes to wider tourism or transport objectives.

6. Promoting walking and cycling. Development of a network of safe walking and cycling routes will be promoted (including the SW Coastal Path and National Cycle Network), connecting to transport interchanges, linking communities and recreational areas in the city and beyond. Minimum cycle parking standards will be applied to ensure that new development provides adequate provision for cycling as a sustainable mode of travel.

7. Physical accessibility. Development should contribute to improving accessibility throughout the city by ensuring that new developments, including buildings, streets and public spaces, are designed to be safe and accessible to all users.
**Policy CS29  
Telecommunications**

The Council will support development which improves the city’s telecommunications infrastructure where:

1. All opportunities for mast sharing and the siting of apparatus on tall buildings have been fully explored, and its siting is to be undertaken sensitively.

2. The application is submitted with a certificate which confirms that the proposal complies with ICNIRP guidelines.

3. The proposal has an acceptable visual impact, with where appropriate, mitigation through design, siting and landscaping.

4. Provision is made for the removal of the equipment when it is redundant.

The Council will seek the installation of existing and emerging telecommunications technology in new residential development, to improve the connectivity of the population of the city and to foster a culture of working from home.

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**Strategic Objective 15  
Delivering Community Well-being**

To set a spatial planning framework for the improvement of the city’s community health, safety and wellbeing for everyone. This will be achieved through:

1. Protecting and improving the city’s sport and leisure facilities through supporting the implementation of the city’s Sports Plan 2020, the Sports Facilities Strategy and the Playing Pitch Strategy so as to promote healthy and active lifestyles.

2. Development of the Life Centre at Central Park.

3. Safeguarding and improving the diverse leisure and recreation needs of the whole community.

4. Protecting and enhancing the city’s parks and open spaces as amenity and recreation spaces by supporting the implementation of the city’s Green Space Strategy.

5. Improving the city’s healthcare facilities by supporting the implementation of the Vanguard Health Project, the LIFT initiative, other GP-led initiatives and the Peninsula Dental School.

6. Safeguarding and providing for other key community infrastructure, including community meeting places and places of worship.

7. Ensuring that the potential health impacts of development are identified and addressed at an early stage in the planning process.

8. Making Plymouth a safer place by requiring new development to incorporate good design that will help to reduce crime and the fear of crime, avoiding gated communities.
**Policy CS30**

**Sport, Recreation and Children’s Play Facilities**

To enhance the city’s sport and recreation facilities by delivering major new facilities at the following locations:

1. Central Park Life Centre – which will be an outstanding venue for sport, active recreation, health, arts, education and the environment.

2. Manadon – continuing improvements to football and cricket pitch facilities.

3. Devonport Brickfields – new rugby, athletics and community sports facilities.

New residential development will be required to make appropriate provision for sport, recreation, open space and children’s play to meet the needs of the development.

Development proposals for new sport, recreation and children’s play facilities, or for the enhancement / replacement of existing facilities, will be permitted provided that:

a. There is no demonstrable harm from noise, lighting, transport or environmental impacts.

b. The development contributes to meeting identified shortfalls in provision or to enhancing the quality of provision of sport / leisure facilities.

c. The development is accessible by sustainable transport modes.

d. Where appropriate, the development contributes to wider open space objectives.

There will be a presumption against any development that involves the loss of a sport, recreation or play facility except where it can be demonstrated that there is currently an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development.

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**Policy CS31**

**Health Care Provision**

To improve the health of the city through requiring all major development proposals to be subject to Health Impact Assessment, and through the development of new and enhanced health care facilities in the following general locations:

1. Mount Gould – Local Care Centre.

2. East End – Primary Care Centre and GP surgery.

3. Derriford – Vanguard Health Project and the Peninsula Dental School community surgery.

4. Devonport – Peninsula Dental School community surgery.

Proposals for new health care facilities should be well related to public transport infrastructure, and should provide high standards of accessibility to all sectors of the community.

Proposals involving the loss of health care facilities will be permitted only where adequate alternative provision is made to meet the needs of the community served by the facility.
Policy CS32
Designing Out Crime
To reduce opportunities for crime and the fear of crime by requiring all new development to incorporate good design principles, including:
1. Providing places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
2. Providing adequate natural surveillance (overlooking) of adjacent streets and spaces.
3. Ensuring that all new developments are designed to make crime difficult to commit by increasing the risk of detection.
4. Creating a sense of ownership by providing a clear definition between public and private spaces.
5. Promoting activity that is appropriate to the area, providing convenient access and movement routes.
6. Providing where necessary for well designed security features.
7. Providing places that are designed with management and maintenance in mind, to discourage crime in the present and the future.
8. Avoiding the creation of gated communities.

Policy CS33
Community Benefits / Planning Obligations
Where needs arise directly as a result of development, the Council will seek to secure planning obligations or agreements pursuant to Section 106 of the Town and Country Planning Act 1990 that make a positive contribution to creating a city of sustainable linked communities. Through such obligations and agreements, the Council will seek to ensure that development proposals:
1. Meet the reasonable cost of new infrastructure made necessary by the proposal, including transport, utilities, education, community facilities, health, leisure and waste management.
2. Where appropriate, contribute to the delivery of strategic infrastructure to enable the cumulative impacts of developments to be managed in a sustainable and effective way and support the delivery of the City Vision.
3. Offset the loss of any significant amenity or resource through compensatory provision elsewhere.
4. Provide for the ongoing maintenance of facilities provided as a result of the development.
Policy CS34
Planning Application Considerations

Planning permission will be granted if all relevant considerations are properly addressed. These considerations will include whether the development:

1. Has adequately considered the on and off-site impacts of the proposal in terms of climate change, flood risk, wildlife, natural resource use and pollution.
2. Makes efficient use of land, including where appropriate providing for dual use of facilities.
3. Positively contributes to the townscape, landscape and biodiversity of the local environment.
4. Is compatible with its surroundings in terms of style, siting, layout, orientation, visual impact, local context and views, scale, massing, height, density, materials and detailing.
5. Incorporates public spaces, landscaping, public art and ‘designing out crime’ initiatives.
6. Protects the amenity of the area, including residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.
7. Ensures public safety.
8. Provides for safe and satisfactory access and making a contribution to meeting the parking requirement arising from necessary car use.
9. Demonstrates that existing drainage, waste water and sewerage infrastructure capacity is maintained and where necessary enhanced, to enable the development to proceed.
10. Ensures where appropriate equality of access and use for all sections of the community.
Core Strategy - Strategic Objective 13  
Delivering Sustainable Waste Management.

To establish a spatial planning framework in the LDF that supports the Regional and Council’s Municipal Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities. This will be achieved through:

1. Supporting and encouraging waste minimisation, particularly during construction, and during the life and use of buildings.

2. Supporting and encouraging re-use, recycling and composting of waste, by:
   a. Providing for recycling in new developments.
   b. Ensuring development can be served by appropriate waste collection methods to support recycling systems.
   c. Providing for land to accommodate re-use and recycling processes and facilities.

3. Allocating sufficient and appropriate land within the city that is capable of accommodating a range of strategic waste management and treatment facilities. Providing sufficient capacity to meet Plymouth’s needs and, if possible, additional capacity to manage and treat waste from adjoining areas.

4. Providing a positive planning framework to support the accommodation of sustainable commercial and industrial waste management facilities. Providing local waste management facilities, either on strategic waste management sites or at a range of other smaller sites.

5. Providing a positive planning policy framework that enables sustainable waste-related development, which will have an acceptable impact on local and global environmental quality.
Proposal W1- Coypool China Clay Works

Land at the Coypool china clay works is allocated as a strategic integrated waste management site to support the sustainable management of municipal waste and/or commercial and industrial waste arising from within Plymouth and potentially from adjoining areas having regard to the plan period and beyond. Development should provide for:

1. In the region of 6ha of land for waste management development at the northern end of the site.

2. A range of waste management facilities which may include: recycling and composting; waste transfer; mechanical and biological treatment; combustion with energy recovery (energy from waste); advanced thermal treatment (gasification, pyrolosis); publicly accessible recycling facilities.

3. Development proposals should address the following requirements:

   a. Protection and enhancement of the significant natural features on site, particularly the woodland belts and significant greenscape areas on the site fringes and mitigation for the necessary removal of valuable natural features within the site.

   b. The implementation of new planting to extend the woodland belts on the site fringes, particularly around the northern part of the site, to more effectively integrate the site with the rural landscape setting and to reduce the visual impact of waste development.

   c. The type, location, design, operation and access arrangements of the proposed waste management facilities should not have a detrimental impact on the amenity and health of local residents.

   d. The provision of a suitable form of access through the southern part of the site and junction arrangements to accommodate traffic associated with the waste management facilities.

   e. Contributions as necessary, dependant upon transport impact, towards off-site highway works.

   f. Mitigation measures to address the potential impacts that flooding events would have on access to the site.

   g. Protection and maintenance of the viability of rail access and road – rail freight transport movements.

   h. A site layout, building design quality and operational regime that, together with improved woodland planting, should minimise visual impact, air and water pollution and the impact of noise.

   i. Details submitted with any planning application, of the capacity of any facility, the demand it is expected to meet and the likely origins of the waste to be processed.
Proposal W2- Land West of Ernesettle Lane

The former university Playing Fields on land west of Ernesettle Lane is allocated as a strategic integrated waste management site to support the sustainable management of municipal waste and/or commercial and industrial waste arising from within Plymouth and potentially from adjoining areas having regard to the plan period and beyond. Development should provide for:

1. In the region of 8 ha of land for waste management development towards the eastern end of the site.

2. A range of waste management facilities which may include: recycling and composting; waste transfer; mechanical and biological treatment; combustion with energy recovery (energy from waste); advance thermal treatment (gasification, pyrolysis); publicly accessible recycling facilities.

3. Development proposals should address the following requirements:
   a. Restricted development within the safeguarding zones designated by the Ministry of Defence DSDA Ernesettle’s Explosive Storage Safeguarding Area. Currently this entails very limited human occupation and severely restricted development within the zone designated by the ‘yellow’ line (as indicated on the proposals map). Any development would need to address building design and construction considerations between the ‘yellow’ and ‘purple’ lines (also shown on the Proposals Map) to meet suitable standards and to address the safety of occupiers and the wider area, to the MOD’s satisfaction.
   b. Mitigation for the loss of sports facilities.
   c. Mitigation measures as necessary to protect the internationally and nationally important nature conservation designations of the River Tamar/Tavy.
   d. The type, location, design, operation and access arrangements of the proposed waste management facilities should not have a detrimental impact on the amenity and health of local residents.
   e. The site’s visual prominence from Ernesettle, Caradon and the Tamar Valley AONB, and proximity to the Scheduled Ancient Monument at Ernesettle Battery, means that the design and landscaping of the waste management facilities shall be to a high standard to satisfactorily mitigate potential adverse visual impacts of the development.
   f. Proposals must exhibit the highest standard of design that will respect or even enhance the surroundings of the site, including the Tamar Valley AONB. Proposals should achieve an iconic or landmark building that will be worthy of its surroundings.
   g. The provision of a suitable form of access onto Ernesettle Lane and junction arrangements to accommodate traffic associated with the waste management facilities.
   h. Protection and maintenance of the viability of rail access and road – rail freight transport movements.
   i. Contributions as necessary, dependant upon transport impact, towards off-site highway works.
   j. Retention of an acceptable form of access into DSDA Ernesettle, from Ernesettle Lane.
   k. Details submitted with any planning application, of the capacity of any facility, the demand it is expected to meet and the likely origins of the waste to be processed.
   l. Protection and enhancement of the natural features of the site and its fringes and mitigation for any necessary removal of valuable natural features. The site should retain its function as a buffer for the adjacent County Wildlife Site (CWS).
Proposal W3 - Moorcroft Quarry

Land within Moorcroft Quarry is allocated as a strategic waste management site to support the sustainable management of construction and demolition waste arising from within Plymouth and potentially from adjoining areas. Development should provide for:

1. Waste management facilities for the recycling and recovery of construction and demolition waste (inert waste), including storage of imported and processed construction and demolition waste.

2. Development proposals should address the following requirements:
   a. A high standard of site design and management to avoid the risk of water pollution, and to reduce the risk of noise, dust and air pollution.
   b. The need to protect the amenity of residents of the Colesdown Hill area and properties between the site access and Elburton Road, from unreasonable adverse impact arising from processing activity and transport movements.
   c. Contributions as necessary, dependant upon transport impact, towards off-site highway works.
   d. The need to safeguard the HQPT route and its associated infrastructure.

3. Other quarrying related activities and development on this land is also acceptable in principle subject to safeguarding sufficient land for construction and demolition waste management, and mitigating against any cumulative impacts of these activities.

Site Policy W4 - Chelson Meadow

Applications for new, extended or altered waste management and associated developments on land within the existing Chelson Meadow Waste Management Centre will be allowed, provided that the following criteria are met:

1. The proposal safeguards and/or improves the Civic Amenity function of the site and maintains or improves the operation of the other necessary waste management functions of the site, unless they are either fully provided for elsewhere or are no longer required to deliver integrated waste management in the City.

2. The proposal will not have unacceptable impact on the local environment, particularly in regard to the conservation value of the Plym Estuary.

3. The protection of the health and amenity of occupants of the proposed new neighbourhood at Plymstock Quarry.

4. The sensitive design, siting, layout, and orientation of development having regard to the landscape setting, Saltram Park and House, the proposed new neighbourhood at Plymstock Quarry and its prominence from the Plym estuary and National Cycle Network route 27.

5. The transport implications of the proposal in itself or in combination with other uses present on site will not have unacceptable impact on the highway network.

6. The proposal will protect the integrity of the landfill environmental protection measures, and allow for the final rehabilitation of the landfill site.

7. Mitigation measures to address the potential impacts that flooding events would have on access to the site.
**Policy W5 - Weston Mill**

The extension and enhancement of the existing Weston Mill Civic Amenity Site will be permitted provided that the following criteria are met:

1. The transport implications of the proposal do not have significant adverse impact on the local highway network. Particular attention needs to be had to the potential impact of peak period queuing.

2. The proposal will not have a significant adverse impact on local amenity and natural assets.

3. The design, layout and landscaping of the proposal is of a high quality and does not result in unacceptable detraction in the area’s visual quality.

4. The need to safeguard land for future cemetery extension, which will limit the CA site at this location to a maximum potential site area of approximately 0.4 ha.

5. The proposal represents a single comprehensive scheme which is not likely to need further extension.

**Policy W6 - Northern Area**

Land for the provision of local, publicly accessible waste management facilities (a recycling centre) shall be identified in the Derriford /Seaton Area Action Plan or in the Sustainable Neighbourhoods (Key Site Allocations) DPD. The site allocated should comply with the following requirements:

1. Sequentially, preference should be given to the provision of such a facility on previously developed land, unless no such opportunity exists that satisfactorily addresses the additional criteria in this policy.

2. The site should be reasonably flat, and of sufficient size and shape to enable the design of a logical and clear site layout. It should have facilities for the separate deposit /storage of the various household waste elements (to enable recycling to be maximised) and associated operational facilities, including traffic movements. A site area in the region of 0.5 to 1.0 ha is required to accommodate a recycling centre to serve this area.

3. The site should have good access to the principal road network which should have adequate capacity, or potential to have adequate capacity, to accommodate the transport movements associated with the proposal. Particular attention needs to be had to the potential impact of peak period queuing.

4. The site should be capable of operation seven days a week and up to dusk, without unacceptable impact on residential amenity /health, or other such sensitive uses. Mitigation measures may enable impacts to be satisfactorily controlled.

5. The site should be designed, laid out and landscaped to high standard, such that it is compatible in character with the surrounding area.
Policy W7 - Unallocated Sites

Proposals for the development of strategic, large scale or local waste management facilities on sites not allocated in this development plan will be permitted, where they meet the following criteria:

1. They are consistent with relevant waste planning policies and objectives, are compatible with the objective of moving the management of waste up the waste hierarchy, and do not compromise the achievement of recovery targets.

2. Priority will be given to the use of previously developed land. However, loss of greenfield land may be acceptable if it does not result in significant adverse impact on greenscape character or functions, if the impacts of the development can be adequately mitigated and if the development proposal otherwise performs well in relation to the other criteria of this policy.

3. They are compatible with their environmental setting and will not result in unacceptable impacts on important environmental, historic or cultural assets.

4. They will not result in unacceptable direct or indirect impacts on the residential amenity of existing or proposed communities, or unacceptable impacts on the amenity of other neighbouring uses that would be sensitive to waste management development.

5. They have good access to the principal road network which should have adequate capacity, or potential to have adequate capacity, to accommodate the transport movements associated with the proposal. Where practicable, they should have access to a choice of transport modes other than road.

6. The proposal does not have a significant conflict with other spatial planning objectives set out in the LDF, particularly in relation to urban regeneration, economic development, environmental improvement, and significant growth priorities.
Policy W8 - Considerations for Waste Development Proposals

Development proposals for waste management facilities will be permitted where they comply with the following criteria:

1. They do not have unacceptable impacts on environmental, social or economic assets.

2. Any adverse impacts on amenity, caused by for example noise, odours, fumes, dust, litter and hours of operation, are minimised by effective mitigation measures.

3. Any harmful effects on human health shall be minimised by appropriate mitigation measures. This may require the submission of a Health Impact Assessment where health impacts or potential health impacts are identified.

4. Appropriate mitigation measures shall be provided to minimise any nuisance caused by the attraction of flies / insects, birds or vermin to the facility.

5. The proposal provides for a good standard of design, particularly in relation to: site layout: quality of building appearance and materials; screening and boundary treatment; and hard and soft landscaping.

6. The proposal shall have acceptable and convenient access to the principal road network which shall have adequate capacity, or potential to have adequate capacity, to accommodate the transport movements associated with the proposal. For facilities accessible by the public, particular attention needs to be had to the potential impact of peak period queuing. For strategic facilities, transport movements may need to avoid the morning peak period.

7. Adequate space shall be provided on site to ensure vehicles can enter the site, wait, be unloaded and leave safely.

8. The proposal can adequately mitigate other adverse impacts.

9. The proposal does not have a significant conflict with other spatial planning objectives set out in the LDF, particularly in relation to urban regeneration, economic development, environmental improvement, and significant growth priorities.

10. The proposal is compatible with the principles of sustainable waste management and associated policies as set out in national, regional policy and in the Core Strategy, as well as the Municipal Waste Management Strategy and Action Plan.

11. All buildings should incorporate measures consistent with the principles of sustainable design and construction equivalent to the current BREEAM excellent standard.

12. All major applications for waste management facilities should include a Climate Change and Sustainability Statement. Suggested content for this statement is included in the Design SPD.
Policy W9 - Applications for development affecting existing, proposed or allocated waste management facilities

Development proposals on or adjacent to existing or proposed waste management facilities will be permitted, provided that:

1. The operation of the waste management facility is not, or will not be, detrimentally affected; or
2. The waste management facility, proposed or existing, is no longer required or is not suitably located in relation to its function and impacts, and there is adequate capacity in the City, or in proximity to the source of the waste, now and in the future to manage the waste that the facility treats.
3. The development proposal would not suffer unacceptable adverse impacts as a result of the operation of the waste facility.

Central Park Area Action Plan 2006 – 2021

Core Strategy - Area Vision 7 - Central Park

To create an outstanding venue of regional and national significance for active recreation, health, art, education culture and the environment, which will provide state of the art facilities for the people of Plymouth and the Sub-region of Devon and Cornwall. The Council’s objectives to deliver this vision are:

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

Objective 1

To create landmark sports and leisure facilities of high quality design and innovative technology.
Proposal CP 01
The Life Centre

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

• Facilities for dry indoor sports such as those currently in the Mayflower Recreation Centre including multi-use sports hall, indoor bowls, fitness aerobics suite, dance, climbing, and facilities for martial arts;

• A 50 m swimming pool together with a diving and children’s pool;

• An ice rink of sufficient size for ice hockey;

• Health facilities which could provide: consultation rooms for sports injury, healthy eating advice, exercise referral, cardiac rehabilitation, health education / well man clinics, sexual health and general health checks;

• Café, healthy eating outlets, public toilets, sports and leisure retailing together with communal and social areas;

• An Environment Centre which includes demonstration gardens, interpretation of the biodiversity and landscape features of the park, including information relating to allotments, a work station for the Council’s Parks Service and the retailing of horticultural and garden products including an external plant sales area;

• Employment uses in the form of Offices (providing in the region of 5,380 m2);

• Storage facilities for events equipment.

Development proposals should provide for:

1. A highly visible, high quality landmark building, clearly identifiable from surrounding highways and to people within the park as a focus for new recreational and leisure facilities.

2. A high quality, distinctive, integrated and sustainable solution to all designs, whether architecture, engineering or landscape.

3. Active frontages and elevations to link buildings with the wider park and their surroundings.

4. The re-interpretation of the original 1928 masterplan to provide a Social Centre for the park (a high quality public realm), offering a range of facilities, including public art, and the capability and flexibility to host a broad programme of events and performances.

5. High quality, distinctive, durable and sustainable paved surfaces.

6. The provision of new planting, including tree planting to enhance the Social Centre and setting of new buildings.

7. Innovative and distinctive solutions to the external lighting.

8. Provision of high quality, distinctive and co-ordinated park furniture including seating, litter bins, signage and bollards etc.

9. The replacement of existing junior sports pitches elsewhere in Central Park in the event the development effects this provision.
10. An innovative and comprehensive plan for managing the transport and parking needs of the development, coordinated with the transport provisions of Proposals CP2 and CP3, including:

i. Measures to mitigate the transport impacts of the development;

ii. A comprehensive Smart Choices programme, to encourage the use of public transport, walking and cycling as the preferred method of travel to the development, including Travel Plans for staff and visitors;

iii. On-site physical infrastructure to be in place to support sustainable transport choices, including safe walking and cycle links and secure cycle parking facilities;

iv. Provision of car parking in accordance with the Council’s Car Parking Strategy;

v. On-site transport infrastructure to be designed as an integral part of the overall development.

11. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made to achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

12. Contributions to improving the wider park.

**Proposal CP 02**

**Home Park**

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

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

Development proposals should provide for:

1. A high quality composition of buildings compatible in form and orientated well to the adjacent Life Centre.

2. A high quality, distinctive, integrated and sustainable solution to all designs, whether architecture, engineering or landscape.

3. Active frontages and elevations to link buildings with the wider park and their surroundings.

4. The re-interpretation of the original 1928 masterplan to provide a Social Centre for the park (a high quality public realm) in relation to the Life Centre, offering a range of facilities, including public art, and the capability and flexibility to host a broad programme of events and performances.
5. High quality, distinctive, durable and sustainable paved surfaces.

6. The provision of new planting, including tree planting to enhance the Social Centre and setting of new buildings.

7. Innovative and distinctive solutions to the external lighting.

8. Provision of high quality, distinctive and co-ordinated furniture including seating, litter bins, signage and bollards etc.

9. The Preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made to achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

10. An innovative and comprehensive plan for managing the transport and parking needs of the development, coordinated with the transport provisions of Proposals CP1 and CP3, including:
   i. Measures to mitigate the transport impacts of the development;
   ii. A comprehensive Smart Choices programme, to encourage the use of public transport, walking and cycling as the preferred method of travel to the development, including Travel Plans for staff and visitors;
   iii. On-site physical infrastructure to be in place to support sustainable transport choices, including safe walking and cycle links and secure cycle parking facilities;
   iv. Provision of car parking in accordance with the Council’s Car Parking Strategy;
   v. On-site transport infrastructure to be designed as an integral part of the overall development.

11. Contributions to improving the wider park.

**Objective 2**
To provide high quality public and sustainable transport facilities serving the park and new facilities.
Policy CP 03
A Transport Interchange
To develop in conjunction with the Life Centre and Home Park proposals an enhanced public transport interchange including:

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

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

Objective 3
To create a park with desirable, high quality, vibrant spaces that can be used by the whole Plymouth community whilst also enhancing its value as an important wildlife corridor.

Objective 4
To create a safe and well-connected park with its surrounding neighbourhoods and the City Centre.

Objective 5
To improve the range and quality of public facilities available to park users.
Policy CP 04
Park Enhancements

To deliver a comprehensive range of environmental improvements to Central Park in accordance with a Masterplan that will be prepared in consultation with local communities and users of the park. Measures will include:

1. Improvements to the landscape of the park, including its planting, its avenues, hedgerows and woodlands.
2. Enhancements of key views.
4. Sensitive enhancement to the bio-diversity of the park, protecting and improving existing habitats and creating new habitats such as grasslands, hedgerows, woodlands and wetland habitats.
5. The development of sensitive and appropriate management regimes, which favour the most sustainable outcomes for improved bio-diversity.
6. Providing a network of safe, direct, convenient and understandable pedestrian routes and cycleways linking the park and its facilities to the surrounding neighbourhoods and the City Centre.
7. Improvements to the surfaces of existing routes, addressing long standing land drainage problems and sensitive measures to improve the street lighting of the primary routes.
8. Providing series of distinctive, high quality, prominent park entrances that provide a sense of arrival befitting a premier city facility.
9. A system of distinctive and clear signage, and park interpretation, explaining the park’s history, wildlife and key views and the provision of public art.
10. The provision of a few well placed facilities which support the public’s enjoyment of the park, including providing new and encouraging the use of existing buildings such as at Pounds House. New facilities would be limited and would combine uses such as cafes, public toilets, with new sports changing facilities.
11. The provision of a new events field, utilising and maintaining greenspace, providing appropriate access and being well serviced.
12. Improvements to allotments, including providing new as shown on the Proposals Map and improving the existing facilities as required such as new irrigation and boundary treatments.
13. Rationalising the Parks Depot on its current site to provide a more accessible Parks Service to the public.
14. The safeguarding of statutory playing fields for formal sports and educational purposes and the provision of new sports pitches and improvement to existing playing surfaces as required.
15. Improved children’s play facilities and opportunities in accordance with the Plymouth Play Strategy.
Objective 6
To improve and strengthen the relationship between the park and surrounding city in a sustainable manner.

Proposal CP 05
Peverell Park Road, Outland Road Corner
To comprehensively redevelop this prominent corner site with a mixed use development including:

• In the region of 26 homes including 5 built to “lifetime homes” standard;
• In the region of 700 m2 of retail floor space;
• New car parking to serve the new development and the existing local centre;
• New public toilets.

Development proposals should provide for:
1. Replacement retail accommodation for existing businesses at this location.
2. Building height of up to 4 storeys.
3. Minimum on-site parking provision to meet the needs of residents and local centre businesses.
4. A design solution to ensure access for cars and delivery vehicles that does not cause congestion on the surrounding highways.
5. The enhancement of the existing children’s playground.
6. Safe and accessible pedestrian links to this corner of the park and to surrounding neighbourhoods.
7. The replacement of allotment plots elsewhere in the park as a result of these proposals (as shown in Proposal CP3).
8. A quality public realm befitting of this important corner site.
9. Contributions to the delivery of park enhancements as set out in this AAP.
Proposal CP 06
Pennycomequick

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

• 97 residential dwellings of which 19 should be built to “lifetime homes” standard.

Development proposals should provide for:

1. Building heights that are complementary to their specific context.
   a. 2 storeys along Jefferson Walk and returning south, fronting the park and overlooking the vacant and disused allotment site.
   b. 3 storeys along Alma Road with up to 4 storeys for focus buildings on corners, including 4 storeys for a new lodge building on the junction of Upper Knollys Terrace.

2. An arrangement of development which fronts the park and its associated peripheral new access road, providing road linkages to both Holdsworth Street and Wake Street and pedestrian linkages between the same and the park.

3. Reduced on-site parking given the site’s proximity to the City Centre and public transport facilities.

4. For home owners at the end of Holdsworth Street and Wake Street, an arrangement which maintains their current access and their ability to maintain their properties.

5. An adapted layout for Swarthmore allotments that provides a replacement Trading Hut, car parking, retaining existing allotment plots.

6. The establishment of a safe and efficient new highway system to serve the new development.

7. Contributions to the delivery of park enhancements as set out in this AAP.

Millbay and Stonehouse Area Action Plan 2006 – 2021

Vision

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

1. To create a network of clearly identifiable, vibrant, well connected neighbourhoods each with their own unique character and identity, which fosters local pride.

2. To promote positive mixed-use regeneration of disused and other under-used sites, including, where appropriate, tall buildings.

3. To create a quality Union Street with a range of uses that support the surrounding communities and helps to link together Millbay and Stonehouse.
4. To develop a stunning and high quality waterfront, where the public can enjoy the water and facilities located along the water’s edge.

5. To create an attractive, vibrant and convenient link between Millbay and the City Centre.

6. To provide positive connections throughout the area and to neighbouring areas that are safe and convenient for pedestrians and cyclists and served by high quality public transport services.

7. To capitalise on the historic assets of the area such as the historic townscape and important historic buildings.

8. To provide a mix of uses in the area, with employment opportunities and business opportunities, local services, quality private and affordable housing and attractive places to socialise.

9. To provide a new office quarter for the city located in the area from Derry’s Cross to Millbay waterfront.

10. To encourage new marine-based employment that will capitalise on the unique location and sustain and reinforce a long-established tradition of water-related jobs.

11. To ensure that any development which takes place in Millbay and Stonehouse should be designed to take into account views of the Sound which are an important and stunning component of the character of Plymouth.

12. To ensure that any development that takes place in Millbay and Stonehouse is designed to take into account views of Plymouth Sound, which are an important and stunning component of Plymouth’s character.
Proposal MS01 - Royal William Yard

The sensitive restoration and reuse of the Royal William Yard will be completed as a vibrant part of the Stonehouse Peninsula. The final phases of the restoration should provide for uses, which ensure an authentically mixed-use development. The uses should combine the following:

Retail, which is small scale to meet local needs and leisure or tourism related
  • Leisure
  • Offices
  • Craft workshops
  • Other B1 use classes
  • Community uses
  • Public open space.

The development will include:

Mills Bakery
  • In the region of 80 residential units
  • In the region of 3,000 square metres of office accommodation
  • Additional retail and leisure uses.

The Cooperage, The Slaughterhouse and the New Cooperage
  • In the region of 1,800 square metres exhibition and workshop space
  • In the region of 7,500 square metres A3, A4 and A5 (Use Classes Order) food and drink uses
  • Live/ work units
  • Offices, workshops and other B1 (Use Class Order) business uses.

Melville Building
  • A hotel.

The development should provide for the following:

1. High quality public realm improvements that respect the historic character of the Royal William Yard as outlined in the Stonehouse Peninsula Conservation Area Appraisal and Management Plan. This particularly ensures the proper setting of the listed buildings. The public realm should also provide a clear distinction between private and public open space.

2. Archaeological mitigation in the form of Listed Building Consent, which will provide for an appropriate level of building recording prior to and during conversion works (as undertaken at The Brewhouse and Clarence Store buildings) and archaeological recording during below ground works. Where important building features or archaeological deposits are encountered there will be a presumption in favour of their preservation in situ, with archaeologically recorded removal of historic fabric or deposits only where this is unavoidable. Consideration should be given to some historic interpretation of the site in publicly accessible areas upon completion of the development.

3. The integration of the Royal William Yard into the wider Stonehouse community, through the provision of public areas of open space, public access to the waterfront and the provision of uses which enhance the range of facilities in the area. A private gated community would not be acceptable.
4. Public access to the waterfront, including a link to Devil’s Point
5. A water transport landing facility
6. An exemption from the Core Strategy policy to provide 30 per cent affordable housing units
7. If appropriate a contribution to meet secondary and primary educational needs arising from the impact of the development
8. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage
9. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

**Policy MS02 The Grain Silo**

The Council will support proposals for the re-use or redevelopment of the Grain Silo for uses that improve the facilities at the Continental Ferry Terminal and/or provide for other uses that are consistent with the regeneration objectives for Millbay. Proposals must achieve a significant improvement in the appearance of the Grain Silo or achieve a high quality design worthy of this important gateway to the City.

Any development proposal should:

1. Provide an innovative and high quality solution
2. Act as a positive visual landmark
3. Where possible and practicable provide public access
4. Include a full risk assessment investigating possible land contamination on the site and potential impacts on water quality
5. Development should seek to achieve BREEAM excellent standards
6. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound and Estuaries SAC and Tamar Estuaries SPA.
Proposal MS03 Land between Western Approach/ Union Street and East Quay/ Clyde Quay

A sustainable new neighbourhood will be created between East Quay / Clyde Quay and Western Approach/ Union Street that will incorporate a new Boulevard to provide a strong link between the City Centre and Union Street and the Millbay waterfront. The new neighbourhood will include a mix of uses that meet the daily needs of the community it serves and also create activities and uses that will be used by the wider community. In particular it should provide:

• In the region of 1,300 residential units of which at least 390 should be affordable and at least 260 built to lifetime home standards. These residential units should be above ground level at East Quay and Clyde Quay
• Cafés, restaurants and shops
• B1 (Use Class Order) employment uses as well as small-scale marine and water related employment
• A new office quarter for the City Centre, of between 35,000 and 45,000 square metres
• Local and tourist / leisure-related shopping facilities as part of a new local centre, in accordance with Policy CS07 (4) of the Core Strategy
• Community facilities to support the new and existing neighbourhoods
• The redesign of Western Approach junction
• A hotel at Clyde Quay
• Other leisure and tourism related uses
• Small scale marine and water related employment at Clyde Quay
• The retention of the Dock Office.

The development should be carried out as a comprehensive and integrated scheme that ensures that it benefits both new users and the existing surrounding neighbourhoods. It should provide for the relocation of existing uses where appropriate and include the infrastructure necessary to serve all the users and residents of the new neighbourhood. In particular the development should provide for the following:

Design and Historic Environment

1. A high quality of design, reflecting the site’s gateway and waterfront location
2. A comprehensive design solution that integrates the Boulevard as part of the development proposal and waterfront access
3. Building heights between five and seven storeys along the Boulevard and the higher buildings at key corners and landmark locations. Any tall building proposals should relate to the guidance set out in the emerging Design Supplementary Planning Document relating to tall buildings. Proposals for tall buildings must also demonstrate that any impact on views of Plymouth Sound from the higher parts of the City has been thoroughly examined
4. A development that relates to the context on Great Western Road as well as the context on the quayside
5. Public art as an integral part of the public realm
6. An appraisal of the archaeological and historic interest in the proposal site with proposals as to how these structures can be positively incorporated into development proposals together with some publicly accessible interpretation of their heritage value

7. Priority to uses that create activity at ground floor level

8. A design solution that creates positive, safe linkages through the site from Millbay Road to the Boulevard

9. A masterplan with accompanying Design Codes. Such Design Codes must be submitted to and be approved by the Council as part of the submission of the outline planning application for the whole development and will form a key element in the consideration of the application. These codes will be monitored and reviewed jointly by the developer in conjunction with the Council

10. A design that responds to current and future flood risk and in particular avoids residential development at ground floor level where there is risk from flooding

**Residential mix**

11. A mix of residential development that provides a sustainable mixed residential neighbourhood. This should be addressed through the Core Strategy policy regarding affordability (Policy CS15) and providing accommodation for the range of units that make up a sustainable neighbourhood, including accommodation for families and single people and for young and older family units

**Transport and public access**

12. A multi-modal transport link from the dock area to Union Street providing a safe and accessible environment for pedestrians and cyclists and appropriate provision for public transport including bus priority

13. Appropriate traffic management measures including Intelligent Transport Systems and parking restrictions to control the use of the Boulevard by traffic to and from the dock area as necessary, and in particular, disembarking from ferries at peak times. This will reduce the impact of congestion within the Boulevard and on the wider road network, and the associated impact of vehicle emissions on local air quality

14. An appropriate design of the Boulevard to ensure priority is given to sustainable transport and that it is less suited to general through traffic

15. Restrictions for Heavy Goods Vehicles although access will be permitted for deliveries to businesses along the Boulevard

16. A public transport interchange at an appropriate point on or next to the Boulevard and bus stops on the Boulevard

17. A pick up and drop off point at Plymouth Pavilions for coaches

18. Short-stay (under four hours) parking on-street

19. A dedicated public access to and along the entire waterfront, to include public recreation.

20. Safe, accessible pedestrian linkages to West Hoe from the quayside

21. Links to a water transport service along Plymouth’s waterfront, including appropriate and accessible landing facilities at Clyde Quay
Pavilions site

22. The demolition of the existing Pavilions swimming pool and ice rink and relocation of the facilities to the Central Park Life Centre. The remaining arena element will be refurbished and improved with additional space for conferences. The arena will be wrapped with other development in order to improve its external appearance and ensure that the building can have an attractive frontage and entrance onto the new Boulevard link with the City Centre.

Community facilities

23. An appropriate contribution to primary and secondary education provision, related to the scale and nature of the development proposed.

24. A community focus that is centred on the Boulevard that provides the range of community facilities necessary to support the new neighbourhood. This will include for example children’s play, retail and health provision.

Contamination

25. An assessment of contaminated land should be submitted with any development proposal together with appropriate treatment.

Employment

26. The provision of employment uses that are most appropriate to their locality. In particular office based uses should be focused on the Boulevard and marine-based uses should be focused at Clyde Quay. Evening-based activities should be located so that they minimise disruption to existing established communities and new family based accommodation.

27. Wherever possible and practicable, there should be local employment opportunities during the construction of the development.

Phasing

28. A phasing plan should be submitted with any outline application. This must contain the timing of each part of the development and the facilities, services and infrastructure. In particular it must identify the means and timing to ensure that the Boulevard and other public realm improvements are delivered as an early phase of the development.

Climate Change

29. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

Habitats Regulations

30. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
**Policy MS04 - Bath Street**

Land between Bath Street and Martin Street should be safeguarded for the further development of Proposal MS03. Uses should contribute to the development of a new sustainable community at Millbay and be designed so that they form part of the Boulevard element of Proposal MS03.

Development could include:

- Between 400 and 700 residential units
- B1 (Use Class Order) employment uses
- A contribution to the new office quarter for the City Centre
- Local and tourist / leisure-related shopping facilities as part of a new local centre, in accordance with Policy CS07 (4) of the Core Strategy
- Other leisure and tourism related uses.

In particular any development should provide for the following:

1. A design that integrates with the Boulevard
2. Building heights that complement the height of buildings elsewhere on the Boulevard. Any tall building proposals should relate to the guidance set out in the emerging Design Strategy Supplementary Planning Document relating to tall buildings
3. Priority to uses that create activity at ground floor level
4. An appropriate contribution to a high quality public transport solution along the Boulevard
5. An appropriate contribution to primary and secondary education provision, related to the scale and nature of the development proposed
6. Priority for uses that enable a community focus to be centred on the Boulevard
7. An assessment of land contamination submitted with any development proposal together with measures for appropriate treatment
8. The consideration of evening based activities only if provision is made to minimise disruption to existing established communities and to new family based accommodation
9. The relocation of voluntary sector uses or the incorporation of these uses into the scheme as appropriate
10. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage
11. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
Proposal MS05 - Trinity Pier

Land on Trinity Pier will be developed primarily for marine related employment uses, but to also include:

- A terminal for the landing of passengers from cruise liners
- Ancillary uses associated with that use
- Marine related tourism and retail uses.

In particular any development should provide for the following:

1. A high quality design appropriate to the site’s waterfront location and role as a gateway to the city
2. Development that is part of a comprehensive scheme for the whole of the pier
3. A safe and publicly accessible route to the terminal building
4. Safe and accessible routes to water transport
5. An appraisal of the archaeological and historic interest in the site that should support any proposed redevelopment and how it can be positively incorporated into development proposal
6. An environmental assessment outlining the possible impacts and considerations for the proposed landing stage, including location and design and methodology statement, and possible mitigation measures
7. Development should seek to achieve BREEAM excellent standards
8. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

Proposal MS06 - Inner Basin

An area of 0.8 ha of land on the west side of the Inner Basin will be developed for marine related employment uses.

In particular any development should provide for the following:

1. High quality architecture and design, reflecting the site’s prominent position on the waterside and role as a gateway location for the city, with associated high quality public realm
2. The use of high quality materials, recognising the need for a landmark building in this location
3. Measures to ensure there is some public access to the waterfront
4. Measures to ensure the preservation of the historic importance of the area, in particular the listed quay walls of the inner basin
5. An environmental assessment outlining the possible impacts and considerations for the proposed development including location & design and methodology statement, and possible mitigation measures
6. Development should seek to achieve BREEAM excellent standards
7. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
Proposal MS07 – Millbay Marina

The currently vacant land at Millbay Marina will be developed with at least 90 dwellings. Development proposals must demonstrate that:

1. A high quality design will be achieved, reflecting the site’s prominent position on the waterside, its seaward entrance to Millbay and its relationship to West Hoe
2. Public access to the northern side of the pier linked to the wider public realm in Millbay
3. A high quality public realm to encourage public use of this part of Millbay
4. An appropriate contribution to affordable housing within the Millbay and West Hoe Area
5. A design solution that mitigates the flood risk that currently exists and is likely to become worse in future years. In particular this should be addressed by avoiding any residential development at ground floor level
6. Proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 6)
7. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

Policy MS08 - Union Street

The role of Union Street will be promoted as an urban street connecting the west of the city and linking the communities of north and south of Stonehouse. It will provide a mix of uses along its length, with high quality building design and associated public realm improvements. The street has two distinct elements where different considerations will apply to development proposals.

Development proposals should provide for:

Between the Palace Theatre and Stonehouse Bridge

1. A more urban scale to the western end of Union Street with building heights at between 3 and 5 storeys along the street frontage
2. The location of building frontages to the back of the pavements, creating continuity of street frontage along the length of the street
3. A range of uses, including residential, community uses, commercial, leisure and offices, with active ground floors and residential or other uses above. This could include a site for a new primary school to serve the new residents of Millbay
4. The preservation, viability and vitality of the existing local centre

Between the Palace Theatre and the junction with Western Approach

5. The introduction of other uses such as commercial, offices, retail, leisure and residential to encourage increased daytime activity in the street
6. A limit to more late night uses so that there is no increase in the number of, or floorspace, for nightclub uses
7. A high quality restoration of the Palace Theatre, appropriate to the special architectural and historic character of the building that provides daytime as well as night time activity
**Union Street as a whole**

8. Where appropriate the preservation and enhancement of the historic character of the Union Street Conservation Area. Areas within the Union Street Conservation Area should follow the guidance set out in the Union Street Conservation Area Appraisal and Management Plan.

9. The continued enhancement of the public realm that respects the character of the Union Street Conservation Area.

10. Parking provision that is, wherever possible, off street.

11. Opportunities to improve connections from the areas north of Union Street to the areas south of the street.

12. All non residential buildings should seek to achieve BREEAM excellent standards. Any residential development options should seek to achieve zero carbon development.

**Policy MS09 Union Street corner with Western Approach**

The existing car park and retail site is identified as an opportunity for redevelopment.

Proposals should include:

1. A high quality design that acts as a gateway to Union Street, the City Centre and the new Boulevard development and complements development at the West End of the City Centre.

2. Good quality cycle and pedestrian access between Union Street, the City Centre and the new Boulevard development.

3. Active ground floor frontages to Western Approach and Union Street.

4. A mix of uses that will encourage increased activity in this area. This could include retail and leisure uses, but must provide replacement public parking spaces.

5. A scale of development that is appropriate to its urban City Centre location.

6. Development should seek to achieve BREEAM excellent standards.

**Policy MS10 Stonehouse Creek**

The site at Stonehouse Creek will be safeguarded for a new secondary school/educational purposes.

Any future development of the site should:

1. Provide a high quality public access to Victoria Park.

2. Limit the loss of open space by minimising the footprint of the development through multi-storey development.

3. Provide high quality design and public realm that creates a gateway into Union Street.

4. Provide positive and active frontages on to public streets and other public spaces.

5. Include improved public access to Union Street and Devonport.

6. Include community facilities that will serve the whole neighbourhood.

7. Development should seek to achieve BREEAM excellent standards.
PROPOSAL MS11 Stonehouse Arena

The Stonehouse Arena site will be developed as a high quality residential development that will help to improve the character and street layout of the surrounding residential areas.

The development should provide for the following:

1. In the region of 40 residential units, all of which should be affordable
2. A high quality built form and public realm that considers the character of the existing residential area
3. Active frontages on to public streets and spaces
4. Good access through the site for pedestrians
5. Good natural surveillance over public spaces and streets
6. An appropriate contribution to primary and secondary education provision
7. Proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 5)
8. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

Policy MS12 – Sustainable Transport

A High Quality Public Transport (HQPT) scheme and other sustainable transport measures will be delivered to support the scale of development that will be undertaken within the AAP area and in particular the development outlined in Proposal MS03. This will include improvements to existing bus routes and infrastructure, priority to pedestrians, cyclists and public transport, an integrated network of safe and convenient footpaths and cycleways, traffic management measures and the promotion of water transport.

Where relevant development proposals should make a contribution to the following:

Public transport

1. The provision of high quality public transport infrastructure, including the enhancement of bus networks serving Union Street, the waterfront and new developments. These networks should be linked into the strategic high quality public transport network
2. The provision of public transport interchanges that are convenient and easily accessible and provide a pleasant, secure and safe waiting environment, including Real Time Passenger Information (RTPI)
3. Highway improvements to enable increased priority, frequency and provision of public transport, particularly in Union Street and from the Hoe and Union Street to Millbay

Cycling and footpaths

4. The safeguarding of the existing Strategic Cycle Network and the South West Coast Path and the provision of additional cycle and pedestrian links to these routes
5. The safeguarding of existing key public footpaths
**Traffic management**

6. The delivery of appropriate area-wide traffic management measures (including Intelligent Transport Systems). In particular, measures should reduce the impacts of continental ferry traffic.

7. Clear and legible signing for traffic that clearly identifies the routes to the strategic transport network and discourages the use of residential streets (and the new Boulevard) for through traffic, in accordance with Plymouth’s Direction Signing Strategy.

8. A legible signing network for pedestrians, cyclists and vehicles as part of the Millbay proposals, linking it to facilities, surrounding neighbourhoods and the rest of the city.

9. The adoption of maximum parking standards as set out within Plymouth’s Parking Strategy to ensure that traffic generation is kept to a minimum.

10. The extension of the current or implementing new controlled (residents) parking schemes.

11. Improvements to public off-street car parking facilities at existing Council-owned public car parks, in particular Western Approach car park.

12. Through powers set out in the Road Traffic Regulation Act (1984), the implementation of parking controls at any length of currently unrestricted roadside within the AAP area, in line with the Council’s Parking Strategy.

13. The continued promotion of the use of the Home Zone concept for new residential developments and existing residential areas. In general, highway design should seek to limit vehicle speeds in residential areas.

**Water transport**

14. The provision of suitable berthing facilities and sheltered waiting facilities at Millbay docks for a range of potential water-borne passenger transport services.

15. Improvements to the waiting facilities for the Cremyll Ferry at Stonehouse with the possible development of a multi modal interchange with RTPI facilities.

16. The better integration of existing and new ferry services into the transport network with improvements in signage and information and better integration between bus and ferry services through timetabling.

17. A public transport interchange in the vicinity of Millbay docks for transfer from water-borne transport to the bus network.

18. Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
Devonport Area Action Plan 2006 – 2021

**Vision**

To re-create Devonport as a distinct place in modern Plymouth, a vibrant self sustaining community; a place of real quality, variety and interest, the pride of residents, attractive to visitors and a model of 21st century living working and playing. This will be achieved by:

1. developing a new centre for Devonport, based on Chapel Street and supported by the redevelopment of the surrounding areas.

2. improving the range, quality, and choice of housing.

3. providing local employment opportunities.

4. providing for a better range of local services and facilities.

5. improving connectivity throughout the community with pedestrian routes, cycle ways, and high quality public transport.

6. protecting natural and historic assets.

7. requiring all new development to be of a high quality, safe and appropriate in the context of Devonport’s heritage.
Development Principles from the Devonport Development Framework

Principle 1. A population able to sustain local services – making the best use of precious brownfield land, by building to a density sufficient to sustain mixed use development which brings basic amenities within walking distance and supports public transport.

Principle 2. A highly accessible movement framework – based around an urban structure of interconnected streets, footpaths and cycle ways and a high quality public transport network.

Principle 3. Distinctive urban design and architecture – that reflects Devonport’s distinctive character and identity.

Principle 4. A mix of well-integrated uses – located within a structure of perimeter blocks that creates a vital and vibrant area and brings amenities, living and working areas close together.

Principle 5. A range of high quality homes – which encompasses a mix of dwelling types and tenures, encourages social and economic cohesion, and which creates far higher standards of living while diversifying the socio-economic profile of the area.

Principle 6. Maximising energy efficiency – encouraging the use of energy efficient methods and practices and renewable energy applications in all new developments, including water conservation and reuse.

Principle 7. A healthy and safe environment – providing high quality healthcare and an urban area that is secure by design, has a range of attractive sports, recreational and cultural attractions and which makes the most of Devonport’s waterfront setting and rich heritage.

Principle 8. Improving education for all – providing a range of high quality facilities offering the potential for lifelong learning.

Principle 9. Developing employment opportunities – containing a diversity of jobs, linked to training and skills development.

Devonport Objective 1
New Centre for Devonport
To recreate the heart of the Devonport community through comprehensive and coordinated redevelopment of the former Ministry of Defence South Yard Enclave
Proposal DP01
Former Ministry of Defence South Yard Enclave

The South Yard Enclave will be redeveloped to provide:

• a new local shopping centre, including a medium sized supermarket (approx 930 sq m. net), and a similar amount of other comparison retail space for new uses, and relocated retail uses from Marlborough Street.

• high density residential development as an integral part of the new district centre: in the region of 460 dwellings of which in the region of 270 will be houses, at least 170 are to be affordable and 90 built to Lifetime homes standard.

• a minimum of 2,500 sq m. of B1 (Use Class Order) employment use, to include creative and cultural industries

• a minimum of 1,000 sq m. of B2 (Use Class Order) employment use

In addition the scheme will deliver:

1. the reuse of the following historic buildings: - the Old Market Hall, which is a listed building, and the former Midland Bank, a non-listed building

2. an understanding of historic street patterns, connections and key views in helping to form the new streetscape

3. a safe, convenient and sustainable movement and transport network for all within and, where appropriate, beyond the new community, particularly promoting ease of access by foot / bike

4. a high quality physical link to the current Marlborough Street shopping area and enhancements to Granby Green

5. the reinstatement of historic connections with the mixed use area of Cumberland Street / Duke Street

6. the location of new shopping facilities around the Chapel Street / Fore Street junction

7. environmental improvements and traffic management along the site’s frontage with Chapel Street

8. the preparation of Design Codes that must be submitted prior to the submission of reserved matters applications and will form a key element in the consideration of these applications, to cover high quality public realm, open spaces and architecture.

9. the provision of community facilities

10. a financial contribution towards the provision of educational infrastructure

11. the creation of high quality transport interchange facilities at a convenient and accessible location within the development

12. opportunities for presentation, interpretation and promotion of the areas heritage and archaeology

13. detailed contaminated land assessment and appropriate remediation measures.
14. the preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

15. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

**Devonport Objective 2**

**Improving Housing**

To improve the range, quality and choice of housing throughout Devonport by redressing the balance between houses and flats and between owned and social rented in the area, and by improving the quality and design of homes.

This will be achieved by:

1. the demolition and redevelopment of poor quality Council accommodation
2. the redevelopment of areas through provision of a better range and quality of dwellings, including a greater number of houses rather than flats and a higher proportion of private market housing
3. ensuring that at least 30 per cent of new dwellings on proposal sites are affordable and 20 per cent are built to Lifetime Homes standard
4. ensuring that displaced residents can be relocated, within the area, prior to any demolition
Proposal DP02
North side of Granby Green

The Council flats on the north side of Granby Green at Granby Green, Park Avenue, Granby Way, St. Aubin Road will be redeveloped to create a new high quality residential environment, potentially as part of a mixed use scheme.

The redevelopment will provide in the region of 86 dwellings of a mix of house types and sizes, of which at least 34 will be affordable and 17 built to Lifetime Homes standard.

The scheme will also deliver:

1. an appropriate form of commercial development at ground floor level on the Granby Green frontage
2. improved pedestrian linkages through the site
3. a mix of dwelling types and sizes, but with a minimum of 60 per cent being houses
4. on site open space / play facilities or a contribution for the equivalent off-site provision
5. appropriate noise attenuation measures because of the site’s proximity to the A374
6. proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 6) and all non residential buildings should seek to achieve BREEAM excellent standards.
7. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

Proposal DP03
The Bull Ring

The Bull Ring, at Duke Street, Monument Street, Ker Street, and 100-120 Ker Street will be redeveloped to create a new high quality residential environment, potentially as part of a mixed use scheme.

The redevelopment will provide for in the region of 55 dwellings of a mix of house types and dwellings, of which at least 22 should be affordable and 11 built to Lifetime Homes standard.

The scheme will also deliver:

1. a mix of dwelling types and sizes but with a minimum of 60 per cent being houses
2. some element of mixed use including office / commercial / restaurant development on the Ker Street frontage
3. on site open space / play facilities or a contribution for the equivalent off-site provision
4. appropriate protection for the existing rights of way through the development
5. proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 6) and all non residential buildings should seek to achieve BREEAM excellent standards
6. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
**Proposal DP04**  
**Mount Street / Ker Street**  
Mount Street and Ker Street will be redeveloped to create a new high quality residential environment potentially as part of a mixed use scheme.

The redevelopment will provide for in the region of 75 dwellings of a mix of house types and sizes, of which at least 30 will be affordable and 15 built to Lifetime homes standard.

The scheme will also deliver:
1. a mix of dwelling types and sizes but with a minimum of 60 per cent being houses
2. some element of mixed use including office / commercial / restaurant development on the Ker Street frontage
3. on site open space / play facilities or a contribution for the equivalent off site provision
4. appropriate protection for the existing rights of way through the development
5. respect for the setting of the adjacent Guildhall and Devonport Column and appropriate enhancements to their setting and views of them
6. the planting of street trees along the Ker Street and George Street frontages
7. proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 6) and all non residential buildings should seek to achieve BREEAM excellent standards
8. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

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**Proposal DP05**  
**Curtis Street / Duke Street**  
Curtis Street / Duke Street, and 1-49 Curtis Street will be redeveloped to create a new high quality residential environment.

The redevelopment will provide for in the region of 20 dwellings of a mix of house types and sizes, of which at least 8 will be affordable and 4 built to Lifetime Homes standard.

The scheme will also deliver:
1. on site open space / play facilities or a contribution for the equivalent off site provision
2. appropriate protection for the existing rights of way through the development
3. proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 5).
4. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
Proposal DP06
Former Ministry of Defence Mount Wise

The Land at the former Ministry of Defence Mount Wise will be developed as a high quality mixed use scheme, ensuring the sensitive restoration of the site having regard to its historical significance, and the integration of the site into the wider community. The development will provide for:

• in the region of 7,500 sq m employment uses (to include marine, office, creative and cultural sector industries).

• at least 300 dwellings, of a mix of house types and sizes and of which at least 50 per cent should be houses; at least 90 should be affordable and at least 50 built to Lifetime Homes standard; (in determining the actual number of dwellings to be accommodated on the site, the proposal will need to be tested against all the criteria identified below)

• non-residential and institutional uses, such as health or educational / training facilities, indoor and / or outdoor sporting facilities, hotel

The scheme will also deliver:

1. public access through all parts of the site (the creation of a private gated community on the site will not be acceptable).

2. an overall comprehensive and integrated scheme for the site which is acceptable in environmental terms.

3. development in the context of a Conservation Plan for the site, and having regard to the Devonport Conservation Area Appraisal and Management Plan

4. a safe, convenient and sustainable movement and transport network for all within and, where appropriate, beyond the new development with local vehicular access which enables public transport linkages through the site, and into the existing residential areas of south Devonport, to be realised

5. a high quality transport interchange at a convenient and accessible location within or adjacent to the development

6. pedestrian and cycle access through the site along the Mount Wise headland, providing a vital link in the Green Arc.

7. the preparation of Design Codes that must be submitted prior to the submission of reserved matters applications and will form a key element in the consideration of these applications, to cover high quality public realm, open spaces, and architecture.

8. sensitive restoration and reuse of Admiralty House and Mount Wise House and their attractive landscaped setting.

9. public realm enhancements to the George Street approach to Mount Wise Park

10. restoration of historic surfaces

11. protection for other historic assets and archaeological features on the site, and their setting and opportunities for presentation, interpretation and promotion of these features

12. protection of habitats and the incorporation of a wildlife corridor

13. the protection of important trees
The retention of the cricket pitch, which should be brought into community use, complementing the proposed new recreational facilities at Brickfields.

Redevelopment of the HMS Vivid site to provide attractive frontage to the cricket pitch.

An assessment of land contamination and implementation of appropriate mitigation.

Assessment of the risk of flooding - the development should be designed to avoid unnecessary development in areas of high risk and to minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flooding.

Reconnection to the waterfront

The protection of important views through, into and beyond the site

A financial contribution towards the provision of educational infrastructure

The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

Appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

**Proposal DP07**

**Mount Wise Primary School**

Mount Wise Primary School will be redeveloped for residential / mixed use purposes, comprising in the region of 40 dwellings of which at least 12 will be affordable housing and 8 built to Lifetime Homes standard.

The scheme will also deliver:

1. provision for community uses, including child care facilities.
2. a mix of house types and sizes.
3. on-site open space / play facilities or a contribution for the equivalent off-site provision.
4. proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 5).
5. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.
Proposal DP08
Marlborough Street Primary School

Marlborough Street Primary School will be redeveloped for residential / mixed use purposes comprising in the region of 25 dwellings of which at least 7 will be affordable housing and 5 built to Lifetime Homes standard

The scheme will also deliver:
1. provision for community facilities.
2. a mix of house types and sizes.
3. on site open space / play facilities or a contribution for the equivalent off site provision
4. proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 5)
5. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

Devonport Objective 3
Providing employment

To protect existing employment facilities, particularly those related to Devonport’s marine industry, and provide additional employment development to meet the need for further local job opportunities for local people

This will be achieved by:
1. providing additional employment floorspace within mixed use developments proposed in this Plan
2. protecting existing employment sites, particularly those in the marine industries
3. working with other partners to ensure that local people are able to access the jobs available.
**Policy DP09**

**Richmond Walk**

Employment sites and in particular marine related uses will be retained at Richmond Walk. Some limited residential / commercial mixed use may be acceptable, provided that this would not prejudice continued commercial activity and marine related uses in the area.

Development should also deliver:

1. appropriate protection for rights of way
2. affordable homes
3. assessment of the risk of flooding - the development should be designed to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flooding
4. respect for, and enhancement where appropriate of, surviving historic elements such as walls, boundaries, structures and surfaces
5. improved connection to Mount Wise
6. improved pedestrian access to the waters edge
7. all non residential buildings should seek to achieve BREEAM excellent standards. Any residential development options should seek to achieve zero carbon development.
8. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

**Devonport Objective 4**

**Providing Services and Facilities**

To ensure that an appropriate range of local services and facilities is provided for the Devonport community that meets the needs of the existing and expanded population, including the creation of a new high quality Primary School facility with full extended school status

**Proposal DP10**

**Devonport Guildhall**

Devonport Guildhall will provide commercial office space and a community focus for a mixture of cultural, recreational, and community facilities.

Future use of the building will also deliver:

1. a positive impact upon, and assistance in, preserving the fabric or character of the building
2. compatibility with other uses within the building
3. high quality public space improvements around the building
4. development should seek to achieve BREEAM excellent standards.
### Proposal DP11
**New Primary School**

A site at Fore Street / Raglan Road will be developed as a new Primary School for Devonport. The development of the new school will also deliver the following:

1. appropriate rearrangement of sports facilities on the remainder of the Brickfields site
2. a Green Travel Plan showing how traffic and parking are to be dealt with and promoting the improvement of pedestrian and cycle linkages
3. integration with the other development on Brickfields
4. appropriate pedestrian measures on Chapel Street and Cumberland Road
5. conservation and interpretation of the archaeology of Brickfields, particularly the Devonport Lines
6. development should seek to achieve BREEAM excellent standards.

### Proposal DP12
**Dental Training School and GP Surgery**

A site at Brickfields will be developed for a new Dental Training School and GP Surgery. The development will also deliver:

1. conservation and interpretation of the archaeology of Brickfields, particularly the Devonport Lines
2. rationalisation of parking provision at the site
3. improvements to access arrangements and particularly pedestrian access to the site
4. a sensitive relationship with the other uses on Brickfields
5. a green travel plan
6. buildings of a scale and design appropriate to the prominent and sensitive setting
7. development should seek to achieve BREEAM excellent standards.
**Policy DP13**
**Marlborough Street**

To support Marlborough Street to evolve into a mixed use street with a significant increase in residential accommodation as well as retail, office, health, and community uses. Proposals should deliver:

1. the retention of a local convenience retail function at least until new facilities at South Yard Enclave are operational
2. retention and improvement of clear links with the new centre so that remaining retail uses are better integrated with it
3. opportunities for the development of creative and cultural sector industries
4. upper floors brought back into positive use
5. the retention of locally distinct features
6. all non residential buildings should seek to achieve BREEAM excellent standards. Any residential development options should seek to achieve zero carbon development.
7. appropriate contributions will be required towards managing off site recreational impacts within Plymouth Sound & Estuaries SAC and Tamar Estuaries SPA.

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**Devonport Objective 5**
**Improving Transport and Connectivity**

To promote sustainable transport by improving connectivity throughout the community with pedestrian routes, cycle ways, and high quality public transport.
Policy DP 14
Sustainable Transport

In considering proposals for development in Devonport, the following measures will be sought:

1. improvements to the A374 through Devonport to ensure the future accommodation of an High Quality Public Transport route and to improve pedestrian connectivity
2. the use of Home Zone layout and design principles for new residential developments and within existing residential areas
3. safeguarding the unrecorded public rights of way that have already been identified in Devonport and which are identified on the Movement Map
4. safeguarding access to the existing National Cycle Network (NCN) Route 2, and, where possible, provision for additional cycle links to this and to existing local cycle route network, including the non NCN route between the Torpoint Ferry and Stonehouse
5. appropriate opportunities to implement measures to make cycling and walking a safe and attractive means of transport to all parts of the settlement
6. the provision of secure and user friendly cycle parking or storage space at all employment areas and at key points such as leisure and shopping facilities
7. opportunities to enhance access to the waterside from within the Devonport neighbourhood
8. the use of appropriate design features, and clear and legible signing that clearly mark the routes to the strategic transport network and discourages the use of secondary residential streets for through traffic.

Devonport Objective 6
Protecting Natural And Built Assets And Promoting High Quality Development

To afford adequate protection to Devonport’s natural assets and heritage and ensure that the future development of Devonport is safe, sustainable, of a high quality and recognises the inherent importance of the natural, historic and archaeological environment to the fabric and character of the area.

Proposal DP15
The “Green Arc”

The quality and accessibility of the green spaces of Devonport Park, Brickfields, and Ministry of Defence Mount Wise will be improved so that together they comprise an area of greenspace (“The Green Arc”) that is better integrated into the community. Development of the Green Arc will deliver:

1. improvements to Devonport Park (see Proposal DP16)
2. improved rugby, athletics and community sports facilities at Brickfields
3. improved access to the waterfront
4. improved pedestrian and cycle links, within the green arc, to the community, and beyond to other parts of the city.
Proposal DP16
Devonport Park

Devonport Park will be improved to enhance its status as one of the foremost open spaces in this part of the city. The scheme will deliver:

1. integration with the remainder of the Green Arc
2. the creation of a new heart to the park incorporating a multi use building
3. improvements to the sports and play facilities
4. the restoration of historic buildings, spaces and structures with opportunities for presentation, interpretation and promotion of the area’s heritage and archaeology
5. the re-establishment of the Park as a focus for community events
6. improvements to the entranceways and other access points to the Park and routes through it
7. improved safety
8. a mechanism for continued community involvement in the future management of the park and adequate resources to maintain the park into the future.

City Centre and University Area Action Plan 2006 - 2021

Core Strategy – Area Vision 3 – Plymouth City Centre

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

Strategic Objective 1: Regional Destination

• To deliver the regional commercial centre for the South West Peninsula of England.

Strategic Objective 2: Placemaking

• To create a modern, enlivened City Centre which successfully integrates its historic assets with its new developments, and which uses attractive and innovative public spaces to create high quality settings for key buildings. New developments and public realm schemes use the latest sustainable construction methods and facilitate the use of Combined Heat and Power (CHP) throughout the City Centre.

Strategic Objective 3: Movement and Accessibility

• To create a safe and accessible City Centre for all transport modes.
<table>
<thead>
<tr>
<th>Strategic Objective 4: The West End – The Market and Independent District</th>
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<tbody>
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<td>• To reinforce and foster the unique, independent, diverse character and community of the West End, so that its identity as a distinctive City Centre district is confirmed.</td>
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<tr>
<th>Strategic Objective 5: The Core Retail District</th>
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<tbody>
<tr>
<td>• To reinforce the area’s character as the place where most of the national retailers can be found, with the ‘big city’ shopping atmosphere, while also encouraging a greater diversity of uses. The area will see exciting changes creating a new shopping area, delivering more shops, different uses and a much improved public realm.</td>
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<tr>
<th>Strategic Objective 6: The Northern Office District</th>
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<tbody>
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<td>• To drive forward the economic regeneration of the City Centre, and contribute to the city’s economic growth plans through the creation of a focus for a new business services sector in Plymouth. To improve the gateways to the city and the City Centre, and create an improved environment and true spine route between the waterfront and the station.</td>
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<tr>
<th>Strategic Objective 7: The Learning and Culture District</th>
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<tbody>
<tr>
<td>• To continue the development of an area centred on North Hill which is mixed use but is led by learning facilities and cultural activities. The area is centred on North Hill adjacent to the University of Plymouth campus, the City Museum and Library and the Plymouth College of Art and has seen significant amounts of development as part of the improvement of the University’s campus. Over the life of the AAP, this character will be strengthened and the appearance and attractiveness of North Hill and its surrounds will be improved as an area to be enjoyed by everyone.</td>
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<table>
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<tr>
<th>Strategic Objective 8: The Leisure and Civic District</th>
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<tr>
<td>• To consolidate the existing concentrations of leisure uses to the south and west of Royal Parade, and of Civic functions to the south and east of Royal Parade. These areas are already characterised by a variety of leisure uses around Derry’s Cross, centred on the Theatre Royal, and Civic uses such as the Guildhall, Magistrates Court and St Andrew’s Church to the east of Armada Way.</td>
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</table>
Strategic Objective 1

- To deliver the regional commercial centre for the South West Peninsula of England. This will be achieved by:

  1. Implementation of about 100,000 sq.m. of new high quality retail floorspace and 100,000 sq.m. of new high quality office space by 2021, bringing Plymouth into the top 10 commercial centres in England.

  2. Delivering a vibrant mix of activities and experiences for the visitor, and a centre of such quality that Plymouth becomes a major destination in its own right throughout the South West region.

  3. Delivering a modern, efficient, attractive and safe transport system, with high quality car parks and public transport.

  4. Delivering the ‘greenest’ City Centre in the country, with a state of the art low carbon energy network and high quality green spaces and public realm.

Strategic Objective 2

- To create a modern, enlivened City Centre which successfully integrates its historic assets with its new developments, and which uses attractive and innovative public spaces to create high quality settings for key buildings. New developments and public realm schemes use the latest sustainable construction methods and facilitate the use of Combined Heat and Power throughout the City Centre. This will be achieved by:

  1. Ensuring that the grid of streets in the City Centre (Armada Way, Royal Parade, New George Street, Cornwall Street and Mayflower Street) remains as the underlying structure of the City Centre and is celebrated as the essence of the Plan for Plymouth.

  2. Conserving and enhancing the best, highest quality buildings and elements of the Plan for Plymouth, and older buildings, as important parts of the City Centre’s heritage.

  3. Linking these areas into proposals to redevelop and alter the City Centre, to create a City Centre which celebrates and recognises its history.

  4. Creating a high quality, attractive and enlivening public realm, with a range of public spaces, enriching activities and sights which will generate interest.

  5. Requiring development to be low carbon, and to facilitate the provision of Combined Heat and Power facilities.

Policy CC01

Place making and the Historic Environment

The City Council will protect and enhance the most successful elements of the City Centre’s historic environment, including the Beaux Arts grid of streets and key historic buildings. It will expect new development proposals to respond positively to the City Centre’s unique heritage, supporting the ‘concept’ identified in Chapter 3 of this AAP and helping to create a vibrant City Centre experience.
Policy CC02
The Royal Parade Blocks
The blocks forming the northern side of Royal Parade are the best surviving examples of the quality that was envisaged in the Plan for Plymouth. Replacement of these buildings will not be permitted, although it is recognised that it may be necessary to sensitively alter the buildings in order to retain viable, successful uses. Proposals which aim to widen the use mix of the buildings, introducing residential and office uses, may be acceptable as long as they retain active ground floor frontages.

Policy CC03
City Centre Public Realm
The City Centre’s public realm will be improved to create a succession of safe, attractive, inclusive and innovative linked spaces, places and features which enliven the City Centre whilst respecting its unique Beaux Arts character. Public realm improvement schemes should:
• Use high quality, durable and sustainable designs and materials.
• Facilitate movement and promote permeability through the City Centre precinct for pedestrians and cyclists.
• Provide flexible design solutions which support the future development options suggested within this Area Action Plan.
• Provide a variety of spaces both in terms of scale and character, including:
  1. Events and spectator spaces
  2. Group gatherings
  3. Smaller seating areas
  4. Places for all ages, including spaces and activities for children’s play and for young people.
  5. Use innovative designs to improve the identity and legibility of the City Centre such as public art, sculpture, planting, water features and lighting.
  6. Support the principle of legible streets – allowing views down boulevards to help people orientate themselves and understand the City Centre.
  7. Provide for a range of uses which support the retail needs of the city such as street markets, promotions, performances, events, pavement cafes.
  8. Encourage spaces for activities and entertainments which create an environment which is stimulating and attracts visitors to the City Centre.
  9. Include high quality structures for catering, displays and tourist information within public spaces, without reducing permeability and flexibility.
  10. Explore ways to provide cover over the main shopping streets that is consistent with the character of the City Centre, and incorporate protection from the weather to provide shade, shelter, urban cooling and sustainable drainage.
  11. Deliver improvements to Surface Water Drainage systems, reduce flood risk and protect Plymouth Sound & Estuaries European Marine Site from water pollution.
Policy CC04
A Sustainable City Centre Neighbourhood

Developments in the City Centre will contribute to the creation of a sustainable neighbourhood, by ensuring that:

1. Opportunities to create new residential areas as part of larger developments are sought across the City Centre, but particularly to the west of Armada Way where they will contribute to the creation of a community in the West End.

2. A well integrated mix of housing types is delivered, allowing households of a range of sizes and incomes, and people of all ages, to live in the City Centre.

3. A critical mass of population, new creative industries, live/work units and studios for artists, and new community and health care facilities are provided in the West End as part of new developments and opportunities identified in the plan period.

4. Provision is made for a healthy environment in the West End, with well designed public spaces and opportunities for urban cooling.

5. Provision is made for measures that address and manage air quality issues in the City Centre.

6. Where it is not possible to provide community facilities within the City Centre, development proposals will identify facilities in neighbouring communities and provide clear and convenient links to them.
Policy CC05  
Combined Heat and Power, District Heating and Cooling

The delivery of an integrated Combined Heat and Power and District Heating and Cooling (CHP/DH) network throughout the City Centre and University area will be encouraged to enable existing and new development to achieve significant carbon savings. To enable the delivery of this network:

1. Development proposals at Colin Campbell Court (CC08), Cornwall Street (CC11) and North Cross (CC14) will be encouraged to include space for a Combined Heating and Power Energy Centre, to support a phased roll-out of the district heating network.

2. All proposals for non residential development exceeding 1,000 sq m of gross floor space and residential developments comprising 10 or more units (whether new build or conversion) will be encouraged:

   a) Where the district wide network is not yet operational in relation to the particular development under consideration, to:
      • Make an offsite contribution to the establishment of the network.
      • Include heating and cooling systems that allow future connection to the local district heating/cooling networks.

   b) Where the district wide network is operational in relation to the particular development under consideration to:
      • Connect to the network.
      • Make an offsite contribution towards local completion of the network

_The requirement (set out in Core Strategy Policy CS20) for development to incorporate onsite renewable energy production equipment is relaxed for such developments, in favour of measures that enable the delivery of area wide solutions._

_Individual proposals that come forward that would help the delivery of the Combined Heat and Power/District heating and Cooling network will be supported by the Council. The opportunity to incorporate district heating/cooling pipe infrastructure will be considered in the forward planning and delivery of all relevant transport and public realm work in the City Centre and University area._

_Other developments will be encouraged to include heating and cooling systems that allow connection to the network._
Strategic Objective 3

- To create a safe and accessible City Centre for all transport modes. This will be achieved by:

1. Maintaining the role of the Strategic Road Network to efficiently distribute movements by all transport modes around the City Centre.

2. Supporting and improving access by public transport to the City Centre, and particularly the development of the High Quality Public Transport system.

3. Providing City Centre car parking in fewer, larger, strategically located, high quality car parks with easy access from the Strategic Road Network.

4. Addressing the need for better facilities for cyclists and pedestrians within and into the City Centre.

5. Ensuring safe movement for all users of the road network.

6. Ensuring safe movement between the City Centre and surrounding neighbourhoods.

Proposal CC06
The Strategic Road Network

The principal purpose of the Strategic Road Network (SRN) is the distribution of traffic to, from and around the City Centre. Any proposals to change the Strategic Road Network, or development of sites alongside it, should:

1. Ensure that the ability of the Strategic Road Network to distribute traffic to, from and around the City Centre is preserved and enhanced.

2. Explore ways to redesign the road corridor and redistribute the transport functions as part of any redevelopment proposals.

3. Consider how new developments relate to the road and devise ways to use design and active frontages to improve the road corridor.

4. Provide for movements across the road into neighbouring communities.

5. Deliver improvements to Surface Water Drainage systems, reduce flood risk and protect Plymouth Sound and Estuaries European Marine Site from water pollution.
Proposal CC07
Royal Parade and Exeter Street (West)

Royal Parade and Exeter Street (West) perform an important part in ensuring good access to and around the City Centre, particularly for public transport. Retaining and improving these connections is critical to the health of the City Centre. Without compromising this important role, the Council will seek to emphasise Royal Parade as one of Plymouth’s great City Centre boulevards, and improve its setting as a gateway to the City Centre. Potential for improvements could include:

1. Changes to the junctions at Western Approach, Derry’s Cross and Charles Cross which will improve movements and create better public spaces.

2. Better public transport facilities and more efficient arrangements for bus access to the drop off points, with the aim of creating a high quality public transport interchange which improves the experience of the City Centre for people arriving by bus.

3. Improving the relationship between the City Centre precinct and the historic areas to the south of Royal Parade through to the Barbican, and creating a clear, high quality pedestrian link between Millbay and Sutton Harbour, through improvements to the public realm and creation of new public spaces as part of a wider linear urban park. Opportunities to remove street barriers and to reduce the amount of signage should be investigated.

4. Any changes to Royal Parade and Exeter Street (West) resulting from this policy must ensure that movements around the Strategic Road Network are not compromised and are, where possible, improved.
Strategic Objective 4

- To reinforce and foster the unique, independent, diverse character and community of the West End, so that its identity as a distinctive City Centre district is confirmed. This will be achieved by:

1. Supporting the ‘Awakening the West End’ Vision and integrating it with the proposals in this AAP.

2. Supporting measures to improve the viability of the Market, improve its profile as the heart of the West End, and support its focus on cultural events, arts, crafts and local produce.

3. Safeguarding the character of the West End, which is based on small, independent traders selling distinctive and interesting goods.

4. Fostering a creative, artistic community in the West End, and encouraging galleries, studios and artists live/work accommodation in the district.

5. Supporting proposals which introduce more homes and student accommodation in the West End.

6. Identifying Colin Campbell Court as a strategically important redevelopment site for a range of uses including retail, culture, leisure and housing, which will act as an anchor for the West End.

7. Supporting opportunities to break down the sizes of the blocks so as to create more north south movement.
Proposal CC08
Colin Campbell Court

Colin Campbell Court will be redeveloped for a mix of uses including convenience (food based) retail, small scale comparison retail, leisure, cultural and community uses, and new homes. The new development should include:

1. A masterplan that links the different elements of the site together as part of an integrated scheme.

2. High quality car parking to meet the needs of the redevelopment, and also to provide quality parking for visitors to the West End.

3. The retention of frontages onto Derry’s Cross and the retention or replacement of shop units fronting onto Frankfort Gate.

4. Redevelopment of Union Street and Western Approach frontages to create a positive streetscape and to contribute to the creation of a better City Centre gateway at Western Approach.

5. High Quality design and architecture to create a distinctive and vibrant environment which enriches the West End and also relates to the boulevard linking the City Centre to Millbay.

6. Strong functional links to the Market and West End economy and community.

7. An assessment of how to link the redevelopment to proposals in the Millbay and Stonehouse AAP for redevelopment of the Toys R Us block.

8. Live/work units for artists and creative industries, including space to exhibit and sell their work.

9. An energy centre that supports delivery of the wider City Centre combined heat and power network.

10. Improvements to drainage infrastructure to address flood risk issues.

Proposal CC09
Morley Court and Harley Court

The Council will look for opportunities to improve the quality of the homes in the Morley and Harwell Court areas, and will use these opportunities to provide more homes of different sizes and types, and also examine the potential for introducing other uses. Proposals should contribute to the creation of a sustainable neighbourhood of apartments and family homes, with associated community facilities. The possibility of including uses such as a health centre, managed workspace or live work units should be investigated.
Proposition CC10
The Heart of the Market and Independent District

The role of the City Market will be strengthened as the heart of the Independent District and hub of the West End. The block comprises the Market and a mix of independent units and larger retail units linking the West End with Armada Way. It plays a number of roles and should continue to provide a mix of retail, residential and other City Centre uses.

Proposals for development of any part of this block should:

1. Give more prominence to the Market by possibly removing units along its frontages in order to allow views into the central market area.

2. Create a greater diversity of uses in the Market, including local food outlets and space for art and performance.

3. Create opportunities for the improvement of units and shop fronts along New George Street, Cornwall Street and Armada Way.

4. Seek opportunities to create an arcade of higher value, boutique style retailers and other uses, breaking through the block and linking Cornwall Street (West) and New George Street (West).

5. Seek opportunities for new homes as part of any redevelopment proposals.

Strategic Objective 5

- To reinforce the area’s character as the place where most of the national retailers can be found, with the ‘big city’ shopping atmosphere, while also encouraging a greater diversity of uses. The area will see exciting changes creating a new shopping area, delivering more shops, different uses and a much improved public realm. This will be achieved by:

1. Identifying a location for a major new retail development in the Core Retail District capable of delivering most of the new shopping floorspace needed in the City Centre over the plan period, plus new homes, and which is of a quality to be expected in a regional shopping centre.

2. Supporting the function of New George Street, Cornwall Street and Old Town Street as the shopping streets which provide the main retail draw of the City Centre.

3. Supporting Drake Circus as the best quality retailing currently in the City Centre, and enabling an extension to Drake Circus to take place within the plan period.
Proposal CC11
Cornwall Street

This area is identified for a strategic retail led development, to spearhead the renewal of the City Centre and create a modern, showpiece shopping area with a new anchor store, new units meeting the needs of retailers and a mix of uses broadening the city’s appeal. The detailed form and composition of the development should be evolved over the plan period to ensure that the final scheme responds to the changing nature of city centre and retail environments and economies. The development should include:

1. A landmark building housing a new department store of approximately 25,000 sq m to be provided on the corner of Armada Way and Cornwall Street (West).

2. Redevelopment of Cornwall Street (East) and the remainder of the Cornwall Street (West) block to create approx 61,000 sq m of retail floorspace, including reinstatement of existing floorspace, with direct links to the new anchor store and Drake Circus. The Cornwall Street (West) redevelopment should provide the floorspace in smaller units which can accommodate independent retailers as part of the West End.

3. Creation of two new, high quality car parks providing approximately 2000 spaces, one of which should be adjacent to the new anchor store with access to Western Approach via Mayflower Street.

4. At least 700 new homes to be accommodated within the development, including flats, apartments and townhouses and possibly including roofgardens.

5. Creation of new public spaces along Cornwall Street.

6. Facilities to replace the shopmobility centre.

7. An energy centre that supports the delivery of a wider City Centre Combined Heat and Power network.
Proposal CC12
Drake Circus and New George Street

The role of the New George Street and Drake Circus block as the core of the City Centre retail circulation will be strengthened, by enabling improvements to units within the block. During the plan period, opportunities for alterations to this block will be sought which will enable:

1. The improvement of units and shop fronts along New George Street and Armada Way.

2. The creation of an arcade of higher value retailers and other uses, breaking through the block and linking Cornwall Street and New George Street.

3. Alterations to Drake Circus to allow an extension completing the retail circulation within the mall and improving links to Bretonside. In the longer term, Drake Circus should look for opportunities to create links and synergy with the new City Centre developments proposed in this AAP, in particular the strategic redevelopment of Cornwall Street.

4. The creation of new homes as part of any redevelopment proposals.

Proposal CC13
Land outside Drake Circus

The area of land between Drake Circus, the Money Centre, the Roland Levinsky Building and North Hill should be developed for appropriate City Centre uses, potentially including offices, cultural, residential or hotel. The form of the development should also allow for the capacity of Drake Circus traffic junction to be enhanced. The development should provide for:

1. A landmark building which respects its setting and relationship with the University and Drake Circus.

2. Improvements to opportunities for pedestrian and cycle movements around Drake Circus junction, creating stronger links between the City Centre and University.

3. The creation of active ground floor frontages.

In the short term, and prior to redevelopment of the site for the purposes set out above, the Council will seek to bring the site into use as amenity space.
**Strategic Objective 6**

- To drive forward the economic regeneration of the City Centre, and contribute to the city’s economic growth plans through the creation of a focus for a new business services sector in Plymouth. To improve the gateways to the city and the City Centre, and create an improved environment and true spine route between the waterfront and the station, and beyond. This will be achieved by:

1. The identification of a substantial new office-led mixed use development to drive forward the regeneration of the City Centre.

2. Integration of the University and complementary uses.

3. The creation of a modern and attractive railway station, which is more accessible from the City Centre and which is a high quality gateway to the city.

4. The gradual change of the ‘northern triangle’ of the City Centre from retailing to predominantly offices, residential and student accommodation.

5. Strengthening the character of Armada Way as a key link north and south through the new developments.
Proposal CC14
North Cross and the Railway Station

The area from the North Cross traffic roundabout to Plymouth Railway Station will be developed to create a new commercial heart for the City through the identification of a vibrant business district on the edge of the City Centre, with a new, modern railway station and completely redesigned urban environment. The proposal should include:

1. A new office quarter between the Station and Armada Way, providing approximately 100,000 sq m of office floorspace, and other complementary uses including hotels.

2. A completely redesigned railway station integrated into the new district, creating a high quality gateway to the City which includes a High Quality Public Transport interchange connecting to the city-wide HQPT network.

3. An extension of the Armada Way spine through the area, leading to a new public space at the centre of the business district.

4. A positive entrance to the University from Armada Way.

5. A redesigned road system which enables the new office uses to be accommodated.

6. A consideration of air quality issues associated with the Strategic Road Network.

7. Residential and small scale retail and leisure uses to create activity and interest.

8. Improved linkages between University of Plymouth and North Stonehouse.

9. An energy centre that supports delivery of a wider City Centre Combined Heat and Power network.

Proposal CC15
The Northern Triangle

The area to the north of Mayflower Street should gradually change so that it has a stronger relationship with the University and the North Cross office district. Activities in the area should be re-orientated away from retailing and look to provide other use mixes. Redevelopment proposals should:

1. Create opportunities for mixed use developments including offices, residential, hotels and university related uses such as student accommodation.

2. Create a more attractive and positive active frontage onto Western Approach and Armada Way, but consider the impacts of air quality issues associated with the Strategic Road Network.

3. Strengthen Armada Way as the key route from the City Centre to the railway station.

4. Strengthen links to the University through North Cross and across Cobourg Street.
Strategic Objective 7

• To continue the development of an area centred on North Hill which is mixed use but is led by learning facilities and cultural activities. The area is centred on North Hill adjacent to the University of Plymouth campus, the City Museum and Library and the Plymouth College of Art and has seen significant amounts of development as part of the improvements to the University’s campus. Over the life of the AAP, this character will be strengthened and the appearance and attractiveness of North Hill and its surrounds will be improved as an area to be enjoyed by everyone. This will be achieved by:

1. Working with the University to promote a high quality mixed use campus, well connected to the City Centre and surrounding neighbourhoods, with a mix of uses which encourage more people to use the area and create a thriving, well integrated City Centre quarter.

2. Working with the Plymouth College of Art to consolidate and improve its campus and to introduce new facilities for the arts.

3. Ensuring that the development and improvement of educational facilities in this area go hand in hand with the creation of sustainable neighbourhoods and considering the needs of existing residents.

4. Enabling the creation of a more pedestrian friendly environment between the University, the Plymouth College of Art and the Museum, keeping Tavistock Place open to traffic and improving the public realm and pedestrian facilities fronting the City Museum and Library and the University of Plymouth.
Proposal CC16
University of Plymouth Campus

The University should continue to evolve a high quality mixed use campus, incorporating education-led mixed use development with active ground floor uses which will contribute to the street level vibrancy of the campus, together with areas of student accommodation. The following strategic development principles will be used to guide development proposals brought forward by the University:

1. Safeguard and enhance the University as a vibrant, distinctive and diverse area of central Plymouth, taking into consideration the needs and requirements of the local community.

2. Improve the quality of the environment between the University and the City Centre and improve connections to other areas of central Plymouth.

3. Create new high quality streets and public spaces, including green spaces.

4. Ensure that new developments have active ground floor frontages which create a safe and vibrant street scene.

5. Create an environment where pedestrians and cyclists have priority.

6. Enhance the cultural district on North Hill.

7. Conserve the best historic buildings and introduce new high quality architecture.

8. Establish positive gateways between the University and neighbouring areas of the city and contribute to improvements to the Strategic Road Network, including through the creation of a positive entrance to the campus from North Cross and Armada Way. Deliver improvements to Surface Water Drainage systems, reduce flood risk and protect Plymouth Sound & Estuaries European Marine Site from water pollution.
Proposal CC17
Plymouth College of Art/Regent Street Car Park/Charles Cross Police Station

The Plymouth College of Art site will be enhanced and redeveloped as part of an integrated masterplan to predominantly create an improved campus for the college including high quality, educational arts facilities and complementary uses within the Education and Culture District. The redevelopment should create:

1. Approximately 31,500 sq m of floorspace to meet the College’s needs.
2. Improved publicly accessible art spaces and cafes.
3. Live/Work accommodation for artists, and incubator/start up units to encourage the formation of creative industries.
4. Improved public access to and through the site.
5. Active ground floor frontages to enliven public streets and spaces.
6. Better pedestrian and cycle links across the Strategic Road Network.
7. Minimal or no on-site parking may be considered given the site’s proximity to the City Centre and public transport facilities.
8. Improved facilities for pedestrians and cyclists including secure cycle storage.
9. High quality architecture, including landmark buildings which raise awareness of the College and highlight its role as a gateway into the City Centre and Education and Culture District.
10. High quality public realm with improved links to the City Centre.
11. Tree planting to green the Strategic Road Network to enhance the environment and absorb air pollution.
Strategic Objective 8

- To consolidate the existing concentrations of leisure uses to the south and west of Royal Parade, and of civic functions to the south and east of Royal Parade. These areas are already characterised by a variety of leisure uses around Derry’s Cross, centred on the Theatre Royal, and civic uses such as the Guildhall, Magistrates Court and St Andrew’s Church to the east of Armada Way. These characteristics should be strengthened and enhanced, by:

1. The creation of a new public space at Derry’s Cross, which provides a better setting for the Theatre Royal and a gateway to the West End.

2. Support for existing leisure uses and encouragement for new leisure, office and residential developments to the west of Armada Way which will improve the attractiveness of the area, create links to the Hoe and Millbay waterfronts and support the creation of a public space at Derry’s Cross.

3. The conservation and enhancement of the area to the east of Armada Way as an important part of Plymouth’s past and the route to Sutton Harbour and the Barbican, and as the focus of civic functions such as the Magistrates’ Court and Guildhall.

Proposal CC18
South of Derry’s Cross and Royal Parade (West)

The area is characterised by a mix of uses with an emphasis on leisure and entertainment. Future developments in this area should strengthen this character, and could include leisure uses, hotels, bars and restaurants and residential. Developments should ensure that:

1. Sites are planned comprehensively and in an integrated way, so that a distinctive City Centre district is created with a mix of uses, activities, positive urban streets and public spaces.
2. The area creates a positive gateway to the City Centre and the West End when approached from Millbay and The Hoe, including the use of high quality architecture.
3. Proposals explore ways to provide areas of public space, to create pedestrian routes through the area, and contribute to the creation of a better public space at Derry’s Cross.

Proposal CC19
South of Royal Parade, East of Armada Way

This area is home to the Guildhall and Magistrates Courts, as well as the oldest buildings in the City Centre. It is the area where the ‘civic’ functions are concentrated, and where the post-war City Centre blends into the finer grain of the old city in the Barbican and Sutton Harbour. It is home to a number of listed buildings and includes part of the Barbican Conservation Area. This character should be conserved and enhanced, and development proposals should not harm the townscape or individual buildings which contribute to that townscape. Proposals which introduce more residential uses into this area will be supported. The public realm will be enhanced and improved to provide a quality setting for key buildings such as the Guildhall and St Andrew’s Church.
Core Strategy - Area Vision 5 - Sutton Harbour

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

Objective 1
To promote the positive mixed-use regeneration of disused or under-used land and buildings, including where appropriate, tall buildings.

Objective 2
To conserve and enhance the special historic character of the Barbican, Bretonside and Coxside for future generations - capitalising on historic assets while respecting the character of existing communities, uses, buildings and structures that make the area distinctive.

Objective 3
To create a safe, high-quality environment, that capitalises on the waterfront setting. This should include a linked network of attractive public spaces including a vibrant, publicly and visually accessible waterfront – enlivened with entertainment, leisure and cultural uses without compromising the operational needs and health and safety requirements of the statutory harbour authority and other commercial waterside users.

Objective 4
To provide enhanced local centres for the Barbican, Bretonside and Coxside with services, activities and amenities that meet the needs of local people, employees, businesses, visitors and the wider community.

Objective 5
To create a high-quality integrated mixed-use development to the east and west of Sutton Road, Coxside - including a mixture of housing types and tenures, and opportunities to live, work, shop and socialise locally.

Objective 6
To ensure the area is easy to walk and cycle to and through—connecting effectively to surrounding neighbourhoods and the City Centre, with excellent access to public transport (including the proposed eastern corridor High Quality Public Transport link and improved water transport links).
Proposal SH 01
Commercial Wharf, Phoenix Wharf, Elphinstone and Lambhay Hill

To comprehensively redevelop and enhance this prominent waterfront site in an integrated way for predominately cultural facilities as part of a mixed-use development, including:

- Arts, entertainment, leisure and tourism related uses.
- Public open space with public access to the water's edge, landing stage and slipways.
- Small-scale marine related employment, office uses and potential art / craft workshops (in the region of 1,200 m2).
- Specialist retail uses related to the tourism / cultural function of the area (in the region of 3,300 m2).
- Cafes and restaurants.
- Residential uses above ground floor uses (in the region of 90 units including at least 27 affordable housing units with at least 18 units built to Lifetime Homes Standard).
- Water based recreation and transport uses.

Development proposals should provide for:

1. A masterplan that links the different elements of the site together as part of an integrated scheme.

2. A memorable waterfront landmark building of high architectural quality and local distinctiveness that relates sensitively to the historic context and the site's prominence as a local and international city gateway. This will create a positive first impression for people arriving in Plymouth.

3. The integration of the Phoenix Wharf Grade II Listed former immigration building currently used by the Mayflower Sailing Club, the public slipway and landing stages as part of the redevelopment proposals, together with more organised boat storage facilities for existing users of the site.

4. Innovative mixed-use conversion or redevelopment of the existing arched “fisherman's lock-up” storage spaces on Commercial Wharf to create active ground floor frontages (e.g. cafes, restaurants, retail units, artist/craftsperson's live/work units) that enliven the space.

5. A shelter area of high quality design for the Barbican Landing Stage.

6. Building heights that relate positively to the site’s sensitive context and the width of surrounding streets and spaces. These should have regard to the setting of the Citadel when viewed from the east of Sutton Harbour and beyond.

7. High-quality public realm along all the site’s street and water frontages, including Lambhay Hill, Madeira Road (including the tour-boat coach drop-off area) and a flexible publicly accessible quayside space, together with improved disabled access to the site.
8. Integration with the South West Coast Path and Sustrans’ National Cycle Network (Route 27), including good quality signage.

9. The conservation and enhancement of key historic features on site, including the cranes and public slipways.

10. The inclusion of travel plans (employer and residential) to encourage people to travel sustainably.

11. Appropriate facilities for cyclists including secure cycle parking.

12. An innovative car parking solution, both for the development and for the wider public parking needs of the area.

13. Priority should be given to the integration of the needs of existing boat users and sailing clubs into any redevelopment proposal. Alternatively, relocation of these to an alternative site may be acceptable.


15. Contributions towards the delivery of strategic and cycle-friendly transport measures.

16. An assessment of flood risk and the impact on the marine environment, including details of proposed mitigation measures.

17. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made towards achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

18. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.

19. Assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.
Proposal SH 02
Bretonside bus / coach station and environs

To comprehensively redevelop this important city gateway site with a vibrant mix of uses which could potentially include:

• Employment uses within the B1 Use Class Order (in the region of 22,000 m2)

• Residential uses above ground floor uses in the region of 310 units including at least 93 affordable housing units with at least 62 units built to Lifetime Homes Standard

• Small scale retail uses, cafes, bars and restaurants (in the region of 5,400 m2)

• Leisure and tourism related uses.

Development proposals should provide for:

1. An innovative and iconic building design that forms a memorable city landmark at this important city gateway site.

2. Innovative car parking solutions.

3. High-quality public realm including contributions towards public open space / pocket park / play space at appropriate locations in the vicinity. Provision should also be made for improvements to the Charles Church environment, and pedestrian crossings towards Sutton Harbour and the City Centre.

4. Safer, convenient, direct and well-overlooked pedestrian and cycle links between the City Centre, Charles Church and Sutton Harbour.

5. A high-quality public transport interchange on site, or at a new site, with improved facilities, including toilets, baby changing, child-care facilities, secure cycle storage, cyclist facilities and tourist information.

6. Contributions towards the delivery of strategic and cycle-friendly transport measures.

7. The inclusion of travel plans (employer and residential) to encourage people to travel sustainably.

8. Tree planting to “green” Exeter Street and Bretonside.

9. The use of public art as an integral part of the scheme and as means to improve links between the site, the City Centre and Sutton Harbour.

10. A contribution towards education provision related to the scale of residential redevelopment proposed.

11. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made towards achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.
12. An appropriate contribution towards the delivery of an integrated approach to Sutton Harbour’s flood defences.

13. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.
Proposal SH 03
North Quay House Car Park

To redevelop this site to provide a high quality building to accommodate a range of uses that could include offices above ground floor level and small scale retail units, cafes and restaurants at ground floor level.

Development proposals should provide for:

1. Mixed-use development that contributes towards activity in the area.
2. A high-quality landmark feature on the important Bretonside / Hawker’s Avenue Corner.
3. Active ground floor frontages to enliven adjacent public streets and spaces (including an active quayside frontage).
4. Enhancement of the entire tree and shrub bank to the east of the site between Lower Street and Bretonside to enhance it as a high quality publicly accessible green space, retaining the existing trees along the site’s Bretonside frontage, or replacing these with new high-quality street trees.
5. Contributions towards improved pedestrian crossing facilities between Sutton Harbour, the City Centre and Ebrington Street, that respect pedestrian desire lines, including improvement of the North Street subway.
6. Contributions towards the delivery of the Sutton Harbour Heritage Trail as set out in Policy SH06.
7. The inclusion of a travel plan to encourage people to travel sustainably.
8. Contributions towards the delivery of strategic and cycle-friendly transport measures.
9. Appropriate facilities for cyclists, including secure cycle parking.
10. An innovative car parking solution, which minimises impact on the street scene. Reduced on-site parking may be considered given the site’s proximity to the City Centre and public transport facilities.
11. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.
12. Appropriate integrated flood mitigation measures.
13. An appraisal of the site’s archaeological and historic interest.
14. The retention of Lower Street in situ unless this is not justified by an archaeological investigation and evaluation.
15. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.
Proposal SH 04
47-67 Exeter Street

To redevelop these sites with a range of uses that could include:

• In the region of 26,200 m² net office space above ground floor uses, and

• Residential uses above ground floor uses (in the region of 240 units including at least 72 affordable units with 48 units built to Lifetime Homes Standard)

• Retail units, cafes and restaurants (in the region of 3,300 m²)

Development proposals should provide for:

1. A new public link from Exeter Street to Ebrington Street to re-establish the historic Hill Street route.

2. Active ground floor frontages to enliven adjacent public streets and spaces.

3. High-quality locally distinctive building design that, in particular, responds positively to the setting of the Grade I Listed Charles Church.

4. Tree planting to “green” Exeter Street which will enhance the environment and absorb air pollution.

5. Contributions towards improved pedestrian crossing facilities between Sutton Harbour, the City Centre and Ebrington Street, that respect pedestrian desire lines, including improvement of the North Street subway.

6. The inclusion of travel plans (employer and residential) to encourage people to travel sustainably.

7. Safeguarding the proposed High Quality Public Transport route along Exeter Street.

8. Contributions towards the delivery of strategic and cycle-friendly transport measures.

9. Appropriate facilities for cyclists, including secure cycle storage.

10. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made towards achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

11. A contribution towards education provision related to the scale of residential development proposed.

12. Minimal or no on-site parking may be considered given the site’s proximity to the City Centre and public transport facilities.

13. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.
Proposal SH 05
Friary Park

To comprehensively redevelop this key strategic site for mixed-use residential purposes (in the region of 530 units including at least 159 affordable housing units with at least 106 units built to Lifetime Homes Standard), but also including offices (in the region of 21,100 m2) and active ground floor commercial uses on the Exeter Street frontage (in the region of 5,250 m2). The site may also present the opportunity for the development of a new primary school associated with the wider regeneration of the area, subject to a full assessment of all options.

Development proposals should provide for:

1. A masterplan, approved by the Council to ensure the site’s redevelopment successfully integrates with adjacent streets and spaces, which does not compromise the potential future redevelopment of the adjacent Tothill Sidings site.

2. Safeguarding land for a potential future transport link from Exeter Street to Tothill Sidings and along the former railway cutting to Embankment Road as part of an integrated masterplan.

3. A phased approach whereby the existing large retail warehouses can eventually be relocated as part of a comprehensive masterplan for the site.

4. Active ground floor frontages to enliven key streets, with Exeter Street being the priority.

5. New convenient and direct pedestrian / cycle links between Exeter Street, Beaumont Park and Tothill Sidings (connecting towards the existing City Cycle Network south of Tothill Park) including safe routes to schools in the Sutton Harbour and East End areas.

6. High-quality public realm including a public open space / park / play space as part of a green-link from Exeter Street towards Beaumont Park.

7. Tree planting to “green” Exeter Street which will enhance the environment and absorb air pollution.

8. Contributions towards public realm improvements to adjacent streets and spaces - including improved pedestrian/cyclist crossings across Exeter Street and Beaumont Road.

9. The use of public art as an integral part of the development.

10. The inclusion of travel plans (employer and residential) to encourage people to travel sustainably.

11. Safeguarding the proposed High Quality Public Transport route along Exeter Street.

12. Contributions towards the delivery of strategic and cycle-friendly transport measures.

13. Appropriate facilities for cyclists, including secure cycle storage.

14. A reduced level of car parking due to the site’s proximity to the City Centre.

15. An appropriate contribution towards education provision related to the scale of development proposed.
16. An appraisal of the site’s archaeological and historic interest and provision of interpretation to communicate the site’s history.

17. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made towards achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

18. Assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.

19. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.

Policy SH 06
Sutton Harbour Heritage Trail

The Council will support proposals to deliver and enhance the Sutton Harbour Heritage Trail around the complete length of the harbour including:

1. Allowing active uses at ground floor level at appropriate locations, having regard to residential amenity, including a limited number of small scale food and drink kiosks.

2. The review and possible rearrangement of quayside parking to facilitate use of the Heritage Trail whilst safeguarding the operational requirements of the Sutton Harbour Company and other commercial and recreational users.

3. The provision of a new waterfront walkway link connecting Vauxhall Quay to Guy's Quay and Exchange Street.

4. The removal of quayside structures that do not enhance the special character of the harbour and the creation of a safe, high quality environment.

5. Public realm enhancements through landscaping and improvements to surface treatments.

6. The incorporation of public art and heritage interpretation along the quays.

7. Improvements to the existing Sutton Harbour Heritage Trail Room or the creation of a new high-profile, accessible facility.
Proposal SH 07
Sites east and west of Sutton Road

To create an integrated, sustainable, new neighbourhood with a vibrant, publicly accessible, destination waterfront and a balanced mixture of uses combining:

- Residential uses above active ground floor uses (in the region of 720 units including at least 216 affordable housing units with at least 144 units built to Lifetime Homes Standard) with a variety of housing types and tenures.

- In the region of 25,700 m² of employment uses within the B1 Use Class Order, marine related industries, workshops and live/work units.

- Cafes, restaurants and shops (in the region of 7,800 m²).

- Leisure and tourism related uses.

Development proposals should make provision for the following:

1. The comprehensive restructuring of the area in accordance with an agreed masterplan, including consideration of the existing road arrangements.

2. A phased redevelopment approach as part of an integrated masterplan for the site.

3. The creation of a high quality townscape that responds positively to the site’s heritage and Sutton Harbour’s historic character and distinctiveness.

4. The conservation and enhancement of key buildings, structures, surfaces, features and materials of historic interest and their settings, including St John’s Church, Shepherd’s Lane, the China House and the Alma Cottages / workshops.

5. A new neighbourhood centre for Sutton Harbour East, Coxside with small-scale shops, services, amenities and facilities along Sutton Road to meet local community needs.

6. The safeguarding and enhancement of key port, maritime and industrial uses / economies.

7. Public access to and along the entire waterfront, with strategic public open spaces.

8. New and enhanced views to positive landmarks and the waterfront that maximise community access to Sutton Harbour and encourage redevelopment of areas previously without water views.

9. Active ground floor frontages to enliven all public streets and spaces – particularly the waterfront, Sutton Road and Exeter Street.

10. Entertainment, leisure and arts uses to enliven the quayside.

11. Opportunities for water related leisure activities.

12. Opportunities for high-quality tall buildings on the axis of Barbican Approach and Lockyer’s Quay, relating to a major new waterfront public square and acting as positive, widely visible, memorable landmarks for the Sutton Harbour East Area, Coxside.
13. High-quality public realm throughout the area, including:

1. A new street or “boulevard” linking St John’s Road and Exeter Street to the quayside walkway, that improves east / west pedestrian and cyclist access through the area, while creating framed views of St John’s Church.

2. A park / green space / play space to enhance the setting of St. John’s Church.

3. A green space to improve the China House setting.

4. A waterfront public square on the axis of Barbican Approach and Lockyer’s Quay.

5. A waterfront public open space for performance and events at the quayside end of the proposed St John’s Church Boulevard.

6. Contributions towards the delivery of the plementation of appropriate mitigation.

7. The conservation and enhancement of historic Shepherd’s Lane – improving pedestrian / cyclist safety and linking the route to the waterfront.

8. Enhancements to adjacent streets and spaces including improved pedestrian / cyclist crossings over Sutton Road, Commercial Road, Barbican Approach and Exeter Street, together with environmental improvements.

14. Tree planting to “green” Exeter Street and Barbican Approach – enhancing the environment and absorbing air pollution.

15. The inclusion of travel plans (employer and residential) to encourage people to travel sustainably.

16. Safeguarding the proposed High Quality Public Transport route along Exeter Street.

17. Contributions towards the delivery of strategic and cycle-friendly transport measures.

18. Appropriate facilities for cyclists, including secure cycle storage.

19. Contributions towards the traffic calming of Sutton Road and the improvement of pedestrian and cyclist environments throughout the site.

20. The use of public art as an integral part of the development and in relation to the Sutton Harbour Heritage Trail.

21. Innovative car parking solutions. Reduced levels of car parking will be considered due to the site’s closeness to the City Centre.

22. Appropriate contributions towards education provision related to the scale of development proposed.

23. Assessment of land contamination and implementation of appropriate mitigation.

24. Appropriate flood defence measures integrated with the site masterplan, including contributions towards the delivery of the Lock Bridge Proposal SH10.
25. Appropriate sustainable surface water drainage solutions.

26. Assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.

27. Assisting the relocation of the existing commercial uses to appropriate alternative locations.

28. An appraisal of the site’s archaeological and historic interest and provision of interpretation to communicate the site’s history.

29. The preparation of a Climate Change and Sustainability Statement which will demonstrate how progress will be made towards achieving a zero carbon development. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

30. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.
Proposal SH 08
Coxside /Barbican Car Park

To retain public car parking to support the tourism and business needs of the area, but to remodel and extend the car park building so that it contributes more positively to the regeneration of Coxside with uses that add to the vibrancy of the area, including potentially:

- Leisure and tourism related uses.
- Small-scale retail units, cafes and restaurants ((in the region of 1,000 m2).
- Employment uses (in the region of 3,800 m2) including workshops and live / work units.
- Residential uses (in the region of 85-150 units, including 26-45 affordable housing units with 17-30 units built to Lifetime Homes Standard).

Development proposals should include the following:

1. An innovative redesign of the existing building to create natural surveillance over adjacent public streets and spaces.
2. The incorporation of active ground floor uses.
3. The retention of a level of public parking that is consistent with the car park’s current use.
4. A high-quality architectural solution that reflects the building’s status as a gateway to the National Marine Aquarium, Coxside and the Barbican and creates a positive first impression for people arriving in the area, whilst also safeguarding neighbouring residents’ amenity.
5. Contributions towards public realm improvements including an enhanced pedestrian / cycle link from Lockyer’s Quay to the Lock Bridge.
6. Appropriate facilities for cyclists, including secure cycle storage.
7. Appropriate flood defence measures integrated with the site masterplan required by Proposal SH07.
9. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.
10. Assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.
11. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.
Proposal SH 09  
Fish Market

To deliver improvements to the fish market site while safeguarding the existing marine related employment use. Additional uses could include the:

• Introduction of retail / restaurant / visitor centre uses (in the region of 400sq m) to create activity on the site’s Lockyer’s Quay frontage and improve the area’s vitality.

Development proposals should include the following:

1. Improved public access across the site to create a safe route from Lockyer’s Quay to the National Marine Aquarium west plaza, without compromising the fish market’s operational needs or health and safety requirements.

2. High-quality public realm and building design.


4. Contributions towards the delivery of the Sutton Harbour Heritage Trail as set out in Policy SH06.

5. Appropriate facilities for cyclists, including secure cycle parking.

6. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

7. Appropriate flood defence measures integrated with the site masterplan required by Proposal SH07.


9. Assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.
Proposal SH 10
Lock Bridge

To enhance or replace the Sutton Harbour Lock Bridge. Development proposals should make provision for:

1. A memorable, high-quality design to reflect the bridge’s important gateway role.

2. An innovative solution that provides improved pedestrian / cyclist access across the harbour without compromising boat movements.

3. Contributions towards the delivery of the Sutton Harbour Heritage Trail as set out in Policy SH06.

4. An assessment of the impact on the marine environment and flood risk, together with appropriate improvements to the level of flood defence that the lock gates provide.

5. An appropriate flood warning system for the harbour area.

6. A formal management agreement between the bridge operators and the Council on the bridge opening and closing times, together with appropriate consultation with local people and other key stakeholders.

7. Assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.

8. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound and Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.
Proposal SH 11
Queen Anne’s Battery

To safeguard, enhance and maximise the site’s potential for marine related and complimentary employment uses, including an innovative means of achieving safe pedestrian access to and along the site’s waterfront leisure facilities without compromising the site’s operational or health and safety requirements.

Development proposals should provide for:

1. Contributions towards the delivery of the Sutton Harbour Heritage Trail as set out in Policy SH06.

2. A detailed assessment of risk from the Cattedown hazardous substances storage facilities and implementation of appropriate mitigation.

3. Appropriate facilities for cyclists, including secure cycle parking.

4. Additional cafes and restaurants as part of improved pedestrian access to the site.

5. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage.

6. Appropriate contributions towards managing off-site recreational impacts within Plymouth Sound & Estuaries Special Area of Conservation and Tamar Estuaries Special Protection Area.


Vision

To create high quality, locally distinctive and sustainable mixed-use neighbourhoods in North Plymstock. The significant development focus in this area will provide major new sustainable infrastructure, particularly a High Quality Public Transport (HQPT) system and facilities to support a high quality of life. Other development opportunities in the area will be coordinated to create successful relationships between different uses. Mineral reserves in the area will be safeguarded to meet current and future needs. The character of the area will be strongly influenced by significant new recreational opportunities in the form of a countryside park, green space links and sports facilities.
Objectives

Our objectives to deliver this vision are set out below:

1. To create a high quality sustainable new neighbourhood at Plymstock Quarry

2. To contribute to creating a neighbourhood at Sherford that integrates effectively with the wider Plymouth urban area

3. To create an integrated sustainable transport network including a High Quality Public Transport (HQPT) System serving new urban areas in the eastern corridor and the A38 Park and Ride, and improve existing services in Plymstock

4. To deliver a new countryside park which will form a key recreational focus to the city and region

5. To contribute towards local & regional Biodiversity Action Plan targets for the restoration & recreation of priority Biodiversity Action Plan habitats, through restoration works at Chelson Meadow and the management of the proposed Countryside Park

6. To provide a new high quality ‘eastern gateway’ into the city, with a strong sense of place and local distinctiveness particularly on key road & water frontages

7. To safeguard mineral reserves to meet current and future needs of Plymouth and the South West

8. To safeguard future waste management activities in the area

9. To safeguard potential post 2016 development options.

Objective 1

To create a high quality sustainable new neighbourhood at Plymstock Quarry
Proposal NP01 Plymstock Quarry

Land at the former Plymstock Quarry will be developed as a sustainable new neighbourhood that is mainly residential but should include a mix of uses, to meet the daily needs of the community in a high quality environment and allow for the integration of the land currently occupied by Pomphlett Industrial Estate (NP02). The development will include:

- In the region of 1,500 homes of a variety of tenures and house types, of which at least 450 are to be affordable and 300 built to Lifetime homes standard
- In the region of 3.5 hectares, providing in the region of 21,000 square metres gross floor area of B1 (Use Classes Order) employment land
- An “extended” primary school
- A mixed-use local centre, to include a supermarket in the region of 2,000 square metres gross and a complementary range of small shops and other services to meet the needs of new residents.

The development should integrate with adjoining areas, provide the infrastructure necessary to serve the site and make an appropriate contribution towards the delivery of off site ‘eastern corridor’ transport infrastructure improvements. In determining the actual number of dwellings to be accommodated on the site, the Proposal will need to be tested against all the criteria identified below. In particular, the development should provide for the following:
Design and Historic Environment

1. The highest standards and principles of sustainable urban design, architecture, and landscape design. In particular the design should ensure that the following considerations are adhered to:

a. A positive relationship with surrounding sites, uses and in particular the historic house, park and garden at Saltram. Proposed development should ensure that it takes account of impact on the registered park and garden and listed buildings at Saltram. The essential setting of Saltram House, Park and Garden must be preserved or enhanced.

b. A design solution which capitalises on the unique character of the site, the availability of local materials (particularly Plymouth Limestone) and responds to the natural drama of the site. This includes the retention of important existing site features, the creation of an urban form in scale with the setting and an approach to architecture that enhances the sense of place.

c. The creation of direct, convenient and safe links to the existing developed areas of Plymstock to the south, including the secondary school and the Plymstock Broadway shopping centre.

d. The creation of a distinctive local centre with a range of facilities to meet local needs, as the focus of the development. Ground floors of buildings in the local centre will be designed where reasonable to be capable of adaptation between a range of uses, including retail, office and residential uses.

e. Design issues in relation to levels, particularly in terms of privacy, sunlight, microclimate, elevated views over the development (in particular, of rooftopscape), and the degree of enclosure within the quarry floor given the need to create a living environment that is not claustrophobic and overbearing.

2. A masterplan with accompanying Design Codes and strategies. Such Design Codes should be submitted to and be approved by the Council as part of the submission of the outline application for the whole development and will form a key element in the consideration of the application. These codes will be monitored and reviewed jointly by the developer in conjunction with the Council.

3. An archaeological watching brief in order to record any archaeology within fissures, for any development that exposes or reduces the limestone bedrock at its surface.

4. The limekiln at NGR SX51265415 will undergo careful recording, shall be carefully dismantled and stored for reuse and shall be incorporated in the built development proposals, in accordance with agreed specifications.

Housing

5. An appropriate mix of dwelling types and sizes to provide a balanced and sustainable neighbourhood, ranging from 60 to 70 dwellings per hectare at the local centre to 35-50 dph elsewhere on the site, with the lowest density on the Greenfield parts of the site.
**Employment**

6. Employment development located east of the main access to the site from Billacombe Road and south of the new main east/west axis within Plymstock Quarry.

7. The relocation of the existing uses from Pomphlett Industrial Estate to suitable alternative premises, at an early stage in the development to a location adjoining Chelston Meadow Waste Management Centre (see Proposal NP02). However, where necessary, other suitable alternative sites will be considered.

8. Small scale business establishments such as micro-business and live-work units. Such premises should be appropriately located in the mixed use core and designed to enable flexibility to respond to change in demand.

9. Wherever possible and practicable, the use of local employment opportunities during construction of the development.

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**Shopping, Community and Services**

10. A new local centre, comprising a supermarket and a range of complementary shopping, service and food and drink uses, appropriate to meet the needs of the local community.

11. A 2 form entry ‘extended’ Primary School, adjoining the mixed use core. The Primary school should be designed and built to form the hub of the neighbourhood’s health and community facilities including a doctor’s surgery, health centre (in the region of 400 square metres), children’s centre, library and community resource / meeting place able to accommodate worship (in the region of 1,100 square metres).

12. A contribution to meet the secondary schooling educational needs arising from the impact of the development.

13. Facilities that encourage and promote healthy lifestyles, e.g. a purpose designed trim / exercise trails integrated into the developments public realm and open spaces, with supporting information and equipment.

14. In the region of four informal meeting spaces for older children and teenagers as an integral part of the public realm. Such facilities should be carefully located across the whole development. They should be open to informal surveillance by the wider community, safe to use by young people and located so as to minimise potential for nuisance.
**Sport and Leisure**

15. The provision of an appropriate level of publicly accessible outdoor playing pitches and associated facilities to meet the sports and recreation needs arising from the development. An appropriate contribution towards the provision of such off-site facilities shall be made in lieu of any shortfall in on-site provision.

16. An appropriate contribution towards the provision of a swimming pool in a location that meets the needs of occupiers of the development.

17. An appropriate contribution from the development towards the proposed strategic sports and cultural centre at the Life Centre in Central Park, and proportional to the strategic and cultural needs of occupiers from the development.

18. The provision of an appropriate level of indoor sports facilities to meet the needs arising from the development. This should be provided on site wherever possible as part of the extended school and be of an appropriate design to accommodate community use in addition to the primary school requirements. An appropriate contribution towards the provision of off-site facilities should be made in lieu of any shortfall in on-site provision.

**Open Space / Public Realm**

19. Formal open space at the heart of the local centre.

20. The creation of green links between the northern fields and Billacombe Green, for wildlife movement, and recreation.

21. The creation of a linear boulevard and park on an east-west axis linking the lower parts of the development with the local centre central space.

22. The provision of an appropriate level and distribution of equipped children’s playspace and other small areas of functional formal and informal public open space that should be landscaped as integral components of the development, to include facilities and equipment (e.g. paths, lighting, seating) appropriate to the character of the open space.

23. Public art integral to the design of buildings and spaces. The approach should be explored through the development of a public art strategy for the site at an early stage.

24. A financial contribution towards mitigation measures to off-set the impacts of increased recreational pressure on Billacombe Green, arising from the development.

25. A proposal for the long-term maintenance of rock faces to ensure public safety. Public access liabilities shall be addressed in a report, and appropriate measures put in place.

26. The creation of a network of cycle and pedestrian links through the informal open space, providing for a link to the Saltram Estate from the northern fields, and works to contribute to the creation of a countryside park.

27. Off site environmental improvements to Billacombe Road in conjunction with new access, junction improvements and high quality public transport route between Colesdown Hill and Pumphlett roundabout.
28. The provision of an integrated network of safe and convenient footpaths and cycleways, within its boundary and to key facilities including transport interchanges. These routes should also help to link and integrate the development into the wider community and surrounding areas, including neighbouring green spaces, the proposed countryside park at Saltram (Proposal NP12), the National Cycle Network, Plymstock Secondary School and The Broadway shopping centre. Where necessary and reasonable existing footpaths bordering the development should be upgraded and new routes provided where necessary. A bridge link over A379 and recreational links in the former railway cutting to the west of the site will also be required.

29. The safeguarding of unrecorded public rights of way (developers should liaise with local access forums and the Council to identify these public rights of way).

30. Secure and user-friendly cycle parking at principal points and designations within the development e.g. business park, local centre, school and public transport interchange. Secure storage space shall also be included for residential dwellings and employment and leisure facilities to encourage cycle use for short trips.

31. An Access Strategy which shall be provided with an application for the whole development. This should include accessibility to facilities, bus stops and the transport interchange, in the form of bus boarders and the provision of a legible signing network and information.

32. The preparation of a coherent area wide travel plan which shall positively promote employees and residents to use public transport and promoting safe and sustainable travel for school children.

33. A High Quality Public Transport interchange, served by local bus services and the Eastern Corridor high quality public transport Service. This should be incorporated within the local centre at a point most convenient and accessible for users and serve the whole site. It should be consistent with the ‘mobi hub’ concept of a locally based travel and terminal and service centre (or mobility centre) offering a pleasant and secure waiting environment, combined with travel information and user facilities and journey planning services.

34. The safeguarding of a long term High Quality Public Transport route alignment along the former railway line, or an adjacent area.

35. The application of maximum car parking standards as denoted within the Council’s Parking Strategy 2006.

36. A single car park as part of the local centre which is shared between local centre uses and is separate from but with convenient access for people of all abilities to the school and Public Transport Interchange.

37. A design that discourages dropping off children in close proximity to the school to avoid vehicle / child conflict around the immediate school environment.

38. Contributions and / or direct works where necessary and reasonable to reduce the impacts of the development on the highway network. These contributions should assist the delivery of the transport infrastructure improvements needed to facilitate the development of the ‘Plymouth Strategic Public Transport Network’ and implement the sustainable transport strategy for the eastern corridor. Measures should include:
a. Highway works to facilitate reduced bus journey times for the high quality public transport Eastern Corridor service and cycle movement on the A379 between its junction with Colesdown Hill and its junction with The Ride

b. Improvements to reduce journey time and service reliability of public transport services in Plymstock including improvements and cycle friendly highway works to Pomphelett Roundabout

c. Cycle friendly Highway works on the A379 to enable public transport priority to its junction with Finnegan Road

d. Cycle friendly Highway works to the east of Laira Bridge to enable public transport priority along Laira Bridge Road, Heles Terrace and Embankment Road

e. Junction improvements to Marsh Mills junction with the A38

f. Cycle friendly Highway works and junction improvements on Colesdown Hill northwards to its junction with Haye Road and southwards bus only gate to its junction with the A379. The design and location of any requirement to improve the junction of Colesdown Hill and Haye Road should ensure that there is no adverse impact on the registered park and garden and listed buildings at Stag Lodge. Proposals for the Colesdown Hill/Haye Road junction must preserve or enhance the essential setting of Saltram House, Park and Garden.

g. The provision of passenger shelters, bus boarders and Real Time Passenger Information on all stops between the bottom of Colesdown Hill, The Ride and the A379

h. The incorporation of public transport priority within the development to enable the Eastern Corridor High quality public transport service to serve the local centre.

39. Proportionate contributions to wider transport works in line with Proposal NP07, Policy NP08, Proposal NP09 and Proposal NP10

40. The provision of two principal vehicular access points from the A379 and two secondary vehicular access points into the site from the Ride and Colesdown Hill to the north. The northern site access from Colesdown Hill should ensure that it takes account of impact on the registered park and garden and listed buildings at Saltram. Proposals for the Colesdown Hill access must preserve or enhance the essential setting of Saltram House, Park and Garden.

41. Extensive use of Home Zone road layout and design. Vehicular highways for other non-home zone routes that provide access between principal uses and areas within the development should as far as practicable be designed to reduce speed below 20 mph. The home zone principle should be extended beyond the main area of development, incorporating the new access route along Colesdown Hill.

42. Local bus services through the site.
43. Sustainable urban drainage and water conservation measures as an integral part of the design. Where traditional sustainable urban drainage measures are unviable in the quarry floor, then other measures such as water retention areas or green / brown roofs shall be utilised.

44. Appropriate waste storage areas and recycling facilities that are integrated into the development.

45. Off site improvements to both the public water supply and foul drainage systems including the receiving sewage treatment works. The provision of potable water supplies throughout the community in conjunction with water saving strategies and fittings (to Environment Agencies guidelines). Rainwater harvesting shall be investigated and implemented wherever practical and reasonably viable.

46. The incorporation of high bandwidth telecommunications infrastructure into every building to facilitate commerce, interactive services and advanced information provision, into the foreseeable future.

47. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application stage. The Strategy should address the following issues:

- minimisation of energy consumption,
- use of renewables and decentralized/ low carbon systems,
- accessible choice of shade and shelter,
- minimisation of adverse local environmental conditions,
- effect on biodiversity and the capacity for adaptation,
- sustainable urban drainage and waste systems,
- sustainable transport in line with PPG13.

48. The preparation of an Energy Strategy for the development, which includes an investigation of a district heating scheme for the development, utilising the waste heat generated by the landfill gas powered electricity generation plant at Chelson Meadow and/or an alternative Combined Heat and Power plant. This should be integrated into the development if technically feasible and financially viable.
**Natural Environment**

49. The provision of in the region of 12 hectares of accessible natural greenspace including the fields, wetlands and woodlands on the north facing slopes overlooking Chelson Meadow and the Saltram Estate. The area will form part of the countryside park (see Proposal NP11) and should include a costed management plan detailing requirements for the areas maintenance and improvement and financial provision for the plans delivery.

50. The protection of County Wildlife sites and ecological links between neighbouring areas of nature conservation.

51. The replacement roosting, foraging and commuting habitats for bat species.

52. The creation of in the region of 1 hectare of Calcareous (Limestone) Grassland as part of the quarry remodelling and stabilisation. This will include provision for the ongoing management of this grassland.

53. The creation of wildlife ponds /wetlands within Wixenford Quarry as mitigation for wetlands lost as part of development proposals within. This will include provision for the ongoing management of this habitat.

54. The restoration of 5 hectares of species rich lowland meadow or pasture in fields west of Colesdown Hill and north of the proposed development.

55. An appropriate contribution towards managing off site recreational impacts within the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Special Protection Area (SPA)

**Environmental Protection**

56. The assessment of the risk of flooding. The development should be designed to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flood.

**Phasing**

57. A phasing plan submitted with any outline or full application and provide for convenient and safe facilities and services throughout the development phases.

58. A high quality public transport system phased from the commencement of development.
Proposal NP02 Pomphelett Industrial Estate

Land at Pomphelett Industrial Estate will be developed for mixed use purposes, including:

- In the region of 75 homes of a variety of tenures and house types, of which at least 22 are to be affordable and 11 built to Lifetime homes standard
- Commercial uses as appropriate so long as they do not conflict with the requirement to provide a mixed use local centre and business park in Plymstock Quarry. This could potentially include B1 office development of 1,200 – 1,800 square metres gross and hotel in the region of 1,800 – 2,700 square metres.

The development should be designed and delivered to integrate with the sustainable neighbourhood proposed for Plymstock Quarry and therefore it should integrate with the detailed provisions for Proposal NP01. In addition, the development should provide for:

1. The creation of an attractive and high quality entrance for the new neighbourhood.
2. The removal of the narrow rock belt between this site and Plymstock Quarry, with the creation of compatible levels.
3. The relocation of existing established occupiers of the site to either the premises made available within proposal NP 01 or to another appropriate location.
4. Assessment of ecological and other significant natural environment resources and the protection of significant aspects where appropriate or mitigation for their loss where their loss is necessary to achieve a high quality development.
5. Proportionate contributions to wider transport works in line with Proposals NP07, NP09, NP10 and Policy NP08.
6. An appropriate contribution towards managing off site recreational impacts within the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Special Protection Area (SPA)
Proposal NP03 Wakehams Quarry

Land at Wakehams Quarry will be allocated as a mixed-use proposal in the period 2016 to 2021. The development should deliver significant improvements to the urban environment of this area. Development proposals should integrate with and create strong links to Proposal NP01 to create a sustainable neighbourhood and should include the following range of complementary uses that will support the Plymstock Quarry development:

- Residential (potentially in the range of 250-350 homes, at least 30 per cent of which should be affordable and 20 per cent built to Lifetime homes standard)
- B1 (Use Class Order) employment
- Leisure
- Community and other services
- Retail (non food) (at an equivalent scale and nature to the existing uses).

Development proposals should provide for the following:

1. A comprehensive scheme for the whole site.
2. The relocation of the existing bus depot.
3. The delivery of the long-term high quality transport infrastructure for the eastern corridor.
4. A contribution towards strategic transport infrastructure and network in the eastern corridor and its connections with the rest of the city.
5. Adherence to the principles of sustainable transport in any design considerations. In particular the proposals should:
   a. A safe and convenient street pattern and design that facilitates movement by cycle and foot to all parts of the development.
   b. Application of maximum parking standards as denoted in the Council’s Parking Strategy 2006 in the design of any development
   c. Adherance to the principles of the ‘Homezones’ concept demoting the importance of the car
   d. The inclusion of travel plans (employer and residential) to encourage people to use public transport.
6. The under-grounding of existing overhead power lines.
7. The investigation of a possible water transport mooring (hub) in this location.
8. The protection of a County Wildlife Site on the rock outcrops to the north and east.
9. The delivery of part of the Sustrans National Cycle Network route 2, which runs through this area.
10. The safeguarding of the site to the south of A379 for marine industrial uses.
11. An archaeological watching brief in order to record any archaeological deposits within fissures, if required, for any development which exposes or reduces the limestone bedrock at its surface.
12. The need to recognise potential constraints in terms of wildlife interest associated with limestone outcrops.
13. The assessment of the risk of flooding. The development should be designed to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flood.
14. An appropriate contribution towards managing off site recreational impacts within the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Special Protection Area (SPA)

15. Proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 6) and all non residential buildings should seek to achieve BREEAM excellent standards.

In the period to 2016, operational and minor development in Wakehams Quarry area will be permitted for small developments such as extensions, improvements or changes of use. Major development proposals for parts of the site may be allowed if they can show they can enable mixed use redevelopment scheme to take place for the whole site.

Proposal NP04 Billacombe Green

Billacombe Green and its existing character will be preserved and enhanced. Areas of nature conservation importance will be protected and recreation value should be enhanced. Plymstock Quarry should provide for the following works to Billacombe Green to take account of the impacts arising from development, including:

1. The re-grading of a small part of the north-western corner of the site. The re-grading should be sensitive to the Green’s existing biodiversity and character.

2. Provide public pedestrian routes from the Plymstock Quarry development into and through the Green, in a manner which is sensitive to the Green’s existing biodiversity and character. This shall incorporate a safe route to the Plymstock Secondary School from the eastern fields.

3. A financial contribution (potentially off-set by direct works) made by the developer of Plymstock Quarry to mitigate the direct impacts of regrading and indirect impacts of increased use. The contribution shall pay for improvements to the Green to maintain its natural value and character, protect public safety, and contribute towards its future management and maintenance.

Objective 2

To contribute to creating a neighbourhood at Sherford that integrates effectively with the wider Plymouth urban area.
Proposal NP05 Sherford and Sports Hub (North Elburton)

Land to the north of Elburton will be developed to accommodate part of the Sherford mixed use settlement within the city boundary, to meet the daily needs of the community in a high quality environment, including:

- In the region of 320 homes of a variety of tenures and house types, of which at least 48 are to be social rented housing, at least 48 shared equity housing (consistent with the approach taken across Sherford as a whole) and 64 built to Lifetime homes standard

- A sports hub, including a sports centre and swimming pool (with compensation for King George V playing fields land)

- A transport link to Haye Road, including a high quality public transport link and stop at Elburton North

The development should integrate with adjoining areas, provide the infrastructure necessary to serve the site and make an appropriate contribution towards the delivery of off site ‘eastern corridor’ transport infrastructure improvements. In particular, the development should provide for the following:

**Sustainable Development**

1. The delivery at each phase of development of a high degree of self-sufficiency for the community (including early provision of infrastructure, services, facilities, retailing, employment and community support).

2. A Sustainability Checklist prepared and agreed with the Council to guide the incorporation of sustainability into the design, construction and operation of Sherford.

3. Proposals should demonstrate how progress will be made towards achieving zero carbon development as outlined in the emerging ‘Code for Sustainable Homes’ (level 6) and all non residential buildings should seek to achieve BREEAM excellent standards.

4. The creation of the Sherford settlement’s own identity that does not merge with existing adjoining settlements.

5. A positive relationship to Plymouth, Plymstock and Elburton. In particular to have good sustainable transport links and a mutually supportive range of services and facilities.

6. A Design Strategy together with two tiers of Design Codes to provide a framework within which detailed design work can occur. These codes will be monitored and reviewed jointly by the developer in conjunction with the Council and other stakeholders at appropriate times to reflect performance, changing circumstances and lessons learned through the progression of development at Sherford.

7. Particular attention to ensure the greater prehistoric and Romano British archaeological activity is evaluated prior to any development activity.

**Housing**

8. Homes that are provided at high densities (35-55 dwellings per hectare, with highest density adjacent to the local centre).
**Employment**

9. Wherever possible and practicable the use of local suppliers, labour and resources and maximising the opportunities for local economic multipliers.

10. A contribution towards an Employment, Retail and Commercial Strategy for the wider Sherford settlement and its implementation. This should accommodate a diverse range of employment opportunities throughout the new community consistent with mixed-use principles. The significant majority of commercial space will be in small units.

**Community and Services**

11. A contribution towards a full range of services and facilities for community welfare and self sufficiency appropriate to a settlement of at least 12,000 population which is required to be provided by the developer for the community at Sherford. This will include a contribution towards the provision of the local centre’s primary school with a pre-school and Educare facilities (joint education and social services provision for children), with associated sports facilities and playing fields.

12. A contribution towards the provision of the secondary school at Sherford which meets the needs arising from the development.

13. Facilities at the primary and secondary school (including the sports facilities) that should also be made available for use by the whole of the Sherford community.

14. A contribution towards the provision of a youth centre and activity area close to and within Sherford Quarry.

15. The identification of an appropriate body to manage the community assets for the benefit of the community, promote sustainable living and support social networks within Sherford and with its neighbours (this will be through the actions of the Community Trust or a similar body).
Sport, Recreation and Open Space

16. The preparation of a comprehensive Public Space, Sport and Recreation Strategy to be submitted with the outline application based on the National Playing Fields Association (NPFA) Standards, Sports England and the Council’s guidance.

17. Measures to compensate King George V playing fields for loss and adverse impact, including relocation of one pitch in the vicinity, new car parking to north of proposed transport link, new changing facilities shared with proposed sports hub, ball stop fencing and improvements to the existing play area adjacent to Haye Road. The new pitch to replace the one lost at KGV should be available for use at the time of the loss of the existing pitch, this may be archived through a temporary facility, if required, in advance of the establishment of the various facilities at the sports hub.

18. The development of a sports hub, to meet the needs of Sherford and accommodate any relocated provision from King George V playing fields, including indoor and outdoor sports provision, associated changing facilities and parking provision. The Sports Hub will include as a minimum, football pitches, tennis courts, cricket pitch, swimming pool and a sports centre also comprising indoor activities such as basketball and badminton. There is also the potential for the provision of further facilities including a gym and associated social facilities.

19. An appropriate contribution from the development towards the proposed strategic sports and cultural centre at the Life Centre in Central Park, and proportional to the strategic and cultural needs of occupiers from the development.

20. Additional facilities over and above the required standard may be reduced if it can be agreed with the Council that the quality of provision meets local need.

21. The quantity of sports provision could be reduced if it can be agreed with the Council that the quality of provision meets local need.

22. The provision of informal and formal public space.

23. A contribution to the community park on the southern and eastern edges of Sherford including links to the sports hub and leisure proposals.

24. A proportionate contribution towards the local centre’s Local Areas of Play (LAPS), Locally Equipped Areas of Play (LEAP), youth meeting space and open space.

25. A proportionate contribution towards the local centres Neighbourhood Equipped Areas of Play (NEAP).

26. The creation of a network of greenways through the community based on existing ecological features to promote pedestrian and cycle movement. This should include the incorporation of a green corridor from the community park around the new community and a proportionate contribution towards the delivery of a landscaped green corridor to provide a green pedestrian and cycle link between Sherford to Stag Lodge and Saltram House.

27. A green buffer between the existing residential area at Elburton and the limit of development at the Sherford, that provides a green recreational link with the Sherford Community Park and Sherford Valley. There is an opportunity to provide an allotment site to the north of Elburton as part of this.

28. Environmental improvements to new transport link to Haye Road, including any mitigation measures. Also the mitigation of potentially significant adverse impacts arising from the sports facilities upon the amenity of affected residential properties.
Transport

29. An integrated Movement and Transport Strategy to be prepared by the developer in conjunction with the Council, the Highway Authorities, the Highways Agency and other stakeholders which should be submitted as part of the outline application for the Sherford settlement.

30. The safeguarding of public rights of way within the development.

31. The development should facilitate the progression of part of a strategic cycle link between National Cycle Network 2 and 27 along the edge of Sherford and provide for a pedestrian cycle link along the north of Elburton to Haye Road. These routes should link in with other cycle and pedestrian routes at Sherford and the Council’s strategic cycle network. Secure cycle parking should be provided at locations within the development that encourage the use of bicycles.

32. The adoption of maximum car parking standards as denoted within the Council’s Parking Strategy, in the context of the wider Sherford Movement and Transport Strategy. The application of these standards will demote the importance and convenience of car use to below that for walking and cycling.

33. A significant shift to more sustainable forms of movement through design and active measures including design speeds for vehicles of a maximum 20mph throughout the community and the establishment of a community car club.

34. Proportionate contributions to wider transport works in line with Proposal NP07, NP09 and Policy NP08.

35. The delivery of a high quality public transport route, cycle route and new road linking the settlement at Sherford with the A379 (at Stanborough Cross junction) in the first phase of development and associated junctions and highways improvements, including any necessary measures to mitigate potentially unacceptable impacts on the amenity of affected residential occupier properties.

36. A Public Transport Interchange on the high quality public transport route in north Elburton. This interchange should be developed to be accessible for people of all abilities and should be in line with the ‘Mobi hub’ concept.

37. New pedestrian and cycle links. This should include part of a strategic cycle link between National Cycle Network 2 and 27 along the edge of Sherford and a pedestrian cycle-link along the north of Elburton to Haye Road.

Infrastructure and Utilities

38. An Infrastructure and Utilities Strategy submitted by the developer as part of the outline application for the Sherford settlement.

39. Sustainable Urban Drainage Systems (SUDS) and any appropriate flood prevention measures.

40. Foul effluent drainage and treatment facilities either on site or piped to facilities in the Plym catchment area.

41. A waste disposal provision to deal with all the waste created by the development and enable waste reduction to exceed local authorities targets through the physical provision of waste management facilities at individual dwelling, block, neighbourhood and whole community levels.
42. The provision of potable water supplies throughout the community in conjunction with water saving strategies and fittings (to Environment Agencies guidelines). Rainwater harvesting and grey-water recycling should be investigated and implemented wherever practical.

43. High bandwidth telecommunications infrastructure into every building to facilitate commerce, interactive services and advanced information provision, into the foreseeable future.

44. A contribution towards the preparation of an integrated Energy Strategy identifying how development at Sherford will minimise energy demand and maximise energy usage from renewable sources. The priority should be:

a. To reduce demand for electricity and space heating via the high building fabric standards and the design codes

b. To contribute towards community wind turbines in the community park

c. To provide building embedded renewable energy technologies as appropriate throughout the development

d. To deliver a minimum of 50 per cent of the new community’s overall energy requirement from on site renewable energy sources by the completion of the development

e. To provide an electricity supply system throughout the new community. Private wire and community ownership of an energy supply company should be investigated and implemented where feasible.

f. To supply gas only where this is proven necessary as part of an integrated strategy for energy reduction and energy supply by the most sustainable means.

Natural Environment

45. A contribution towards a comprehensive Landscape, Biodiversity and Cultural Heritage Strategy to be prepared by the developer to be submitted as part of the outline application for the Sherford settlement.

Environmental Protection

46. A 125m Minerals Buffer Zone to protect against operational disturbance from Hazeldene Quarry. It will also provide opportunities for formal and informal recreation.

47. An appropriate contribution towards managing off site recreational impacts within the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Special Protection Area (SPA).

Phasing

48. A phasing programme as part of the outline planning application for the Sherford settlement. This must contain the timing and distribution of delivery of each part of the development and the facilities, services and infrastructure. In particular it must identify the means and timing of the following:

a. The delivery of part of Sherford’s western neighbourhood as the second stage of development of the overall Sherford development.

b. The early provision of key elements of community infrastructure including:
   • The main street linking to the A379 at Stanborough Cross and the A38 at Deep Lane
   • A high quality public transport system phased from the commencement of development
   • The managed provision of strategic landscape.
### Policy NP06 Future Development Options North of Elburton

Land to the north and north-east of Elburton and up to the proposed High Quality Public Transport (HQPT) link, shall be safeguarded for its potential to accommodate long term development, beyond 2016, subject to assessment of need and economic justification through a Plan, Monitor, Manage process. It is envisaged that any development in this location would need to establish a northern edge to Elburton, fronting onto the HQPT route, and sports hub to the north. It should also deliver some local facilities to serve this area, local linked greenspaces to provide local opportunities for play and amenity and access to other recreational areas, including the Sherford Community Park. Any residential development options should seek to achieve zero carbon development. Any proposals would need to consider local traffic management impacts and provide opportunities for access from existing residential development in Elburton to the north and to the proposed Public Transport Stop. The area should be able to accommodate in the region of 300 mixed type and tenure homes. Other options include retaining the area as a green buffer.

### Objective 3.

Create an integrated sustainable transport network including a High Quality Public Transport (HQPT) system serving new urban areas in the eastern corridor and the A38 Park and Ride, and improve existing services in Plymstock.
Proposal NP07 High Quality Public Transport Route

A High Quality Public Transport (HQPT) scheme will be delivered for the Eastern Corridor including a flexible, mass rapid-transit mode that combines, vehicles, interchanges, bus priority in the form of highway priority and priority at signalised junctions. It will also include Intelligent Transportation Systems (ITS) such as RealTime Passenger Information (RTPI). The integrated system will have a strong positive identity that evokes a unique image. Its flexibility will enable an incremental approach to the construction of the system, as patronage and funding allows. The HQPT will ultimately offer an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. In particular the HQPT route will provide for the following:

1. A frequency of at least 12 journeys an hour with 11 vehicles from its origin at the Deep Lane Park and Ride interchange to the City Centre throughout the day. The service should take approximately 15 minutes.

2. The incorporation of a bus rapid transit system model, which uses the best design elements of light rail vehicles with the low cost flexibility associated with traditional bus services. Off-board ticketing, more efficient vehicle performance and higher quality vehicles will promote the services as a ‘step change’ in provision raising the profile and perception of vehicles.

3. The following stops and interchanges:
   - Elburton North
   - Plymstock Quarry

(Other interchanges will be delivered as part of the South Hams District Council Sherford AAP (Deep Lane Park and Ride, Sherford North (primary school) and Sherford Central and Sherford South and secondary school), the East End AAP (at Embankment Road) and the City Centre AAP)

4. Interchanges that are convenient and accessible for users. Interchanges should be consistent with the ‘mobi hub’ concept of a locally based travel and terminal and service centre (or mobility centre) offering a pleasant safe and secure waiting environment, combined with travel information and journey planning services, incorporate secure cycle parking and RTPI.

5. A phased implementation to ensure the full use of the service in line with the building programme of the developments, and safeguard future long-term options. The phasing is outlined below.

**Phase 1**

6. An HQPT service to operate on the existing A379 corridor where bus priority measures will be implemented utilising the existing highway land space. It will include the following measures:
   a. The creation of an HQPT route along a new Sherford southern link road, over a new junction with Haye Road, along an improved Haye Road and via an improved junction Haye Road / A379 at Stanborough Cross (including cycle friendly measures and delivery of a cycle route)
   b. The creation of an HQPT priority to Plymstock Quarry local centre from A379, which minimises journey time
   c. Improvements to the existing A379 corridor where bus priority measures will be implemented utilising the existing highway land space
   d. Improvements to junctions at Colesdown Hill, Pomphlett Roundabout and The Ride, to create HQPT priority and ensure they are cycle friendly.
e. Improvements to Laira Bridge to create bus priority on the existing road structure. By increasing the capacity of the bridge it is evident that some of the pedestrian footway will be removed, and this will need to be provided elsewhere. The potential options are to create additional space on the Laira Bridge or to utilise the former rail bridge to form an exclusive pedestrian/cycle route.

f. Improvements west of the Laira Bridge to Embankment Road along Exeter Street to the City Centre to accommodate an HQPT route with access for local traffic. Through traffic will be diverted through Cattedown, with associated significant alterations to existing junctions, particularly at the west end of Laira Bridge, and a new waterside link between Laira Bridge Road and Embankment Road.

**Phase 2**

7. An HQPT route created along the protected alignment through Stanborough Nursery Site and south side of Moorcroft Quarry, including the junction with the A379 and improvements to the adjacent Moorcroft Quarry entrance. Along the south side of Moorcroft Quarry the detailed alignment and design of this route will need to take account of the following issues:

a. Technical detailed engineering considerations

b. The relocation of existing facilities secondary to the quarrying operations

c. The impact on existing quarry operations including car parking requirements, vehicle maintenance shed and secondary aggregate recycling storage area

d. Security issues and increased visibility of quarrying operations

e. Potential noise impacts at the eastern end

f. Ecological impacts

g. The need to retain protected trees

h. Watercourse issues

i. The need to provide a National Cycle Network 2 link

j. The assessment of flood risk and measures to address potential impacts of flooding events

k. The protection of woodland habitats to the south
Long Term Protected Route (Phase 3)

8. Longer-term route alignments protected along the former railway line west of Colesdown Hill to the Plym Estuary. The use of the disused railway line would need to be assessed against this areas high ecological value.

9. Developer contributions, which are fairly and reasonably related to assist with the delivery of the HQPT in conjunction with securing a major transport schemes bid. Development in the area which impacts on or includes any part of the land proposed for the HQPT route or which will create additional vehicular traffic on this part of the A379 corridor should make provision for the following:

   a. Where there is a direct relationship between the development and proposed HQPT alignment, either provide the HQPT route or safeguard the implementation of the route and future operation of the system

   b. A financial contribution, which shall be fairly and reasonably related to each development, towards the cost of providing the HQPT route and system.

   c. Acquisition of the land needed to deliver the HQPT alignment sought by agreement with the landowner. However if this fails, the Council will consider using its compulsory purchase powers to purchase the land required.

Natural Environment

10. The assessment of the risk of flooding and design development to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flood.

11. The assessment of the ecological impact of the proposal and avoidance of unnecessary damage to significant features. Where loss to significant features is unavoidable the scheme should provide for appropriate mitigation measures.

Proposal NP08 Improvements to Public Transport Services in Plymstock

Enhancements to bus routes servicing the existing area of Plymstock will be achieved through the implementation of the strategic public transport network. This will include improved vehicles, frequencies, infrastructure improvements such as highway works, and real time information at each bus shelter throughout the area. Local public transport services within Plymstock will be enhanced through proportionate contributions from developers, mitigating their impact on the network and increasing the capacity. These improvements will include enhanced bus access and priority and the supply of vehicles.
Proposal NP09 Highway Infrastructure Improvements and Traffic Management

A range of traffic management and infrastructure improvements will be delivered including:

1. A link road (including a strategic cycle route) from Sherford to Haye Road, and its junction with Haye Road
2. Haye Road improvements (including a strategic cycle route)
3. Haye Road/ A379 cycle friendly junction improvements
4. Other cycle friendly junction and link improvements on the A379, including Colesdown Hill junction, Pumphlett roundabout, and The Ride
5. Improvements to Laira Bridge to improve vehicular capacity, and re-provision of lost pedestrian/cycle capacity either on the existing Laira Bridge or elsewhere
6. Highway improvements west of the River Plym including a new link road between Laira Bridge and Embankment Road and the upgrading of a general traffic route through the Cattedown area
7. Other local highway works to Sherford Road, Vinery Lane, Haye Road, Colesdown Hill, The Ride and north of the A38 to accommodate Sherford and Plymstock traffic and cycle movements
8. Traffic calming on Sherford Road and Vinery Lane resulting from impacts from Sherford
9. Traffic mitigation in Plympton and Elburton resulting from impacts from Sherford, including potential bus gate at Ridge Road / Plympton Hill junction to safeguard Plympton St. Maurice Conservation Area.

Proposal NP10 National Cycle Network Proposal

All development should contribute to the implementation of the NCN route 2 along the eastern corridor from the existing cycleway from the city boundary, through to the Plym estuary. This will be achieved through securing the following protective alignment:

1. An alignment along the former railway line from the South Hams/ City boundary to the edge of Elburton
2. An alignment along rights of way, adopted highway and open space from the edge of Elburton to Haye Road
3. An alignment to the south of Moorcroft Quarry in conjunction with the High quality public transport route
4. An alignment along the former railway line west of Colesdown Hill to the Plym estuary
5. Access across the Plym estuary. The potential options are to create additional space on the Laira Bridge or to utilise the former rail bridge to form an exclusive pedestrian/cycle route
6. Associated linking routes within minerals buffer zones along Haye Road and southern boundary of Moorcroft Quarry.
<table>
<thead>
<tr>
<th>Objective 4</th>
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<tr>
<td>To deliver a new countryside park, which will form a key recreational focus to the city and region.</td>
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<th>Objective 5</th>
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<td>To contribute towards local and regional Biodiversity Action Plan (BAP) targets for the restoration and recreation of priority BAP habitats, through the restoration works at Chelson Meadow and the management of the proposed countryside park.</td>
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<th>Objective 6</th>
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<td>To provide a new high quality ‘eastern gateway’ into the city, with a strong sense of place and local distinctiveness particularly on key road &amp; water frontages.</td>
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Proposal NP11 Countryside Park

A new countryside park is proposed, that will incorporate the historic Saltram Estate and a wider area of land under different management regimes and land ownerships. Its role will be multifunctional with informal recreation as a key theme that is developed to respect and interpret the area’s natural and historic character, providing a local, city wide and regional resource.

The development of this proposal will be sensitive to the unique historic value of the Saltram Estate. It will protect this resource and promote the wider setting. With an increasing recreational demand arising from new development in the area, the proposal will also seek to lessen any potential negative impacts on the Saltram Estate, through careful visitor management and the expansion of complementary recreational activities in other parts of the countryside park. In particular this will include:

1. The establishment of a countryside park partnership to co-ordinate the development of a master plan, visitor strategy (which includes an assessment of the recreational carrying capacity of the area based on current and future demand), funding bids and management plan, and ongoing management issues. The partners should include the National Trust, the relevant Councils and other landowners and managers.

2. A series of sensitively designed footpath, cycleway and bridleway routes and circuits throughout area that will promote access by sustainable means into the area. This will include a number of key routes linking with Plympton St. Maurice, Saltram House, Plymstock Quarry, Sherford, Elburton, Chelson Meadow (Proposal NP12), the South West Coast Path and the National Cycle Network.

3. A central visitor information point close to Stag Lodge on Haye Road, that links with other arrival hubs offering a range of diverse recreational activities and destinations, including interpretation of the area’s historic and natural environment.

4. Improved access to the countryside park by public transport. This will include better access from park and rides and HQPT stops.

5. Significant improvements in the conservation, enhancement and restoration of biodiversity. The area contains a number of existing areas of wildlife interest that will need protection and appropriate management. There are also opportunities to provide new areas of accessible natural green space, which will not only provide opportunities for education and interpretation, but also contribute to regional targets for restoring biodiversity. Farming and in particular grazing, will also be important to maintain the character and biodiversity of the countryside park.

6. The preservation of the historic character and national importance of Saltram House, Gardens and Parkland and the retention of strategic views.

7. The safeguarding of land, including the current Drake Memorial Park, to meet the current and future burial needs of Plymouth, on land held by the park. Improvements to access and parking will be sought in conjunction with the wider proposals for the countryside park. Proposals for a recreational route from Sherford to Stag Lodge, to the south of this land will need to be sensitive to its impact and relationship to the existing and future burial grounds.

8. Approximately 1 hectare to the north of Moorcroft Quarry on land in the ownership of Aggregate Industries, for use as an allotment site. Opportunities will be taken to support the countryside park with complementary commercial recreation activities where appropriate to the character of the area, such as cycle hire, horse riding or similar facilities. These will provide both recreational and economic benefits, where the individual impact is compatible with the countryside park activities.
Proposal NP12 Chelson Meadow Restored Landfill Site

The former landfill site at Chelson Meadow will be used as a new recreation and leisure resource for the city, forming part of the countryside park (Proposal NP 11). The southern hilly section of the restored land raise should be used for informal public open space. The northern, flatter, area of the site could accommodate more active ‘open air’ sports and leisure uses. There are also opportunities for improved biodiversity. In particular the restored landfill site will provide for the following:

1. The protection of the land-raise restoration system.

2. The protection and improvement of the existing traveller community site at the north end of The Ride, including impacts on the wider amenity of area. The site will be restored into the countryside park in the event that a new improved travellers site is provided in a new location.

3. The protection of the character and setting of Saltram as a Registered Park and Garden.

4. The provision of pedestrian and cycling links to adjoining public access land or routes for future use and integration into wider area.

5. A restoration plan that considers the relationship and impact with the adjoining areas in terms of boundary treatment and overall character.

6. The provision of long-term management regimes.

7. Contributions towards Regional Biodiversity Action Plan targets for accessible natural green space and habitat restoration.

8. The assessment of the risk of flooding. The development should be designed to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flood.

Objective 7.

Safeguard mineral reserves to meet the current and future needs of Plymouth and the South West.
Proposal NP13 Hazledene Quarry Minerals Development

Land at and to the north of the existing Hazeldene Quarry shall be safeguarded for the extraction of limestone aggregate, which shall include the area of known mineral reserve and a buffer zone to protect both the future extraction of the mineral and potential urban development to its north.

Minerals development proposals for extraction of aggregate should provide for:

1. A working plan and proposed quarry operation which will be compatible with the future development of the area, to balance the extent of future mineral extraction and the maximisation of potential urban extension land to the north.

2. The provision of a landscaped environmental bund within the potential extension area to protect the amenity of future development.

3. A strip of land along the northern part of the site, which could form part of the environmental bund, which will form the ‘green link’ between Sherford and Saltram. This will also form part of the mineral extraction safeguarding buffer zone of 125m width.

4. The dedication of public routes and rights of way within this section of the green link.

5. Mitigation measures to address impacts as and where appropriate of mineral extraction on the natural and planned built environments, amenity, heritage, ecology and landscape and provision of suitable monitoring.

6. An appropriate method of monitoring and review of the development’s long term environmental impacts, which may otherwise by unforeseeable. This will be achieved either through only consenting development proposals for individual phases, the impacts of which are more reasonable to predict, or through a scheme of phasing and environmental review periods to monitor and manage potential environmental impacts which can not be predicted at the time of granting consent.

7. Satisfactory restoration and after care proposals.

8. Cycle and Pedestrian links within buffer zones along Haye Road and northern boundary.

Objective 8.

Safeguard Future Waste Management Activities
**Policy NP14 Chelson Meadow Waste Management Centre**

The function of this site for waste management shall be safeguarded, as set out in the Waste Development Plan Document.

New waste handling and/or treatment facilities should provide for:

1. The sensitive design, siting, layout, and orientation of development having regard to the landscape setting and allocation of Plymstock Quarry as a new neighbourhood and its prominence from the Plym estuary and National Cycle Network route 27.

2. The protection of the health and amenity of prospective occupants of the new development at Plymstock Quarry.

3. Where practicable, the improvement of the layout/design/orientation and local environmental impact of existing waste management facilities.

4. The safeguarding of a site for potential Waste to Energy/or use existing landfill gases for a Combined Heat and Power plant in association with Plymstock Quarry.

5. The assessment of the risk of flooding. The development should be designed to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flood.

**Proposal NP15 Moorcroft Quarry**

Land which is no longer required to support mineral extraction within Moorcroft Quarry should be safeguarded for waste management uses, subject to more detailed requirements outlined in the Waste Development Plan Document. The future use of the site should ensure the protection of existing areas of species rich calcareous grassland and opportunities to create other areas as part of quarry restoration.

**Objective 9.**

Safeguard Post 2021 Development Options.
Policy NP16 Land North of Hazledene Quarry

Land to the north of the mineral protection area for Hazledene Quarry, shall be safeguarded for its potential to accommodate long term development, beyond 2021. This will be considered in the context of current needs, alternative options and a sustainability assessment through the LDF’s Plan, Monitor, Manage process. Any development in this location will need to provide for the following:

1. The need to relate well with Sherford and provide good links to the district centre at Sherford.
2. Transport links from Sherford to Haye Road.
3. Consideration of ecological issues, particularly the area’s use by bats.
4. The establishment of development buffer zones for Greater Hazeldene Quarry.
5. Measures to reduce the impact of noise from A38.
6. The need to protect (and/or diversion if appropriate) the Kenn to Wixenford 500mm high pressure gas transmission pipeline which crosses the area to meet Transco requirements regarding protection of the pipeline and building proximity.
7. The protection of the character of the countryside park, the setting of Saltram Park, and the strategic view from the A38 across Plymouth.
8. The delivery of green links from Sherford to Haye Road.

Alternatively this area could be incorporated into the proposed countryside park, should development not be required at this stage.