PRELIMINARY APPRAISAL OF THE POTENTIAL EFFECTS OF THE ISSUES AND OPTIONS FOR DERRIFORD AND SOUTHWAY AREA ACTION PLAN

Introduction

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

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

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

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

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

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

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

The preliminary findings of the SEA/SA and analysis of the public response to both the Issues and Options Leaflet and consultation on the SEA/SA will be used to further refine both the draft plan and the SEA/SA.
The proposals for the Derriford and Southway Action Plan appear broadly sustainable although, inevitably, some conflict of interest may arise:

- Promoting a northern gateway could be positive in terms of enhancing the built environment, enhancing economic growth and developing strategic communication links both regionally and international – but may result in an increase in the number of air flights into Plymouth and could impact on local communities’ quality of life through a potential increase in noise and air pollution.

- Improvements in transport connections, public transport and the surrounding area could have a positive impact on strategic communications – but it will be important to assess what effect the siting of new public transport and road links might have on the landscape, biodiversity and heritage of the area and to what extent will people actively switch to public transport?

- Whilst the enhancement of Southway Community as a local centre will be positive (by reducing the need of people to travel, reducing vehicular movements and improving access to education and open space) – the development could increase pressure on adjacent areas of open space.

- The creation of a new district centre at Derriford should generate positive impacts in relation to economic growth, stronger local communications and a reduction in vehicular movements – but the question arises - will the additional development impact on surrounding sites of archaeological and nature conservation importance and will the design of buildings seriously address opportunities to minimise waste, water and energy consumption?

- The promotion of public access to and enjoyment of greenspace and open countryside could contribute positively towards health and communities’ quality of life as well as creating an attractive environment within which to live and work. However this will have to be sensitively managed to ensure that it conserves and enhances sites of nature conservation and archaeological importance.

- The promotion of pedestrian and cycle movements through improved connectivity, new and improved routes is a positive opportunity to promote healthy living and decrease vehicular movements - but will new connections and improvements affect different green space uses, nature conservation and biodiversity?

- Promoting the natural and built heritage of the area will have a positive effect on conserving and enhancing the historic character of the area.
Table X.1. Analysis of Plan proposals, policies actions and themes against the 16 Sustainability Criteria (listed across the columns).

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve transport connections, public transport and relationship to the wider area considering transport hubs/interchanges.</td>
<td>? 0 ? 0 ? ?</td>
<td>0 ?</td>
<td>? ?</td>
<td>0 0 0 0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote public access to and enjoyment of natural green space and countryside. Strengthen and protect key open spaces, views and consider different form of landscape</td>
<td>? 0 0 0 0</td>
<td>? ?</td>
<td>0 0 0 0</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote pedestrian and cycle movements, improve connections to existing communities, new centre and surrounding areas. Create alternative cycle links, improve east west connections and recreational links.</td>
<td>? 0 0 0 0</td>
<td>? ?</td>
<td>0 0 0 0</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Legend For Sustainability Criteria

1. Nature and environment: To safeguard and enhance Plymouth’s green spaces, coast, tidal areas, waterfront, fresh water and intertidal areas and access to them, recognising the different types of contribution that they make to Plymouth’s character.

2. Reduce flood risk: To manage flood risks sustainably, recognising the role of wetlands in reducing flood risks.

3. Biodiversity: To conserve, protect and enhance Plymouth’s aquatic and terrestrial biodiversity.

4. Built environment: To enhance the attractiveness and safety of the built environment by raising the quality of urban design in the city.

5. Historic environment: To protect and enhance sites, areas and buildings and landmarks of archaeological, historic, cultural and/or architectural interest.

6. Land resources: To concentrate development within Plymouth’s built-up area by optimising the use of previously developed land, infrastructure, under used land and vacant properties.

7. Sustainable resource use: To reduce the consumption of non-renewable sources of energy, water and minerals.

### Symbols employed in Table

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

### Creation of recreational links

The creation of recreational links between the Palmerston Forts, local regeneration initiatives, reinforce a new centre for Derriford and recreational links along the line of the Leat, the former Plymouth and Dartmoor Tramway.
8. Waste: To reduce the amount of waste generated in Plymouth and to minimise the environmental effects of waste disposal.

9. Sustainable transport: To reduce traffic congestion and noise, and improve safety, health and air quality by reducing the need to travel, especially by car.

10. Strategic communication links: To maintain and improve the network of communication and transport infrastructure within Plymouth and the links to the sub-region, the South West, Britain and internationally.

11. Economic growth: To promote sustainable economic growth, particularly of key business sectors, and to utilise employment land and premises effectively and efficiently.

12. Education and employment: To enable all residents to share in Plymouth’s growing prosperity by improving access to training, education and job opportunities.

13. Housing: To ensure that all of Plymouth’s residents have access to a good quality living environment and a decent home which is affordable and suitable to their needs.

14. Community health, safety and well-being: To safeguard and improve community health, safety and well-being through protection and enhancement of the city’s green spaces and sports/leisure facilities, and through appropriate design of the built environment.

15. Local and District Centres: To strengthen the role of local and district centres to reduce the amount that people need to travel.

16. Inclusiveness and participation: To take account of the needs of all sectors of the community in the planning and design of new development.

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