PRELIMINARY APPRAISAL OF THE POTENTIAL EFFECTS OF THE ISSUES AND OPTIONS FOR DEVONPORT 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.

COMMENTARY

The proposals for the Devonport Area Action Plan appear broadly sustainable although, inevitably, some conflict of interest may arise

• Developing a new district centre is positive in terms of providing employment opportunities and revitalising the area, however doubts must exist as to whether or not the jobs created will meet local needs or whether it will encourage further commuting from people living outside the area.

• The release of Mount Wise and associated proposals for open access, recreation, education and sports facilities are positive in that it should serve the local needs of the community.

• The conversion of the market hall for a range of opportunities, and proposals to redevelop and refurbish housing stock will have a positive effect on encouraging a diversity of economic opportunities and skills. However the restoration/refurbishment must be sensitive to the surrounding built environment and reflect/retain locally distinctive features?
• Strong emphasis needs to be given to design principles and construction standards to ensure that the conversion of land and building for a range of different uses including residential results in the reduction of energy consumption and creation of waste.

• Whilst proposals for re-routing heavy traffic will have a positive impact on amenity and address some issues associated with safety the new alignments may simply transfer negative impacts associated with air quality, noise and concerns over safety to large open spaces which are intended to be enhanced for amenity and recreation. In addition, the quality of life for local communities living adjacent to the proposed route could suffer.

• Questions remain over whether or not the measures for reducing crime and prostitution and increasing public safety through sensitive design and the increase of pedestrian and cycling activity will be sufficient to upgrade the area or whether additional/alternative solutions should be explored?

• Whilst proposals to diversify the local economy and explore ways in which to revitalise the area are positive given the loss of jobs in the defence sector and the rise in unemployment it would be wrong to underestimate the amount of work that will be needed to provide the necessary skills and retraining for local people and the need to target this investment at those most in need of advice?
Table X.1. Analysis of Plan proposals, policies actions and themes against the 16 Sustainability Criteria (listed across the columns).

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<td>Develop a new district centre based around a small-medium supermarket, with supporting retail uses, health facilities and possibly an education use.</td>
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<td>Mixed use development at Mount Wise, retaining built heritage, open spaces, waterfront location and views.</td>
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<td>• increase public access and enjoyment of the site</td>
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<td>• restore and convert Admiralty House and Mount Wise House and link into the existing Conservation Area.</td>
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<td>• Retain existing sports pitches for wider public use.</td>
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<td>• encourage a community education facility with campus style facilities.</td>
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<td>Convert the market hall for a range of uses.</td>
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<td>Reduce the effects of through traffic along the A374 by re-routing heavy traffic, creating a more pedestrian friendly environment, still attracting passing trade and improving links within the area.</td>
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<td>Create a mix of housing stock and types through a combination of redevelopment, refurbishment and new development including the Storage Enclave and Mount Wise sites for mixed use.</td>
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<td>Reduce crime and fear of crime through the creation of a safe and attractive environment, an increase in pedestrian and cyclist numbers, and design and layout of buildings promoting natural surveillance and neighbourliness</td>
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<td>PLAN POLICIES AND ACTIONS (Below)</td>
<td>1 Nature &amp; Environment</td>
<td>2 Reducing Flood Risk</td>
<td>3 Conserving Biodiversity</td>
<td>4 Built Environment</td>
<td>5 Historic Environment</td>
<td>6 Optimise Land Use</td>
<td>7 Sustainable Resource Use</td>
<td>8 Waste</td>
<td>9 Sustainable Transport</td>
<td>10 Strategic Communications</td>
<td>11 Economic Growth</td>
<td>12 Education &amp; Employment</td>
<td>13 Housing</td>
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<td>Enhance the recreational and environmental benefits of open spaces through improvements to Devonport Park and the Brickfields. Open up Mount Wise for public access. Enhance waterfront area for recreation.</td>
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| Diversify the local economy, create jobs and investment sites and premises for existing and new Devonport businesses.  
- Provide for incubator units and social enterprises.  
- Encourage new sectors such as leisure, entertainment and tourism.  
- Expand employment in retail  
- Develop further Community Economic Development Trust and Community Interest Companies to support initiatives to raise skills and opportunities. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ✓ | ✓ | ✓ | 0 | ? | 0 | ? |

**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

**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.

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 sport/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.