

## Appendix VII

# Plymouth Policy Area – Site Selection Process - Assessment of Reasonable Alternatives

- 1.1 This appendix sets out an appraisal of the sites considered to be reasonable alternatives for development within the Plymouth Policy Area.
- 1.2 Each 'reasonable alternative' has been assessed against the IA criteria in the following format. For more information about the assessment process please look at the main report.

Policy	Integrated Assessment Criteria																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
1																		
2																		
<p><u>Commentary</u>  <i>An overall description of the sustainability of each option, which will include consideration of any significant short , medium, long term, permanent, temporary, secondary, cumulative, synergistic positive or negative effect and any appropriate measures to improve the overall positive effects of the proposal.</i></p>																		

The matrix will record the findings of the assessment by using the following:

Score	Significance
++	Major positive effects to achievement of the IA objective
+	Minor positive effects to achievement of the IA objective
0	No effect (either positive or negative) to achievement of the IA objective
-	Minor negative effect to achievement of the IA objective
--	Major negative effect to achievement of the IA objective
?	Impact on the IA objective is uncertain

The JLP sets out a strategy for Plymouth Policy Area based on the growth areas. A number of sites have been submitted through the SHLAA process and tested through the site selection process to identify what can be considered to be the 'reasonable alternatives' for development within the Plymouth policy area. This appendix sets out the Sustainability Appraisal of those 'reasonable alternatives' by growth area.

### City Centre and Waterfront

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Civic Centre	+	?	+	+	0	+	?	+	0	0	?+	?+	+	+	?	?	+
Colin Campbell Court	+	?	+	+	0	+	?	+	0	0	+	?+	+	+	?	?	+
TAVR Centre Prospect Place, West Hoe	+	?	+	?	0	0	?	?	?	?	?	?	+	+	?	?	+
Trinity Pier	0	+	0	+	0	0	?	?	?+	+	+	+	+	+	?	?	+
Commercial, Elphinstone and Phoenix Wharf and Land at Lambhay Hill	+	+	+	?	0	?	?	?	?	?-	?-	?	?-	+	?	?	+
Exeter Street	+	?	+	+	0	+	?	+	?	?	?	?	+	+	?	?-	+
Princess Yachts, South Yard	0	?	0	+	+	+	?	?	?	?	0	?	+	+	?	0	+
Sutton Harbour Fish Quay	?	?	0	?	+	++	?	?	0	?	?+	?+	-	+	?	?	+
Plymouth Railway Station and Intercity House	+	?	0	++	+	+	?	+	?	?	?	?+	+	+	0	?+	+
Land at 19 The Crescent, Derry's cross	+	?	+	?	0	?+	?	?	?	0	?	?	+	+	?	?	+
Plymouth Fruit Sales	+	?	+	?	0	+	?	?	?	?	?+	?+	-	+	?	?	+
Bath Street West	+	?	+	?	0	+	?	+	?	?	?+	?+	+	+	?	?	+
Melville Building, Royal William Yard	?+	?	?+	+	0	+	?	+	?	?	+	+	+	+	?	0	+
Mount Wise, Devonport area A	+	?	+	?	0	0	?	?	?	?	?-	?	+	+	0	0	+
Mount Wise, Devonport, area D	+	?	+	?	0	0	?	?	?	?	?-	?	+	+	0	0	+
Register Office, Lockyer Street	+	?	+	?	0	?	?	+	?	0	?	?	+	+	0	0	+
Open Space adj to Drake Circus	0	?	0	?	0	0	+	?	?	?	?	?	?	+	0	0	+
Land north of Cliff Road	+	?	+	?	0	+	?	?	0	?	?	?	+	+	0	0	+
Royal Parade and Old Town Street	?	0	?	+	0	+	?	+	0	0	?	?	+	+	0	0	+
Royal Parade and East of Armada Way	+	?	+	+	0	+	?	+	0	0	?	?	+	+	0	0	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Charlton Crescent	+	?	+	?	0	0	?	?	?	?	?	?	+	?	0	0	+
South Yard	?	?	0	+	++	++	?	?	?	?	?	?	+	+	0	0	+
Drake's Island	?	?	-	-	?	?	?	?	?	?+	?+	?+	+	+	0	0	? -
Richmond Walk	?+	?	0	+	?	+	?	?	?	0	?	?	-	+	0	0	+
Stonehouse Carpark	0	?-	0	+	0	0	-	?	0	0	-	-	-	+	0	?-	+
Duke Street	0	?	0	?-	0	0	-	?	0	0	?	?-	+	+	0	?-	+
Brickfields Recreation Ground	+	?+	+	?+	0	0	?	?	?	?-	?	?	+	+	0	0	+
PML Site, Leigham Street	+	?	+	?	?	?	?	?	?	0	?	?	+	+	0	0	+
Mayflower Street West	?	?	+	+	?	+	?	+	0	0	?	?	+	+	0	?	+
Mayflower Street East	?	?	0	+	0	+	?	+	0	+	?	?	+	+	0	?	+
Land at Sutton Road	+	?	+	+	0	+	?	+	0	0	?	?	-	+	0	?-	+
Royal Assurance Site, Armada Way	+	+	+	+	0	+	?	+	0	0	+	+	+	+	0	0	+
Cornwall Street East	+	+	+	+	0	+	?	+	0	0	+	+	+	+	0	0	+
Cornwall Street West	+	+	+	+	0	+	?	?	0	0	+	+	+	+	0	0	+
Plymouth University	+	+	+	+	+	+	+	+	0	0	+	+	+	+	0	0	+
North Hill/Tavistock Place	+	+	+	+	+	0	?	+	0	0	+	+	+	+	0	0	+
Tavistock Place	+	+	+	+	+	0	?	+	0	0	+	+	+	+	0	0	+
Broadreach site (Richmond Walk)	+	+	+	?	0	0	?	?	0	0	+	+	-	+	0	0	+
Millfields Trust, 278 Union Street	+	++	+	+	0	+	?	+	0	0	+	+	+	+	0	0	+
Sugar House, Sutton Harbour	+	+	+	+	0	+	?	+	0	+	+	+	+	+	0	0	+
Stonehouse Barracks	+	+	+	+	0	0	?	+	+	+	+	+	+	+	0	0	+
Peverell Park Cricket Pitch	++	+	0	+	0	0	?	0	0	0	0	0	+	0	0	0	+
Higher Efford Pitches	++	+	0	+	0	0	?	0	0	0	0	0	+	0	0	0	+

#### Commentary

The City Centre and Waterfront Growth Area is a focus of major development which has benefited from additional masterplan work to understand the best way in which the sites in this area can best achieve sustainable growth.

The City Centre is a regional centre for shopping, employment, leisure, and higher education as well as a strategic transport hub and residential community.

The Waterfront is well related to the City Centre and many of the proposals involve improving connectivity in the area, public access, increasing a mix of uses including residential to improve the vitality of the area.

The assessment has identified a number of issues which should be considered in the JLP. The Stonehouse Car park site results in some minor negative impacts given its location to some nearby some heritage assets as well as a site at risk of flooding, these would need to be carefully considered in any subsequent allocation or planning application. Furthermore the site does not currently link well with alternative modes of transport and this could encourage car based travel, it would be important for any proposals to identify opportunities to improve cycle, walking and public transport to and from this location.

The development of some of the sites in this location could have unknown impacts to cultural heritage, biodiversity and landscape and this is difficult to test as there are no detailed proposals at this stage, policies should seek to highlight the impacts and to avoid harm in the first instance and mitigate where appropriate. It is important to the success of the city centre and waterfront areas that the special historic character of the areas of carefully considered in any proposals which come forward, the Abercrombie Plan of 1943 was a major driving force for change within the city and although not fully implemented it is one of the most complete and important examples of post war planning and rebuilding in the country, it is important that proposals in this location do not singularly or cumulatively impact on the special character of this location. Alongside the preparation of the JLP the Councils are preparing Heritage Impact Assessments to ensure that Heritage is taken into consideration if sites are to be allocated.

### Derriford and Northern Corridor

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Land at Tamerton Foliot Road	+	?	+	0	0	0	?	?	?+	?+	0	?+	?	?	0	?	+
Land off Darklake View	+	?	0	+	0	++	?	?	0	0	0	?	0	?+	+	?	+
Crownhill Fort	+	+	0	+	?+	0	?	?	0	0	?+	?	0	+	0	?	+
Land west of Belliver Industrial Estate	+	?	0	+	0	++	?	?	0	0	0	?	0	?+	+	?	+
Land at Woolwell	++	+	+	+	+	0	?	?	?	?-	0	?	?	?	0	?	+
Plymouth Science Park Phase 6	+	+	0	+	+	++	?	?	0	0	0	?+	?	?	+	?	+
Woolwell	++	+	+	+	+	0	?	?	?	?-	0	?	?	?	0	?	+
BT Deport, Tamerton Foliot	+	?	+	0	0	0	?	?	?+	?+	0	?+	?	?	0	?	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Valley Field East of Broadley Ind. Pk, Roborough	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Field East of Roborough Farm	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Field East of Roborough Farm	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Field East of Haxter Lodge	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Field North of Roborough Farm	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Former Plymouth Airport	?-	?-	0	+	0	+	-	?+	?	?	0	?	0	0	+	?	+
South West Water Site, Glacis Park	+	+	+	+	+	+	+	+	0	0	+	+	+	+	0	?	+
The Ship, Derriford	+	+	0	+	0	+	?	?	0	0	+	+	0	+	+	?	+
Land North of Broadley Park Road	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Land West of Broadley	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Land North of Belliver Way Industrial Estate	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Land North of Tamerton Road	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	?	+
Land South of Roborough House	++	++	+	+	0	0	?	?	+	+	0	+	+	+	0	?	++
Derriford Commerical Centre	++	++	+	+	++	+	?	+	?	?-	0	?	?	?	0	?	+
Land adjacent to Plumer Road	0	?	+	0	0	0	?	?	?	0	0	+	?	?+	0	0	+
Plymouth International Medical and Technology Park - Plot A	+	+	0	+	+	++	?	?	0	0	0	?+	?	?	+	0	+
Plymouth International Medical and Technology Park - Plot E	+	+	0	+	+	++	?	?	0	0	0	?+	?	?	+	0	+
Plymouth International Medical and Technology Park - Plot F	+	+	0	+	+	++	?	?	0	0	0	?+	?	?	+	0	+
Plymouth International Medical and Technology Park - Plot G	+	+	0	+	+	++	?	?	0	0	0	?+	?	?	+	0	+
Island Farmhouse, Plymbridge	0	?	+	0	0	0	?	?	?	0	0	+	?	?+	0	0	+
Land south west of Belliver Way	+	?	0	+	0	++	?	?	?-	0	0	?	0	0	+	0	+

Site	Assessment Criteria																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
(Former Playing Field to west of Becton Dickinson)																		

Commentary

The Derriford and Northern Corridor area features many of the key employment proposals seeking to increase employment in science, health and technology as such these sites. Development proposals in this growth area and particularly the Science Park and International Medical and Technology park sites, could result in minor and major positives to SA objectives by increasing economic activity, providing jobs and also supporting further medical and science based research.

There is an Air Quality Management Area in this part of the City which effects the junction of Tavistock Road and Crownhill Road and the interlinking sections of the A386, B3250, A374 and B3396. It will be important that proposals in this area carefully consider the possible impacts on the AQMA and ensure that proposals do not exacerbate existing air quality issues through the inclusion of transport management and infrastructure measures. It will also be important to ensure that development proposals link well to green infrastructure projects within the City and its Fringe areas.

Plymouth City Council have been considering opportunities to develop a new district centre in this part of the city and when implemented this will create positive secondary impacts to surrounding housing proposals by virtue of the fact people will need to travel less for conveniences and work and could therefore reduce car dependency.

The Council currently safeguards the Airport site for aviation uses for the first 5 years of the plan period, up to the first review. If, during this time acceptable proposals were to come forward which would see aviation uses reinstated on the Airport site, there may be some impacts in terms of SA objectives on noise, health and environmental impacts, depending on the specific nature and scale of the facility to be provided. Clearly, the plan does not propose a specific form of aviation development, and therefore the precise form and nature of a future aviation use would only be known if proposals do emerge before the first review of the JLP. Residential development has taken place on some parts of the site and there are some established residential areas in the vicinity of the site; it will be important for any proposals to demonstrate that effective mitigation is put in place to protect residential amenity. The JLP evidence base contains a report setting out the alternatives to the safeguarding of the airport site (“Plymouth Airport Safeguarding: Assessment of Alternatives”, Arup, 2017 <https://www.plymouth.gov.uk/sites/default/files/PlymouthAirportSafeguardingConsiderationOfAlternatives.pdf>). This piece of evidence specifically assessed alternative options for the future use of the airport site. Given that the site is a large brownfield site in an important part of the city, it was important to test the sustainability characteristics of its redevelopment for non-aviation uses. The assessment looked at potential residential led redevelopment, and employment led redevelopment, and came to a conclusion that the safeguarding of the site

would have the greatest positive effects of all the options tested for the future growth of this important part of Plymouth.

Clearly the airport site, due to its size and location on the northern corridor, could provide a scale of residential led development very similar to that being proposed in the JLP at Woolwell, with the key difference being that the airport is a brownfield site. The Plymouth SHLAA, however, assesses that the airport site is not available for residential development, and as set out above the Assessment of Alternatives report found that the opportunity to retain aviation uses on the site outweighed the benefits to the Northern corridor and Plymouth of its redevelopment for a residential led scheme. Therefore, the airport site was not considered to be a reasonable alternative to the Woolwell allocation.

The provision of a new commercial centre along with an intensification of residential and employment uses could have cumulative negative impacts on existing transport infrastructure and this will need to be carefully considered when creating policies and objectives for this area.

The development of some of the sites in this location could have unknown impacts to cultural heritage, biodiversity and landscape and this is difficult to test as there are no detailed proposals at this stage, policies should seek to highlight the impacts and to avoid harm in the first instance and mitigate where appropriate. Alongside the preparation of the JLP the Councils are preparing Heritage Impact Assessments to ensure that Heritage is taken into consideration if sites are to be allocated.

### Eastern Corridor

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Former Western National site, Laira Bridge	+?	?	+	?	0	?	?	?+	?	0	0	?+	-	+	?	-	+
Pomphlett Industrial Estate	+	?	+	?+	?	?	?+	?+	?	0	0	?+	0	+	?	?	+
Land at Moorcroft Quarry	0	-	0	0	0	0	?-	0	0	?-	0	?-	0	?-	?+	0	0
Former nursery	?+	-	+	0	0	0-	?	-	0	0	0	0	-	+	0	0	+

site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Haye Road																	
Land at West Park Hill, Newnham	+	?+	+	+	+	?+	0	?+	?-	?	0	0	?+	?-	0	0	+
Land north of Hazeldene Quarry	?-	?	+	?	?	?-	0	-	-	-	?-	?	?+	?-	?	?-	+
Elburton East Edge	?	?-	+	?	?-	0	?	-	-	-	0	?	?-	?-	0	0	+
Chelson Meadow Recycling Centre	0	-	0	0	0	0	?	0	0	?-	0	0	-	?-	?+	0	0
Land South of Stoggy Lane	+	?+	+	+	+	?+	?	?+	?-	?-	0	0	?-	?-	0	0	+
Langage	+	0	-	+	?	++	?	?+	?	?-	0	?	?-	?-	?+	-	+
Prince Rock playing pitch site	+	?-	+	+	0	+	?	?+	0	0	0	?+	-	?-	+	-	+
Elburton (land at Candish Drive)	?	?-	+	?	?-	0	?	-	-	-	0	?	?-	?-	0	0	+
Land off Newnham Road, Colebrook	?	?	+	?+	?	?-	?	?	?	0	0	?+	-	+	+	0	+
Former China Clay	?	?	+	+	?	?	?	?+	0	?+	0	?+	?	+	+	0	+



site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
site, Coypool																	
Chittleburn Hill	0	0	-	+	0	+	?	+	0	-	0	-	0	?-	?	+	+
Langage (Holland Road)	+	0	-	?	?	++	?	?+	?	?-	0	?	?-	?-	?+	-	+

#### Commentary

The Eastern corridor is an important location in the City because of its ability to deliver a regionally significant scale of jobs, homes and supporting infrastructure. This area has been identified in previous development plan documents as being a sustainable location for significant strategic development which has resulted in the Sherford New Community which is currently under construction for large scale growth. It is not proposed to test the merits of new community through this SA assessment as it has been subject to a significant amount of work through the implementation of the South Hams Core Strategy and subsequent DPDs. The concept of a new community was also tested through the previous Devon County Structure Plans and the emerging Regional Spatial Strategy before they were revoked so has been subject to significant testing and assessment.

One key issues in this part of the the city is the need to consider surface water drainage as many of the sites are on higher ground leasing to tributaries of the River Plym, the JLP will need to ensure that there are no cumulative impacts in terms of flood risk or secondary impacts on water quality in this this area. To counter balance this it is important to recognise how open space can provide filtration for rainwater, development on greenspaces will need to ensure development will not increase run off into other areas and should seek to contain rainwater on site and any future proposals for development in this location should carefully consider including mitigation measures within the policies.

Some sites are considered to have some negative impact on objective 8 and 10 by virtue of proposing housing development in areas which could be difficult to access particularly in the short term while Sherford is being built out. (Land at Candish Drive. Elburton East Edge) meaning it will be difficult for people to reduce car dependency, policies for these sites should seek to improve public transport to these areas and widen the cycle network. Furthermore these sites are important local greenspaces and in some cases act as a necessary buffer between area to reduce unnecessary eastward expansion of the city. There are two waste management proposals in this area, the health impacts and environmental impacts are unknown and policies should seek to clarify the uses in more depth.

The development of some of the sites in this location could have unknown impacts to cultural heritage, biodiversity and landscape and this is difficult to test as there are no detailed proposals at this stage, policies should seek to highlight the impacts and to avoid harm in the first

instance and mitigate where appropriate. Alongside the preparation of the JLP the Councils are preparing Heritage Impact Assessments to ensure that Heritage is taken into consideration if sites are to be allocated.

## North

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
R/O Acterna Way Burrington Way	+	?	-	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
Former Woodlands School Site, Whiteleigh	?	0	+	?+	0	0	?	?-	0	0	0	+	?	+	+	0	+
Land either side of Clittaford Road	+	0	+	+	0	?+	?	?-	0	0	0	+	?	+	+	0	+
Clittaford Road, Southway	?	0	+	0	0	0	?	?-	0	0	0	+	?	+	+	0	+
Looseleigh Lane	?	?	+	?+	0	0	?	?	0	?+	?-	+	?-	?+	0	0	+
Land at Cradon Close	+	?	+	?+	0	0	?	?	0	0	0	?+	0	?+	0	?-	+
Christian Mill Business Park	+	0	-	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
The White Cottage and	0	?-	+	0	0	0	?	?	0	0	0	?	?	?-	0	0	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Holtwood, Plymbridge Road, Glenholt																	
Coombe Way & Kings Tamerton Road	0	?	+	?+	0	0	?	?-	?-	0	0	?+	?-	?-	0	0	+
Land to South of Cann House, Tamerton Foliot Road	?	?-	+	?+	0	0	?	?-	?-	-	?-	?	-	-	0	0	+
Parkway Sports & Social Club, Ernesettle	++	++	0	+	0	0	0	?-	0	0	0	?	0	?	0	0	+
Cann Lodge, Tamerton Foliot	?	?-	+	?+	0	0	?	?-	?-	-	?-	?	-	-	0	0	+
Land South of Pinewood Drive, Woolwell	?+	?	+	?+	0	0	?	?-	?-	?-	0	?	?-	-	0	0	+
Former Environ Factory, Ernesettle	+	0	0	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
Former Southway Primary School	?+	?	+	?+	0	0	?	?	?	?	0	?	?-	+	0	0	+
Stirling	?+	?	+	?+	0	0	?	?	0	0	0	+	0	+	0	0	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
House & Honicknowle Clinic, Honicknowle Green																	
Fort Austin Depot	+	+	0	+	?+	0	?	?	0	0	?+	?	0	+	0	0	+
Woodland Fort	+	+	0	+	?+	0	?	?	0	0	?+	?	0	+	0	0	+
Toshiba Site, Ernesettle Lane, Ernesettle	+	0	0	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
Land South of Langley Crescent, Southway	?+	?	+	?	0	0	?	?	?-	?-	0	?	?	?-	0	0	+
Land off Tamar Way, West Park	?	?	+	?	0	0	?	?	?	?	0	?	?	?	0	0	+
Southway Campus, Clittaford Road	?	?	+	?+	0	0	?	?	?	?	0	?	?-	+	0	0	+
Land at Northolt Avenue, Ernesettle	+	0	0	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
Woodvale Nurseries, Truro Drive, Whitleigh	?	?	+	?+	0	0	?	?	0	0	0	+	?	?+	0	0	+
Land North	?	+	+	?+	0	0	?	?	?	?-	0	?	-	-	0	0	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
of Lake View Close																	
Paddock site, Estover Industrial Estate	+	0	0	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
Land West of Ernesettle Lane	++	++	0	+	0	0	0	?-	0	0	0	?	0	?	0	0	+
Fields to north of St Budeaux A38 junction	?+	?	+	?	0	0	?	?-	0	0	?-	?	0	?-	0	0	+
Land North of Clittaford Road	?+	?	+	?	0	0	?	?-	?	?	0	?+	0	?+	0	0	+
Agaton Fort	+	+	0	+	?+	0	?	?	0	0	?+	?	0	+	0	0	+
Southway Football Hub (Bond Street)	++	++	0	+	0	0	0	?-	0	0	0	?	0	?	0	0	+
Land between 140 and 150 Dunraven Drive	?	?	+	?	0	0	?	?-	?-	?	0	?	0	?-	0	0	+
Whitleigh Community Centre ???	?+	?	+	?	0	0	?	?	0	0	0	+	0	?+	0	0	+
Former Lakeside Residential Home ???	?-	?	+	?	0	0	?	?	0	0	0	?+	0	?+	0	0	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Chaucer Way School	?+	?	+	?	0	0	?	?	0	0	0	?+	0	?+	0	0	+

#### Commentary

This area of the City covers all the neighbourhoods to the north of the A38 and wets of the Plym Valley including parts of the urban fringe. The Derriford and Northern Corridor sites have already set out the reasonable alternatives for growth on this part of the city and these additional sites located in some of the neighbourhood in the north of the city provide opportunities for further growth.

The Councils will need to be mindful of the in combination and cumulative impacts of development in this part of the city, the JLP will need to set out clearly the infrastructure required to deliver the growth in this location and to mitigate for any cumulative impacts .

On the whole, site proposals in this area have unknown impacts to objective 7, primarily as mitigation and on site intervention can positively impact this objective, particularly with housing sites. Policies should therefore seek to help develop a low carbon economy and provide the means for people to reduce their own carbon impacts through domestic energy generation and waste management for example.

One of the key issues effecting sites in the North area are transport impacts resulting from housing development, there have been and continue to be interventions along the northern corridor to improve travel times, public transport reliability and cycle infrastructure. At this stage in the process the information relating to the impacts to biodiversity, landscape, flooding and health from development cannot be fully identified as proposals are not developed in full detail. In particular some sites in Tamerton and Woolwell are in sensitive locations, policies should therefore seek to mitigate impacts to the loss of open space on some of the sites whether this is through site specific policies or supplementary policies effecting all development. Furthermore it's important to recognise how open space can provide filtration for rainwater, development on greenspaces will need to ensure development will not increase run off into other areas and should seek to contain rainwater on site, this is an important consideration for this area as many of the sites are on higher ground leading to tributaries connected to the River Plym and Tamar Estuary.

The development of some of the sites in this location could have unknown impacts to cultural heritage, biodiversity and landscape and this is difficult to test as there are no detailed proposals at this stage, policies should seek to highlight the impacts and to avoid harm in the first instance and mitigate where appropriate. . Alongside the preparation of the JLP the Councils are preparing Heritage Impact Assessments to ensure that Heritage is taken into consideration if sites are to be allocated

## South

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Land at St.Levan Gate	?	-	0	?+	0	+	0	?-	0	0	0	0	?	?+	0	?-	+
Weston Mill sports pitches and car park	++	++	0	-	0	0	?	?	?+	0	0	+	?+	+	0	0	+
Embankment Boatyard, Embankment Road	+	0	+	+	0	+	?	?	?-	?-	0	+	?-	+	?+	?-	+
Mount Gould Hospital	++	+	+	0	0	0	?	?	0	0	0	+	0	+	0	?	+
Land East Stenlake Terrace	?	?+	+	0	?+	0	?	?-	0	0	0	+	?-	+	?+	0	+
Home Park	+	+	0	+	0	+	?	?	0	0	0	?	0	?+	0	?-	+
Land at Pennycomequick	?-	?-	+	0	0	0	?	?+	?-	?-	0	?-	0	?-	0	?-	+
Motor Transport Section, North Yard	0	0	+	0	0	0	?	?	0	0	?-	?+	0	+	0	0	+
Tamar Valley School Barne Barton	0	0	+	-	-	0	?	?	0	0	0	?+	0	+	0	0	+
North Prospect redevelopment phase 3	0	0	++	0	0	0	?	?	0	0	0	++	0	+	0	0	+
North Prospect redevelopment phase 4	0	0	++	0	0	0	?	?	0	0	0	++	0	+	0	0	+
North Prospect redevelopment phase 5	0	0	++	0	0	0	?	?	0	0	0	++	0	+	0	0	+

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Douglass House, Efford	+	+	0	+	0	0	?	0	0	0	0	+	0	+	0	0	+
Scout Hut, Delamere Road	-	-	+	-	0	0	?	0	?-	?-	0	+	0	?+	0	0	?-
Windsor Road	+	0	+	?-	0	?-	?	?	0	0	0	++	0	+	0	0	+
Land at Riga Terrace	0	0	+	0	0	0	?	?	?-	?-	0	?	?-	?-	0	0	+
Former Gas Works, St Levan Road Site	?+	0	+	0	0	0	?	?+	0	0	0	+	0	+	0	0	+
Devonport, land at Paradise Road	?+-	?+-	?+	0	0	0	?	?	?+-	?+-	?+-	?+-	+	?+-	0	0	+
Ham Drive, Pennycross	0	0	+	?-	0	?-	?	?	0	0	0	+	0	+	0	0	+
Land at Stuart Road/Victoria Park	?-	?-	+	0	0	0	?	?	?-	0	0	+	0	?+	0	0	+
Milehouse Bus Depot	+	0	0	+	0	+	?	+	0	0	0	0	0	?+	0	0	+
Vets and finance services office, Central Park	0	?+	0	+	0	0	0	0	0	0	0	0	0	?	0	0	+
Site off Weston Mill Lane	0	0	+	0	0	0	0	0	0	0	0	?	0	0	0	0	++
Land behind Marett Road, St Budeaux	+	?	?+	?+	0	?+	?	?	?-	?-	0	?	?	?	0	0	?
MDEC Central Park Avenue	?+	0	+	?	0	0	?	?+	0	0	0	+	0	+	0	?-	+
Social club site, Milehouse Bus Depot	-	0	+	0	0	0	?	?	0	0	0	+	0	+	0	0	+



Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Open space near Manadon junction	++	++	0	+	0	0	?	?	+	+	0	+	+	+	0	0	++
Savage Road, Barne Barton	0	0	++	0	0	0	?	?	0	0	0	++	0	+	0	0	+
Bull Point Barracks	+	0	0	+	++	+	?	?	0	0	?	?	0	?	0	0	+
Seventrees, Baring Street, Greenbank	?-	?-	+	?-	?-	0	?	?	0	0	0	?	0	?	0	0	?-
Land at Keyham Road	?+	0	+	?-	?-	0	?	?	0	0	0	+	0	+	0	0	+
Land at Mowhay Road / Coombe Farm	++	++	+	+	0	0	?	?	+	-	0	+	+	+	0	0	++
Land at Outland Road Depot	++	++	0	+	0	0	?	?	+	+	0	+	+	+	0	0	++

#### Commentary

This area contains less strategic sites and sites falling outside of the City Centre and Waterfront growth area. This area contains some large scale regeneration schemes at North Prospect and Barne Barton which seek to demolish and re build large numbers of housing stock, these sites , when implemented , could have some major positive impacts on the SA objectives, however there could be some negative short term temporary effects as sites are redeveloped.

This area also includes some greenspace and sports proposals which further add more positive impacts to SA objectives. There are some sites however which have more uncertainty in terms of SA impacts, in particular the Land at Paradise road, the proposal is an either or, being housing or open space, each of these options have different impacts on SA objectives, some negative, some positive, the open space proposal bringing the bigger positive impact given its location to heritage assets.

The development of some of the sites in this location could have unknown impacts to cultural heritage, biodiversity and landscape and this is difficult to test as there are no detailed proposals at this stage, policies should seek to highlight the impacts and to avoid harm in the first

instance and mitigate where appropriate. . Alongside the preparation of the JLP the Councils are preparing Heritage Impact Assessments to ensure that Heritage is taken into consideration if sites are to be allocated

### Plympton and Plymstock

Site	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Land at Redwood Drive, Chaddlewood	?-	?-	+	0	0	0	?	?	?-	?-	0	?	?	?-	0	0	+
Land between Undercliff Road and Barton Road, Turnchapel	+	0	+	0	0	?-	?	?	?	?	0	?+	?-	?+	0	0	+
Downham School	0	0	+	?-	?-	0	?	0	0	0	0	?+	0	?+	0	0	+
Former Plympton Hospital	0	0	+	0	0	0	?	?	?	?	0	?+	0	?+	0	0	+
Land at Staddiscombe Road/Goosewell Road	+	?-	+	?+	0	0	?	?	?	?-	0	?-	?-	?-	0	0	+
Underhill Engineering, Plymbridge Road (should be in North area, estover site)	+	0	0	+	0	++	?	?	0	0	0	?	0	?+	+	0	+
Errill Retail Park, Plymouth Road	+	?+	+	?-	0	?+	?	0	0	0	0	?+	0	?+	0	0	+
Land at Plympton House	+	+	+	0	0	0	?	0	+	+	+	+	+	+	0	0	+

Land at 60 Vinery Lane	?	?-	+	0	0	0	?	?-	?	?-	0	?	0	?-	0	0	+
Boringdon Park	?-	?	+	0	0	0	?	?-	?-	-	?-	?	?	-	?	?	+
Land east of Bell Close, Plympton	+	0	0	+	0	++	?	?	?	?	0	?	0	?+	+	0	+
Turnchapel Wharves	+	0	0	+	0	++	?	?	0	0	0	?	0	?+	+	0	+

Commentary

The sites in this area are less strategic sites, or sites which fall outside of the eastern corridor growth area but given their proximity there will be some secondary effect from proposals in the Eastern Corridor growth area. There are a number of impacts identified with some of the sites in this area as they are proposed on undeveloped land and on sites near the outskirts of the city (60 Vinery Lane, Land at Staddiscombe/Goosewell Road, Land at Redwood Drive, Land east of Bell Close). These sites could have minor negatives effect on the SA objectives which seek to reduce car dependency and improve access to open space. It will be important that public transport, cycling and pedestrian links are carefully considered alongside any development proposals. If these sites are to be pursued through the JLP it will be important to ensure that any proposed uses mitigate for any impact.

The development of some of the sites in this location could have unknown impacts to cultural heritage, biodiversity and landscape and this is difficult to test as there are no detailed proposals at this stage, policies should seek to highlight the impacts and to avoid harm in the first instance and mitigate where appropriate. . Alongside the preparation of the JLP the Councils are preparing Heritage Impact Assessments to ensure that Heritage is taken into consideration if sites are to be allocated.