

PLYMOUTH PLAN COLLECT

Summary Report – June 2016



This report sets out how people got involved with the Plymouth Plan during Plymouth Plan Collect which ran from 28 September 2015 to 8 January 2016. Approximately 800 comments and local green space designations were received externally which will be used to inform Plymouth Plan Part Two as well as taking into account internal representations and comments from partners.

To see how we have considered each comment which was submitted during this consultation period please see APPENDIX I, to see the details of the sites which were submitted for local green space designations please see APPENDIX II.

WHAT IS THE PLYMOUTH PLAN?

The Plymouth Plan is a single strategic plan for the city, looking ahead to 2031 and beyond and brings together all the city's long term strategic plans into one place and delivers a full review of the current Local Development Framework Core Strategy.

This coordinated approach allows the city to have a single voice on its strategic priorities and helps all key partners pull together in the same direction.

The Plymouth Plan is in two parts:

- Part One- sets what we want Plymouth to be like in 2031 and how we will get there.
- Part Two - will look in more detail at where and how things will happen.

In September 2014 Plymouth Plan Part One was approved by the Council as the city's one strategic document for the whole of the city, this was after three separate stages of consultation, details of which can be found on our website: <http://www.plymouth.gov.uk/pppartone.htm>

Interactive Plymouth Plan and Plymouth Plan Summary

An interactive version of Plymouth Plan Part One was launched to improve ease of access. To view the interactive version of Plymouth Plan Part One please visit: www.theplymouthplan.co.uk and send us any comments/suggestions to make it even better.

A Plymouth Plan Summary was also produced for those who wish to know the key goals of the plan but not the detail. This can be found here: http://www.plymouth.gov.uk/160211_plymouth_plan_on_a_page.pdf

PLYMOUTH PLAN COLLECT

Plymouth Plan Part Two is all about the land in the city (it is not about the delivery of Part One). Plymouth Plan Part Two will direct the spatial direction the city goes in for the next 20 years. It will state:

- Which land we will develop
- Which green space we will protect
- Where we will direct our resources

Plymouth Plan Collect was the first consultation phase of Plymouth Plan Part Two which included consultation on eight Plymouth Plan Toolkits, the final call for sites and a chance for local people to nominate local green spaces for protection under new government legislation.

The Plymouth Plan Toolkits included data on: Infrastructure; the Strategic Housing Land Availability Assessment (SHLAA) and the Employment Land Review (ELR) and Green Infrastructure. It also introduced, the three Strategic Growth Areas. To view the toolkits please click below:

 [Central Toolkit](#)

 [North Toolkit](#)

 [North West Toolkit](#)

 [Plympton Toolkit](#)

 [Plymstock Toolkit](#)

 [South Toolkit](#)

 [South West Toolkit](#)

 [West Toolkit](#)

We also produced a methodology which explains how the Toolkits were produced:

 [Methodology](#)

If you are interested in viewing more data and maps which were not in the toolkits please visit our website: <http://www.plymouth.gov.uk/ppparttwo.htm> These were used to help guide the wider narrative within the toolkits and can be useful to help you understand your area in more depth.

As part of this consultation we also asked local people to nominate local green spaces for protection.

HOW PEOPLE GOT INVOLVED

Plymouth Plan Collect was about asking people to use their local toolkit to have informed discussions about the land in their area as well as putting forward sites for development and protection.

We once again teamed up with Plymouth Octopus Project (POP) who represent the Voluntary and Community Sector (VCS) in Plymouth who hosted free training events on the toolkits and helped facilitate meetings and once again offered a £50 reward for local community groups who organised a Plymouth Plan workshop and submitted comments to us.

During this consultation period we received:

- 598 comments were received on the Toolkits from 205 different people/organisations
- 347 local green space nominations were received on 168 different sites by 124 different people/organisations
- 640 toolkits were printed and distributed
- Planning Officers were at the Pannier Market for 10 weeks on Friday mornings promoting the consultation period and were available for questions
- E-newsletters were sent out to 3,776 people with a 36% open rate
- Paper newsletters were sent to 1,989 address' for those who didn't have e-mail
- 24,887 people visited the Plymouth Plan web pages during the consultation period
- Each edition of the shopper had a double page spread advertising the toolkits across the city
- Posters advertising the consultation were printed and given to the bus companies to put on their vehicles
- A copy of each toolkit was made available in all libraries across the city and in the council's First Stop shop on New George Street
- 500 leaflets were printed and distributed at consultation events

We once again teamed up with Plymouth Octopus Project (POP), (who represents the Voluntary and Community Sector (VCS) in Plymouth) who held various training events on how to use the toolkits and make comments.

- POP published a Plymouth Plan webpage from 1 October with resources attached. This webpage and the council's webpage were included in mail outs
- A Plymouth Plan article was featured in each of POP's monthly newsletters, October, November, December and January.
- Workshops were advertised via social media, event bright and via mail chimp to the VCS
- 56 participants attended the Plymouth Plan workshops
- 6 groups were supported by POP through co-facilitation of the conversation.
- 19 groups met and submitted feedback to the council and were rewarded £50 for doing so

#SoundLikeAPlan Podcast

During this consultation we also launched the Plymouth Plan Podcast #SoundLikeAPlan. This monthly podcast includes in-depth discussions with council officers about development and town planning in Plymouth and is specifically an opportunity to explore the Plymouth Plan in detail.

PLYMOUTH PLAN COLLECT COMMENT SUMMARY

City-wide comments:

47 comments were made by 30 different people/organisations which relate to the whole of the city and do not necessarily relate to a specific area:

Comment	Plymouth Plan Theme
Plymouth needs to discover who it is and its role	City Pride and Vision
Need to work closely with neighbouring authorities and clarify the roles	City Pride and Vision
Need more jobs and to upskill the population	Economy, Education and Learning
Need to separate housing and industrial developments	Economy, Living and Housing
University has various interests they would like to influence and will be in contact	Education and Learning
Studentification is a key issues as well as the need to invest in Mutley Plain and Central Park	Education and Learning, Living and Housing
Reopen the Airport	Getting Around
Cycling provision in Plymouth should conform to official recommendations, using the best possible standards and not "do minimum" approach	Getting Around
Improved signalling will help cyclists	Getting Around
Proposals don't affect the mainline rail network at present	Getting Around
The opportunity to influence the spatial distribution of development across the City has largely now passed and has been set largely in the absence of consideration of Transport Issues. There remains uncertainty over the extent of transport network improvements necessary to support the spatial distribution of development proposed. There remains uncertainty over the resources and funding of necessary infrastructure (both that included in the document and that which is yet to be identified) which could result in such development schemes becoming unviable. No assessment of whether infrastructure schemes included in the document can accommodate trips generated by the allocated sites.	Getting Around
Buses are not fit for purpose, it's hard to understand the routes and are	Getting Around

difficult to get around the city with. All bus routes seem to need to go into the City Centre first to change	
Need to fix the roads, most people have no choice but to use cars	Getting Around
Parking is an issue	Getting Around
Any changes to the rail network should be considered with Network Rail	Getting Around
Need to think about transport sustainability and expand the cycle network which should now conform to official recommendations, using the best possible standards and not “do minimum” approach	Getting Around
Suggests amendments to Policy 4 (Enhancing Plymouth’s strategic connectivity)	Getting Around
Too many traffic lights	Getting Around
Infrastructure should have a bigger emphasis in the plan	Getting Around
Stock grazing should be introduced as a way of maintaining green spaces	Greener Plymouth
<p>Need to meet the requirements of paragraphs 73 and 74 of the NPPF.</p> <p>While there is a recently adopted Playing Pitch Strategy, there does not appear to be a robust and up to date evidence base for sport and recreation in Plymouth</p> <p>It is Sport England’s policy to challenge the soundness of Local Plan documents which are not justified by;</p> <ul style="list-style-type: none"> - an up to date playing pitch strategy (carried out in accordance with a methodology approved by Sport England) - an up to date built sports facilities strategy (carried out in accordance with a methodology approved by Sport England). <p>By up to date Sport England means undertaken within the last 3 years for a Playing Pitch Strategy (recently completed), and within the last 5 years for a Built Facilities Strategy (currently out of date).</p> <p>As such the Plymouth Plan does not currently enjoy a complete evidence base for sport, and is in danger of being considered unsound.</p>	Greener Plymouth
Plymouth Plan Part Two should help provide the absolute protection that ancient woodland and ancient trees require by highlighting them as a habitat category on the green space designations map, thus informing the site allocations/suggestions and land availability maps. Thus any proposals that could degrade or destroy ancient woodland would fall into the “simply not suitable for development” category.	Greener Plymouth
Question the need to grow the population to 300,000	Living and Housing
Wants to utilise the Right to Build Act 2015	Living and Housing
Blocks of well-designed flats are good	Living and Housing
Need to consider Rentplus as an affordable housing model	Living and Housing
New housing should only be within Plymouth’s borders	Living and Housing
No comments at this stage but expect new housing to conform to Policy 15 of Part One	Living and Housing
Need a new mosque in the city	Local Community

Central comments:

57 comments were made by 20 different people/organisations on the Central toolkit:

Comment	Plymouth Plan Theme
Wants C18 and C19 to remain light industry	Economy
High levels of unemployment around Plymouth Community Homes properties	Economy
Poor access and insufficient shops in Eggbuckland/Austin Farm and Efford	Economy
Invest in Mutley Plain	Economy
Need to retain local centres	Economy, Local Community
University doesn't put any money to the communities surrounding it	Education and Learning, Local Community
Students are important, but some places are disproportionate with too much student accommodation and HMOs which local people don't benefit from and doesn't help the housing shortage	Education and Learning, Living and Housing
Loss of amenity spaces (particularly pubs) due to increased student accommodation	Education and Learning, Living and Housing, Local Community
Car parking is an issue in Greenbank, Mount Gould and Peverell due to the Argyle stadium	Getting Around
More road improvements needed	Getting Around
Roads are too narrow for cycle paths	Getting Around
Various improvements/new cycling schemes identified by the Plymouth Cycling Campaign	Getting Around
New pedestrian and cycle bridge from the rail station to Central Park	Getting Around
Suggest improvements to pedestrian lights and traffic lights at Milehouse Roundabout and traffic lights at Outland Rd - Peverell Park Road	Getting Around
Traffic concerns related to the new History Centre and North Hill	Getting Around
Street signage font is too small	Getting Around
Buses are not frequent enough, reliable and changes confuse residents	Getting Around
Service lanes and alleyways should be used by cyclists to stop congestion	Getting Around
Need to change the road layout to ease congestion at Outland Road	Getting Around
More traffic calming needed at: Old Eye Infirmary; Dale Road; the service lanes between houses; Apsley Road and Central Park Avenue	Getting Around
Inadequate parking in central Plymouth	Getting Around
Local residents who live around/adjacent to the rail station are not thought about and the proximity of the rail and age of it is detrimental to local residents health	Getting Around, Health and Wellbeing
Allotments are not needed and can affect the availability of parking spaces. i.e. at the top end of Peverell Park Road near junction with Outland Road	Getting Around, Greener Plymouth
Too many dogs in Central Park and bins (including dog bins) have been removed	Greener Plymouth
The council should continue to maintain Mount Edgecombe	Greener Plymouth
Preserve as green space: Freedom Fields Park; Drakes Place Gardens; Moor View Park a great community area, suitable for all manner of community	Greener Plymouth

events; Central Park and open green space in the university where the Isaac Foot building, between two tall accommodation blocks	
Protect land at Mount Gould and the steep site at Bernice Close	Greener Plymouth
Remainder of Central Park should be protected as a priority	Greener Plymouth
Local Access Forum query the green space map at: Zoo Field; The allotments abutting Central Park by Barn Park Road and Peverell Park Road; Hartley Pleasure Grounds; Greenspace owned/leased by the Sir Francis Drake Bowling Club; Collings Park; Efford Marsh Nature Reserve and Longbridge and Michigan Way north of Efford Cemetary	Greener Plymouth
Maintenance needed on the narrow tract of green space land linking Weston Park Road to Churchill Way (Peverell area)	Greener Plymouth
The old changing room next to WPD substation at Barn Park entrance is an eye-sore and needs knocking down and used for planting	Greener Plymouth
More play spaces for children in Central Park	Greener Plymouth
More use of Harper's field and field behind Goals football at Central Park	Greener Plymouth
Catering for minority sports is not a good idea	Greener Plymouth
Central Park is amazing and well-used	Greener Plymouth
Reinstate Pennycomequick stream and introduce a pond	Greener Plymouth
Improved field sport/sports facilities in the area	Greener Plymouth
Need to protect (for football and other uses): Central Park; Peverell Park; Higher Efford and Collins Park	Greener Plymouth
Work debris blocks drains	Greener Plymouth
Want standard closing time for Beaumont Park	Greener Plymouth
Stop council workers driving on the grass	Greener Plymouth
Lack of mental health services in the city	Health and Wellbeing
Need to assess land to the south west of Channel Park Avenue for development	Living and Housing
Plymouth University demolishes buildings of significant value	Living and Housing
Planning application notices are not clear enough	Living and Housing
High-rise developments block views	Living and Housing
The appearance of Torridge Way flats need improving	Living and Housing, Local Community
Rubbish in back lanes are an issue	Local Community
More policing is needed on match days	Local Community
More local bars and cafés needed	Local Community
Problems and issues from the less affluent areas are significantly masked by areas such as Mannamead, Hartley and Higher Compton.	Local Community
Need a community centre in Egguckland/Austin Farm/Deer Park	Local Community
Commercial/community hubs should be supported	Local Community
Greater recognition of Trevi House is needed and the maps should reflect this	Local Community

Additional sites put forward for development in the Central area...

Site Name	Possible Development
Greenbank Terrace	Site on Greenbank Terrace should be promoted for residential alone - up to 15 units

Local green space designation nominations in the Central area...

No. of Reps	Site Name	Site Details
1	Beaumont Park	
2	Broughton Close	The large wooded area below Broughton Close) off Lockington Avenue
4	Central Park	<p>To include the following areas shown on the Proposals Map of the Area Action Plan adopted in 2008: The whole area covered by proposal CP04 Park enhancements; twelve new allotments; the Life Centre Field; Cottage Field and Gilbert Lane. Also, part of Zoo Field where planning permission was granted for a development at Higher Home Park in 2013</p> <p>The area nominated is the greater area of Central Park. This includes the major green space of the park as well as: Pounds Park and Pounds House; the allotments adjacent to Peverell Park Road; the area of Barne Park and Home Park and the allotments above Central Park Avenue. The roads bounding the area are Alma Rd to the west to the traffic lights at Milehouse, to the north east and north by Outland Rd to the corner at Peverell Park, to the east by Peverell Park Avenue, to the junction with Barn Park Rd, then Barn Park Rd, Inverdene, Ford Park Cemetery, Central Park Avenue, Holdsworth Street, then SSW to Alma Rd.</p>
1	Central Park Allotments	Central Park Allotments: adjacent to Peverell Park Road and bounded on the other side by Central Park
18	Collings Park	
1	Compton Vale	
1	Drakes Place Gardens	
2	Freedom Fields Park	PL4
2	Hartley Park and Pleasure Gardens	The park is bordered by Reservoir Road, Higher Compton Road, and Mannamead Road
1	Isaac Foot Building Land	The open green space in the university where the Isaac Foot building, between two tall accommodation blocks stood
9	Kneele Gardens Green	
1	Land at Bernice Close (Steep site at Bernice Close)	
2	Land to south of Lisson Grove	The land beside the rail track behind Lisson Grove
1	Land to the north of White Cross	PL4 8DU. Exact address unknown but land is situated on the end of Devonshire Terrace next to no 17. The land is behind the

	Court	White Cross Retirement flats in Regent Street
7	Lower Compton Allotments	The garden allotments in Lower Compton Road (entrance in Overton Gardens)
7	Manadon Roundabout to Donnington Drive	The wooded areas that sit alongside the A38 in Hartley Vale from Manadon Roundabout to Donnington Drive
9	Moor View Park	
1	Mutley Park	Mutley Park bordering Mutley Road, Mannamead Road, PL3
7	Seymour Road Allotments	
1	Sir Francis Drake Bowling Club	
2	Thorn Park	Thorn Park, Mannamead, Plymouth, PL3
1	Tothill Park	Mount Gould at Lanhydrock Road
13	Trefusis Park	Trefusis Park

North comments:

108 comments were made by 46 different people/organisations on the North toolkit:

Comment	Plymouth Plan Theme
Enhance Crownhill Fort and Glacis Park	Arts and Culture
Query the map around the airport regarding accommodation problems, salaries and arts events	Arts and Culture, Economy, Living and Housing
Not a lot to do/facilities on the outskirts of the city	Arts and Culture, Local Community
Airport should be protected	City Pride and Vision, Getting Around
N22, N23 and N24 should not be developed until decision on airport is made and should be restricted so the future extension of the runway is still a possibility	City Pride and Vision, Getting Around
The new Derriford District Centre shouldn't damage the City Centre and caveats should be put in place to protect it	Economy
Need to focus on the old and the current businesses as well as the new	Economy
There's a lack of retail and leisure in the north	Economy
No recognition of retail in the toolkits	Economy
Support the Derriford District Centre, plan should provide for new infrastructure	Economy, Getting Around
New development needs to provide for the whole demographic spectrum and transport issues will need to be addressed but the Plymouth Hospitals NHS Trust is supportive of large amounts of growth in the North	Economy, Getting Around, Living and Housing
New district centre should be on the western side of the A386 as per the	Economy, Living and

Core Strategy and will help provide a mix of uses and policy	Housing
Devon County Council would welcome discussions about education provision	Education and Learning
Local schools don't have the capacity for big developments	Education and Learning
Infrastructure issues in Southway: A lot of older people struggle to get to a bus stop in Southway; topography is an issue; enough access to shops but the shopping centre is a magnet for anti-social behaviour due to enclosed dark spaces and there are concerns about where children will go to school and access to GP surgery if there is additional development	Education and Learning, Getting Around, Health and Wellbeing, Local Community
Greater recognition of Plymouth Swallows needed	Education and Learning, Health and Wellbeing
Indoor sports facilities should be captured and supported in the Plan	Education and Learning, Health and Wellbeing
Support a skate ramp in Southway	Education and Learning, Local Community
Transport in the North is inadequate and should be dealt with	Getting Around
Need to think of loss of parking when redevelopment takes place	Getting Around
Need to dual Tavistock Road	Getting Around
Want a cycle lane on Forder Valley Link Road	Getting Around
New development will impact on transport, should consider the Tavistock Rail project and include rail travel in the plan	Getting Around
Introduce a cycling expressway from Sherford to Laira Bridge	Getting Around
East of Plymouth Swallows and N21 should be protected as there is worry about increased traffic and car parking issues	Getting Around
Improvements to existing roads should include cycle provision	Getting Around
Bus issues in Glenholt and Southway	Getting Around
Sufficient parking should be planned in all new housing developments as it's an issue	Getting Around, Greener Plymouth
More facilities within walking distance of the hospital	Getting Around, Health and Wellbeing
Additional houses in the Northern Corridor will increase traffic on A386	Getting Around, Living and Housing
Worried about infrastructure if N46 and N47 are developed	Getting Around, Living and Housing
Infrastructure needs to be in before housing	Getting Around, Living and Housing
The National Trust is worried about urbanisation of Plymbridge Woods due to adjacent development	Greener Plymouth
There's a lack of parks in Eggbuckland	Greener Plymouth
All green spaces in the North should be protected	Greener Plymouth
The remaining greenfield sites at Riverford in Estover should have its 'dual-banding' removed and replaced with a specific protected green space banding	Greener Plymouth
Designation of private land as public is incorrect at Riverford	Greener Plymouth
Query whether N9 is in the correct place and whether Eggbuckland has a	Greener Plymouth

village green	
Greater recognition of sports needed in the north of the city	Greener Plymouth
Need to protect (for football and other uses): Manadon; Bond Street Football Hub and Hoskins Park	Greener Plymouth
Protect nature reserve off Pendeen Crescent	Greener Plymouth
N32 is not suitable for development	Greener Plymouth
Support the community park and its health benefits	Greener Plymouth, Health and Wellbeing
Will be able to protect the Glacis Park Green Corridor as part of new district centre on the western side of the A386 and has the potential to provide new health facilities	Greener Plymouth, Health and Wellbeing
Woolwell is not within the PUA and development here will impact Dartmoor	Greener Plymouth, Living and Housing
Local developments need to ensure hospital ability to provide services is maintained and enhanced	Health and Wellbeing
Site N36 should be reserved for Housing only	Living and Housing
Need to discuss with Tavistock and Devon County Council the impact of significant growth in the north	Living and Housing
How will Derriford cope with all the new homes planned?	Living and Housing
Housing issues in Southway and Pendeen Close sheltered housing	Living and Housing
Construction works are an issue and loss of view due to permitted planning	Living and Housing, Local Community
There should be a map for charities and greater explanation of the community assets map	Local Community
Worried about immigration	Local Community
Lack of facilities in Southway	Local Community

Additional sites put forward for development in the North area...

Site Name	Possible Development
End of Darklake View	Suitable for residential, holiday lets or retired homes
North West Quadrant	Health Care, Parking, Commercial, Residential
Carradale Road Garage	Site is suitable for potential development
Former Southway Primary School	Suitable for up to 95 new homes
Austin Farm - Carradale road garage site	Should assess for development
Ernesettle - Land r/o Rochford Crescent/Lympne Avenue	Should assess for development
Estover	Possible space for building more homes on green space but others should be protected for residents to use
Airport Site	Proposes other uses on the airport site with supporting documents submitted
Becton Dickinson Vacutainer, Belliver Way	Plans for expansion at the BD site at Belliver Industrial Estate
Glacis Park Site	Site is suitable for new Derriford District Centre
Seaton Neighbourhood	Available for development

Airport	Airport site should be considered for development for a mixture of uses
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Local green space designation nominations in the North area...

No. of Reps	Site Name	Site Details
1	Alwin Wood	Ancient Woodland
1	Bircham Wood	Ancient Woodland
1	Budshead Wood	Ancient Woodland
1	Eggbuckland Green	Eggbuckland Village Green
1	Hatshill/Holt Woods	Ancient Woodland
1	Land off Coombe Lane	NI
11	Land off Lopwell Close / Looseleigh Woodland	Land off Lopwell Close/Looseleigh Woodland/adjacent to 1 Lopwell Close which adjoins Southway Valley Nature Reserve in Lopwell Close, Derriford, Plymouth PL6 5BP: Woodland to the rear of the following properties: 200 Dunraven Drive; 202 Dunraven Drive; 1 Lopwell Close; 11 Lopwell Close; 15 Lopwell Close; 17 Lopwell Close; 1 Warleigh Crescent; 22 Warleigh Crescent; 24 Warleigh Crescent; 39 Warleigh Crescent; 40 Warleigh Crescent Woodland and Land adjacent to 25 Lopwell Close Woodland trees in front of 21 and 23 Lopwell Close Woodland near 25 and 26 Lopwell close
2	Land adjacent to 25 Lopwell Close	
1	Leigham Wood	Ancient Woodland
2	Porsham & Coppices	Ancient Woodland
1	Southway Valley Local Nature Reserve	Nature reserve off Pendeen Crescent
1	Southway Woodlands	Ancient Woodland
1	Tamerton Vale School site	N2 – Tamerton Vale School site
1	Widey Wood	Widey Wood. Grid Ref: SX487580

North West

37 comments were made by 17 different people/organisations on the North West toolkit:

Comment	Plymouth Plan Theme
Need to think of development impact on the nearby Palmerstonian Forts	Arts and Culture
More recognition of St. Budeaux Parish Church	Arts and Culture
A swimming pool would be amazing in Ernesettle, as well as a range of shops sited together would be wonderful	Arts and Culture, Economy, Health and

	Wellbeing, Local Community
Limited social/culture/art/leisure facilities in this area	Arts and Culture, Local Community
Ernesettle has great aspects of natural beauty and views (Lakeside Drive and creek)	City Pride and Vision, Greener Plymouth
Lots of feelings of isolation and poor health, need to show something is happening as well as talk about it	City Pride and Vision, Health and Wellbeing, Local Community
Tamerton Foliot is almost like not being in a city, has a village feel	City Pride and Vision, Local Community
Lack of employment opportunities in Whiteleigh	Economy
No recognition of retail in the Toolkits	Economy
Discussions should be had with Devon County Council regarding special education needs and funding	Education and Learning
West Park has large open green spaces with potential but a lack of any inside space that can be used by community, need more structured youth provision	Education and Learning, Greener Plymouth, Local Community
Extra road space needed to the Transit Way site	Getting Around
Need to mention specific areas for improving cycling facilities	Getting Around
The small joining road between Ringmore Way and the main Crownhill Road is badly in need of repair	Getting Around
Parking in Whiteleigh is an issue, there's lots of half-house flats so high population density with lots of cars	Getting Around, Living and Housing
Poor transport links and limited access to facilities unless you live on the main route, cul-de-sacs and smaller roads have no access to public transport	Getting Around, Local Community
Protect green spaces	Greener Plymouth
Need to protect (for football and other uses): Knowle Battery and Parkway Sports and Social	Greener Plymouth
The woodland and beekeeping is good in Whiteleigh	Greener Plymouth
Why aren't St. Budeaux Church community allotments shown?	Greener Plymouth
Pockets of land around social properties in West Park should be utilised	Greener Plymouth, Living and Housing
No further development of the surrounding area of Tamerton Foliot, it's having an effect on the national park	Greener Plymouth, Living and Housing
Query the map at Newcastle Gardens/Brentford Avenue i.e. where is it?	Greener Plymouth, Living and Housing
Want a community centre in Ernesettle	Local Community
Support the idea of development in the north west and urban fringe	Living and Housing
The plan should address expansion only within the current unitary authority area and NOT seek to expand into adjoining district areas	Living and Housing
Whiteleigh needs a better mix of housing type and tenure	Living and Housing
Ernesettle has an imbalance in social housing being concentrated in flats following sales of family houses	Living and Housing

“The North West area of Plymouth is likely to face limited growth compared to other Plymouth Plan areas over the Plan period,” Consider that it is inappropriate to make such a comment at this stage as it prejudices whether or not development should take place or not in this ‘segment’ and will possibly persuade respondents to take a negative view towards potential growth	Living and Housing
Lack of local facilities in this area	Local Community
Limited venues in Whiteleigh	Local Community

Additional sites put forward for development in the North West area...

Site Name	Possible Development
NW17, NW18 and NW19	Sites should be considered for mixed housing type/tenure residential development to meet local needs
The site between Lake View Close, Whiteleigh and Riverside Walk, Tamerton Foliot	Site hasn't been allocated yet. Site should be promoted for a variety of uses, including housing
NW4 Cheriton Close	Provision of community facility/resource
Cheriton Close, West Park	Being considered for a possible community resource site
Congreve Gardens Local Centre and Garages	Up to 9 new homes
NW3 and NW13	Land is appropriate for housing and open space
NW14 and NW17	Positive contribution for employment locally, but the road layout needs consideration
Northolt Avenue	Useful development of sites north and south of Northolt Avenue

Local green space designation nominations in the North West area...

No. of Reps	Site Name	Site Details
1	Aylesbury Crescent Triangle	Aylesbury Crescent Triangle, play park and orchard space
1	Cann Lodge	NW18
1	Ernesettle Wood	Ancient Woodland
1	Former Blue Monkey Pub	Former Blue Monkey Pub, Crownhill Road, Plymouth, PL5 2HN
1	Honicknowle Green	Honicknowle Green, PL5
1	Land at Ernesettle	PCC Green space on Ernesettle Lane, adjoining the existing County Wildlife, PL5 2EY. Grid Ref: SX448593
1	Land North of Coombe Lane	NW17
1	Land South of Harwood Avenue	NW19
1	Land to North West of Tamerton Foliot	

I	Land to North of Tamerton Foliot	NW16
I	Shakespeare Road	Field between Shakespeare Road School and Transit Way car park. Centred around Grid Ref: SX47051 58907
I	Tamerton Wood	Ancient Woodland
I	The Green, Crownhill Road	The Green, Crownhill Road, Plymouth, PL5 2HN
I	Whitleigh Wood	Ancient Woodland
I	Woodland Wood	Ancient Woodland

Plympton

122 comments were made by 29 different people/organisations on the Plympton toolkit (Please note that many of the comments received below were also submitted for Plymstock):

Comment	Plymouth Plan Theme
Saltram needs to move forward with the times	Arts and Culture
The Castle and the Guildhall Plympton St Maurice should be listed and protected	Arts and Culture, City Pride and Vision
Developer contributions should be sought to protect and enhance the Plym Valley Railway as a community asset and local tourist attraction	Arts and Culture, City Pride and Vision, Local Community
The unused marshalling yards at Plympton together with the Council land and the National Trust could be combined to create a transport hub linking buses, trains, cycles. This would improve access to Saltram for locals, visitors and the new town with park and ride. A doctors surgery could also be located on this site.	Arts and Culture, Getting Around, Health and Wellbeing
Saltram House and Park needs to be protected from development	Arts and Culture, Greener Plymouth
Recreational green area rear Tithe Road / Wheatridge and Cranfield – should be public open space and owned by the council to create a green link from the Saltram Country Park to Boringdon Hall	Arts and Culture, Greener Plymouth
Plympton St Maurice has a conservation area – would be good to highlight associated green space on the map	Arts and Culture, Greener Plymouth
Need to consider the impact of any development on Saltram for example if PT15 and Boringdon is developed	Arts and Culture, Greener Plymouth, Living and Housing
Why doesn't the plan already take into account the existing LDF and the commitments from the Sherford process?	City Pride and Vision
Lack of promotion of City Centre events	City Pride and Vision
Coypool site should be included within the Eastern Growth Corridor	City Pride and Vision, Economy, Living and Housing
Need to think of linking outside the city	City Pride and Vision, Getting Around
Should look within Plymouth's borders before looking outside	City Pride and Vision,

	Living and Housing
Underwood is not mentioned in the documents and is a distinct area	City Pride and Vision, Local Community
Need more opportunities to bring in young people to Plympton	City Pride and Vision, Local Community
No recognition of retail in the toolkits	Economy
Support the development of employment opportunities within Langage Business Park and Derriford	Economy
Given the potential for expansion at Langage Industrial Estate, consideration should be provided to the future of the site in order to ensure that supporting transport infrastructure, particularly at Deep Lane Junction and Voss Farm, can be appropriately planned	Economy, Getting Around
Drakelands is a strategic mineral working area. Any future growth in this area should ensure that it does not have inappropriate impacts on the operations of the quarry, including potential expansion areas	Economy, Getting Around
Affordable Housing and Community Infrastructure Levy (CIL) Contributions shouldn't be detrimental to the development of sites	Economy, Living and Housing
Protect the Ridgeway Shopping Centre	Economy, Local Community
Plympton schools are oversubscribed	Education and Learning
PT7 (Redwood Drive/Poplar Close/Chaddlewood) should be protected <ul style="list-style-type: none"> Worried about safety of the children that attend Glen Park Primary School The main access along Redwood Drive is incredibly busy with children and families in the morning and after school Infrastructure is inadequate, particularly for emergency services Green space is used for recreational purposes Local facilities are already over capacity Schools are already at full capacity 	Education and Learning, Getting Around, Greener Plymouth, Health and Wellbeing, Living and Housing
Need to think of health care and school capacity	Education and Learning, Health and Wellbeing
Would like to see population change over the years and how this has impacted on schools	Education and Learning, Local Community
Need specific cycle infrastructure projects planned	Getting Around
There's an opportunity to use transport investment to drive growth and for the strategic development of the existing rail network with a 'parkway' type station being delivered in Plympton for the benefit of Park and Ride to Plymouth City Centre, for local commuters or residents of the Eastern Growth Area and an opportunity for commuters heading East (i.e. Exeter, Bristol and London) to park and ride without adding congestion and pressure to Plymouth City Centre	Getting Around
Coypool Park & Ride should be retained and expanded if the opportunity arises	Getting Around
Bus routes are good and well connected	Getting Around
George Place – narrow access route into Plympton St Maurice which would need improvement if there is any development to be considered there	Getting Around

Range of transport is limited – have to travel to Plymouth to catch a train but there's no bus link to the train station	Getting Around
Concerned about Merafields Road – too narrow and a rat run	Getting Around
Traffic congestion on Market Road and St Mary's Bridge	Getting Around
Want more trains and links to Ivybridge	Getting Around
Redesignate the A38 as M5, central government only recognises blue roads	Getting Around
Re-open the Airport	Getting Around
Access is an issue unless you have a car	Getting Around
No use is made of the South West Coastal Path, the National Cycle Route and the main rail line. These should be connected to the local transport network and well signposted	Getting Around
Parking is only an issue at school times	Getting Around, Education and Learning
Need more benches in parks which are easily accessible to the less mobile	Getting Around, Greener Plymouth
Infrastructure should be sorted before development	Getting Around, Living and Housing
Ideally need to complete the bridge across Hooe Lake before the housing developments completion	Getting Around, Living and Housing
Many older people feel isolated	Getting Around, Local Community
The current Park and Ride is inadequate, need to move it south to put in a café and improve the access to Plym Bridge and Cann Woods	Getting Around, Local Community
Residents have good access to green space	Greener Plymouth
Need to protect St. Mary's	Greener Plymouth
Sporting facilities are not the only way to access exercise, i.e. dog walking	Greener Plymouth
Question the map – a lot of the green areas are not green e.g. the graveyard around Plympton Church. Some are pieces of untended waste ground and of little use to anyone. E.g. the space east of Sandy Road is a narrow strip of land with trees and inaccessible	Greener Plymouth
Plympton is a lovely area to live in. it is green and has easy access to the moors	Greener Plymouth
Urban expansion of Plympton up the hillsides to its north should be resisted	Greener Plymouth
PT15 (land of Amadus/Merrifield) should be protected	Greener Plymouth
PT1 PT2 and PT3 should be protected	Greener Plymouth
PT1 (Boringdon Park) should remain agricultural	Greener Plymouth
Green space rear Elford Crescent should be used to create a green link and maintain a green buffer	Greener Plymouth
Land adjacent to Bell Close / West Park Hill should be designated as a local nature reserve	Greener Plymouth
Colebrook House, Newnham Road, Colebrook – should be protected	Greener Plymouth
Want to protect: PT1, PT2, PT3, PT12, part of PT19 and public open space at Wheatridge, rear Tithe Road and Cundy Close, Woodford Green, recreation ground, Woodford Park, Great Woodford Drive, Larkham Lane,	Greener Plymouth

Crossway/ The Mead / Plymbridge Road junction, Jessops Park, Golden Square Colebrook, Peacock Meadow, Newnham Meadows through to Allotment Gardens Newnham Road, all open space at Hemerdon Heights, Allotment Gardens in Stoggy Lane, Glen Road rear Pinewood Close, Glen Road opposite Fire Station, Harewood Park, St. Marys Playing Fields, Plympton Pathfields, green spaces along Plymouth Road, Marsh Mills Playing Field and School Playing Fields at Woodford Primary, Hele, Boringdon Primary and Ridgeway Schools	
Colebrook and Woodford don't have enough green spaces	Greener Plymouth
Any development to the west of Plympton should include the provision of play space	Greener Plymouth
Worried about flooding in Plympton – The Council have ignored Environment Agency's advice not to build flood defences	Greener Plymouth, Living and Housing
Unattractive areas should be developed first and sold to fund enhancement	Greener Plymouth, Living and Housing
Brownfield before greenfield development	Greener Plymouth, Living and Housing
Play spaces do not need to be formalised to be important	Greener Plymouth, Local Community
Improve the medical facilities at Mudgeway Medical Centre	Health and Wellbeing
Need a new GP surgery in Woodford or east Plympton	Health and Wellbeing
Want more social housing built for rent and shared ownership	Living and Housing
Worried about amount of housing in addition to Sherford	Living and Housing
Worried about big developments at Stoggy Lane	Living and Housing
Need more community development and community support	Local Community

Additional sites put forward for development in the Plympton area...

Site Name	Possible Development
PT19 (Marsh Mills China Clay Works)	<p>Site is suitable for housing with the potential for complementary employment uses</p> <p>Vehicle access for any development should be off Coypool Road and Plymouth Road and not Woodford Avenue although pedestrian routes should be created to gain access to the wider Woodford community</p> <p>Community benefits from development should address the lack of public open in Woodford, creation of a green link from the Saltram Country Park to Boringdon Hall, highway infrastructure, school places and wider community facilities in Plympton</p> <p>Redevelopment of the site can create better links to green spaces</p>
Warehousing Newnham Road	Suitable for housing and a new medical centre
PT12 – St. Peter's Convent grounds, Ridgeway	<p>Land is available for development</p> <p>Release part of the grounds adjacent to Ridgeway for use as public open space and ensure any development is complimentary to the Grade I listed building and the setting of the Plympton St. Maurice Conservation Area</p>
PT5 – Lidl and Morrison's sites Plymouth Road	Should be redeveloped for retail or health

Colebrook Site	Suitable for residential, currently industrial
PT1 and PT2	Both sites are available for development
PT7 (Redwood Drive/Poplar Close/ Chaddlewood)	Suitable for residential

Local green space designation nominations in the Plympton area...

No. of Reqs	Site Name	Site Details
1	Amados Close Amenity Green Space	Green space between Amados Close and Woodland Drive below the field and Hardwick Wood
1	Amados Hill and Hardwick Woods	Situated on the south side of the Merafield estate. Amados Hill faces north and Hardwick Woods straddle the hill north east of the A38 and Saltram Park
1	Boringdon Close Park	Boringdon Close Park (Jessops Park) PL7 4RB. Grid Ref: SX52708 57001)
6	Boringdon Fields	PT2 – Boringdon Fields, Boringdon Park, Woodford (Green field site situated north of Plymtree Drive, South View Park, Meadow Way and east of Plymbridge Road, PL7. Grid Ref: Easting 253537 Northing 57480
1	Boringdon Primary School Playing Fields	Boringdon Primary School playing fields, PL7 4HL
1	Brockhole/ Binicliff Woods	Ancient Woodland
1	Church Close	Land at Church Close, PL7 4RA. Grid Ref: SX52896 57168
1	Cranfield	Land at the end of Cranfield that links up with 'Tithe Road, Woodford'
4	Downfield Drive	All the open, grassed, north-facing hillside land in Plympton to the east of Tern Gardens PL7 2HZ and Mallard Close, behind the row of detached properties on the north side of The Ridgeway and above the stream running through the Downfield Way Valley. Grid Ref: SX54722 56243
2	Glen Road East Amenity Green Space	Glen Road East Amenity Green Space (Land off Glen Road next to Chaddlewood District Centre, Chaddlewood)/Chaddlewood Community Fields located next to Chaddlewood Community Farm and Shops
1	Glen Road Verge	Strips of open, grassed land alongside Glen Road, from Strode Road (at east) almost to disused Plympton Rail Station (at west) and backing onto the mainline railway embankment (Hemerdon Bank).
4	Golden Square Colebrook	Golden Square/Colebrook Green/Colebrook Village Green area, Colebrook, PL7 4ET/PL7 4AL Grid Ref: SX54083 56934
1	Great Woodford Drive	Land adjoining Great Woodford Drive, PL7 4NE. Boundaries public roads and residential properties on Lynwood Ave. Grid Ref: SX52711 56676

1	Greenacres Recreation Ground	Greenacres green space
1	Hardwick Wood	Ancient Woodland
2	Harewood Park	Plympton Cricket Pitch, Tennis and Bowls Club at The Ridgeway/Harewood Park, PL7 2AS. Grid Ref: SX53903 56548
1	Heles School Playing Fields	Heles school playing fields PL7 4PZ
1	Land at Chaddlewood	All the areas of open grassed fields/land in Chaddlewood, Plympton, adjacent to (upper) Glen Road, situated between the Chaddlewood House housing development (at south-west) and the Chaddlewood shopping area (at north-east).
1	Land at Westfield Estate	All the triangle of open, grassed land in Plympton adjacent to the Westfield estate spur road leading up to the main entrance to Chaddlewood Primary/Infants School
1	Land to north of Elford Crescent	Fields to the rear of Elford Cres, with fields to east of Rashleigh Ave and bounded by Tory Brook
2	Land to south of Pinewood Close	Rectangle of open, grassed land bounded by Glen Road (to south), Strode Road (at west), Parkstone Lane (at east) and backing onto gardens of houses in Pinewood Close. Grid Ref: SX54644 56646
1	Larkham Lane Square	Opposite 'Larkham Lane Triangle'
1	Larkham Lane Triangle	Larkham Lane Triangle, PL7 4PR Grid Ref: SX53065 57223
1	Long Meadow / South View Park	Corner of Long Meadow and South View Park, PL7 4JG. Grid Ref: SX53908 57366
1	Lucas Lane Allotments	Lucas Lane Allotments, PL7 4EU. Grid Ref: SX53783 56969
1	Marsh Mills Playing Field	Marsh Mills playing field, PL3 6RL
2	Newnham Meadows	Newnham Meadows Park PL7 5LF. Grid Ref: SX55455 56978. (including the land between the allotments and Compass Drive)
1	Newnham Park Allotments	Newnham Park Allotments, PL7 4JH
1	North of Woodford and Boringdon Fields	
1	Oakapple Close Oval	Oakapple Close Oval, PL7 4RY. Grid Ref: SX52326 57049
1	Park Close Oval	Park Close. Grid Ref: SX52521 57046
3	Peacock Meadow	Peacock Meadow, including the play park at Rashleigh Avenue and site of Colebrook Community Centre, Newnham Road, Colebrook, PL7 4AY/PL7 4AN. Grid Ref: SX54663 57142

1	Plymbridge Road, Crossways and Larkham Lane junction	All green areas Plymbridge Rd, Crossways & Larkham Lane junction PL7 4LQ. Grid Ref: SX53441 57229
1	Plympton Castle Green	
2	Plympton Pathfields	Plympton Pathfields must be designated as green space.
1	Plympton St. Maurice Conservation Area	
1	Rashleigh Avenue	Land at the corner of Rashleigh Ave/Delacombe Close, PL7 4BU. Grid Ref: SX56489 57393
7	Redwood Drive Amenity Green Space	Redwood Drive Amenity Green Space/Chaddlewood Fields (Off Redwood Drive) PL7 2FS/adjacent to PL7 2WB. Grid Ref: 559565
1	Ridgeway School Playing Field	Ridgeway School playing field PL7 2FH
1	St Margaret's Road Triangle	St Margaret Rd Triangle. Grid Ref: SX52441 57120
3	St Mary's Recreation Ground	St. Mary's Recreation Ground, Market Road/ Linketty Lane, Plympton, PL7 1QW
1	Stoggy Lane Allotments	Stoggy Lane Allotments, PL7 2DL
1	Stoggy Lane / Hemerdon Heights	Land bounded by Stoggy Lane and Hemerdon Heights, together with all existing open space at Hemerdon Heights. Grid Ref: SX55382 56788
2	Tithe Road, Woodford	Open grassland slope situated between Tythe Road and Wheatridge in Woodford Plympton. Approx 1/2 acre with established footpaths, PL7 4QZ.
1	Upper Ridings Park	Upper Ridings PL7 5LD Grid Ref: SX55718 57128
1	Vicarage Road	Corner of Vicarage Rd and Plymbridge Rd. Grid Ref: SX53586 56607
1	Waddon Close	All existing green spaces in and around Waddon Close. Grid Ref: SX54315 57300
1	Woodford Avenue Triangle	Woodford Avenue Triangle. Grid Ref: SX52364 57200
1	Woodford Green	Woodford Green. Grid Ref: SX52598 56948

I	Woodford Park	Woodford Park, Greenway Avenue, PL7 4RR. Grid Ref: SX52708 5700I
I	Woodford Primary School Playing Fields	Playing fields, Woodford Primary School, PL7 4RR
I	Woodford Wood	Ancient Woodland

Plymstock

122 comments were made by 21 different people/organisations on the Plymstock toolkit (Please note that many of the comments received below were also submitted for Plympton):

Comment	Plymouth Plan Theme
Need to consider the impact of any development on Saltram	Arts and Culture
Saltram needs to move forward with the times	Arts and Culture
The coastal area of the Sound should be protected as no-one visits Plymouth to look at a Developed Sound – Tourism would be affected	Arts and Culture, City Pride and Vision, Economy, Greener Plymouth
The unused marshalling yards at Plympton together with the Council land and the National Trust could be combined to create a transport hub linking buses, trains, cycles. This would improve access to Saltram for locals, visitors and the new town with park and ride. A doctor's surgery could also be located on this site.	Arts and Culture, Getting Around, Health and Wellbeing
If no swimming pool is built at Sherford what happens?	Arts and Culture, Health and Wellbeing, Local Community
Need to think of linking outside the city	City Pride and Vision, Getting Around
No recognition of retail in the toolkits	Economy
The student population have pushed out tenants into other outer areas – people on low incomes are not being provided for	Economy, Education and Learning, Living and Housing, Local Community
With the potential for expansion at Langage Industrial Estate, consideration should be provided to the future of the site in order to ensure that supporting transport infrastructure, particularly at Deep Lane Junction and Voss Farm, can be appropriately planned	Economy, Getting Around
Less work in Plymstock means more people commuting. More business here or promote ability to work from home	Economy, Living and Housing
Our secondary schools are almost at capacity	Education and Learning
Very little evidence of improving/removing the bottle neck on Laira Bridge with the junctions of Finnigans Way and Embankment Lane	Getting Around
A park and ride for Plymstock is essential and good public transport so people have viable alternatives to using their cars, it should include bike lockers and places to hire bikes, plug in electric cars etc.	Getting Around
Pedestrian access needed to Morrisons	Getting Around

Improve cycling and pedestrian connections between Hooe and Oreston – re-install bridge between Barrats and Hooe to Cavanah’s development.	Getting Around
What is the plan for future access from Plymstock to the City Centre?	Getting Around
The present road systems are struggling, how will Laira Bridge cope with extra traffic once Sherford is built?	Getting Around
Need infrastructure investment and a reinstatement of the bridge over Hooe Lake and the Plym	Getting Around
Many Plymouth Community Homes properties suffer from parking issues	Getting Around
Build a footbridge over Hooe Lake	Getting Around
Wider strategy/strategies for infrastructure would be helpful to consider how provision will be planned for and provided in a coordinated way	Getting Around
Need to improve/better recognise cycling, particularly if you want to implement modal shift, currently cycle routes throughout Plymstock are not attractive for people because they do not feel safe. Provide attractive cycling routes to new development	Getting Around
Improving permeability will have a positive effect in making walking and cycling journeys shorter than those by car	Getting Around
Concern about our link to A38 via Sherford Road, and access to Deep Lane Junction	Getting Around
Free electric transport from Sherford to discourage car usage	Getting Around
Why not have a helipad at Roborough?	Getting Around
Install designated bus lanes to make travel on buses more attractive because they’ll be faster. Need a fast bus service from the city to Exeter Airport	Getting Around
More local promotion of car sharing is needed	Getting Around
No use is made of the South West Coastal Path, the National Cycle Route and the main rail line. These should be connected to the local transport network and well signposted	Getting Around
Look after green spaces especially ones with footpaths going through them	Getting Around, Greener Plymouth
Infrastructure needs to be in before housing	Getting Around, Living and Housing
Ideally need to complete the bridge across Hooe Lake before the housing developments completion	Getting Around, Living and Housing
The current Park and Ride is inadequate, need to move it south to put in a café and improve the access to Plym Bridge and Cann Woods	Getting Around, Local Community
On the Plymouth bound lane at the Range – Traffic turning right to enter the range becomes a danger to others	Getting Around, Local Community
The following sites should be protected: Burrow Hill; Jews Wood; playing fields off Dean Cross; Radford Park and Arboretum; Radford Quarry; Hooe dip area near Royal Oak; Furland Field off Furland Close; Erme Plym Witch; Mount Batten Park; fields behind Candish Drive; Jenny Cliff Park; park below St Lukes; cricket and recreation park in Dean Cross Road and Downham Park	Greener Plymouth
What play space will developers be asked to provide where space allows?	Greener Plymouth
Improve the play park and football pitch in Hooe	Greener Plymouth

Village Green status should be granted to land off Radford Dip and returned to being accessible space for the community	Greener Plymouth
Need to protect (for football and other uses): Staddiscombe	Greener Plymouth
Need to mention mineral safeguarding. The land availability map shows the existing mineral allocations from the North Plymstock AAP (i.e. NP13 and NP15) without explaining their purpose, risking the misinterpretation that they are allocations for built development	Greener Plymouth
What is the status of the green space / Play Park in Hooe (opposite the school)?	Greener Plymouth
If we have more people living in the area we need more green space and green areas and nature	Greener Plymouth
Currently only one small area of designated green space for the whole of Plymstock	Greener Plymouth
Worried about flooding with planned development and population increase	Greener Plymouth
Wilderness areas should be left alone: good for wildlife, good for humans and well-being	Greener Plymouth, Health and Wellbeing
Nurse shortage at GP surgeries	Health and Wellbeing
It takes ages to get an appointment with a doctor	Health and Wellbeing
Plymstock can't take more housing and further increases in population	Living and Housing
More units for single people, the elderly and more affordable housing	Living and Housing
The land at the bottom of Lower Saltram, Oreston is suitable for multiple self builds	Living and Housing
City centre student accommodation development and use of HMO's has pushed home owners out of the city centre into Plymstock	Living and Housing
An increase in our population will put stress on current services, especially fire, police, social services and sewerage	Living and Housing, Local Community
Can derelict buildings be reclaimed after a certain length of time so the properties can be redeveloped	Living and Housing, Local Community
Public loos required near Hooe Green	Local Community
Manned Police Station in Plymstock	Local Community
Greater recognition is needed of St. Luke's Hospice	Local Community
There should be a map for charities and greater explanation of the community assets map	Local Community

Additional sites put forward for development in the Plymstock area...

Site Name	Possible Development
New Barn Farm, Vinery Lane	Suitable for development
Elburton Edge	Suitable for development
Jenny Cliff	Mixture of uses for five different sites
Land at Elburton (Site south-east of Brookwood Road)	Site is available for residential

Local green space designation nominations in the Plymstock area...

No. of Reprs	Site Name	Site Details
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1	Buddle Wood	Ancient Woodland
1	Coombe Farm	Coombe Farm and surrounding green space. Grid Ref: SX46192 58638 and SX46064 58742
1	Courtgates Wood/Staddiscombe	Ancient Woodland
2	Dean Cross Park	The cricket and recreation park in Dean Cross Road
3	Downham Park	Downham Park, Horn Lane
9	Dunstone Open Space	Dunstone Open Space (Green space adjacent to Dunstone Woods, at the top of Great Churchway and Woodway), PL9 8TR and PL9 8TS
1	Dunstone Open Space, Dunstone Woods and Dunstone Allotments	All as one green space, bounded by Dunstone Road, Dunstone View and Springfield Crescent, PL9 8QN
1	Dunstone Open Space and Dunstone Woods	Dunstone Field and Dunstone Woods, adjacent to post code PL9 8RQ
2	Hooe Green	Play Park in Hooe (opposite the school)
1	Jennyscombe Wood	Ancient Woodland
1	Land off Westcombe Crescent	Land off Westcombe Crescent (Bottom Field, Radford. The site is bounded by Westcombe Crescent, Broom Park, Hooe Road and the edge of the land on which the building known as the Bird Hide is located.)
1	Land to south of The Old Wharf	The area to the rear of the houses in The Old Wharf between the rear gardens and Hooe Lake
3	Mount Batten and Jennycliff	Mount Batten, Jennycliff and Staddiscombe (The green area extending from Bovisand to Mountbatten)
1	Old Wharf Open Space	Old Wharf Open Space (The central green space in 'The Oval' of The Old Wharf, PL9 7NP)
4	Radford Park	
6	Radford Quarry	Radford Quarry County Wildlife Site, Oreston PL9
3	Radford Woods	The location is extensive and is to be found on the council website for Local Nature Reserves
1	Saltram Wood	Ancient Woodland
1	Sellar Acres	Ancient Woodland
1	Staddiscombe to Hooe	Area of outstanding beauty that is to the south west of Staddiscombe stretching to Bovisand then from Bovisand north to Hooe incorporating Jennycliff and the areas within

		that triangle.
3	The Well Field, Mount Batten	The Well Field, located adjacent to Lawrence Road at Mount Batten. Bounded by Lawrence Road, Cunliffe Avenue, Durwent Close and St. Luke's Hospice
1	Wixenford Wood	Ancient Woodland

South

48 comments were made by 20 different people/organisations on the South toolkit:

Comment	Plymouth Plan Theme
Want a bandstand on the Hoe/Mount Batten	Arts and Culture
The toolkit underplays the Abercrombie estate	Arts and Culture, City Pride and Vision
Palace Theatre is beautiful and should be restored	Arts and Culture, City Pride and Vision
Need to explore the opportunities for more leisure and sport	Arts and Culture, Economy
Union Street is in dire need of infrastructure support, need to establish a number of the historic buildings, as well as establishing a really useable area, such as a shopping hub, not just a 'community area'	Arts and Culture, Economy, Local Community
More recognition/promotion of city-wide events	City Pride and Vision
Needs better recognition of Sutton Harbour, not just the Barbican	City Pride and Vision
Need to enhance and capitalise on the benefits of Plymouth's unique waterfront location	City Pride and Vision, Economy
Neglect of Union Street undermines major parts of the city	City Pride and Vision, Economy
Need more investment in the City Centre and to 'upmarket' the shops	City Pride and Vision, Economy
Need more investment in Sutton Harbour and the East End	City Pride and Vision, Economy
Do more to support the marine focused companies based here to encourage people to get onto the water- dinghy sailing, paddle boarding, sailing etc.	City Pride and Vision, Economy
Good that protection is being given to the City Centre	City Pride and Vision, Economy
There is no lecture theatre or any venue of this size in Plymouth that can take over 200 people, not even in the university – could bring in a lot of income to the centre	City Pride and Vision, Economy
The Vision for the Harbour and the adjoining Barbican, Coxside, Cattedown and Bretonside areas will, when implemented, deliver: <ul style="list-style-type: none"> • create. c.236 new homes • provide c.36,000 square meters of new office space • support more than 900 permanent jobs 	City Pride and Vision, Economy, Living and Housing

<ul style="list-style-type: none"> • create around 420 construction jobs • represent c.£75m of investment in construction • add £34 million GVA to Plymouth's economy every year • deliver £1.8m in business rates for Plymouth City Council (Source: PBA Report Sutton Harbour Vision: The Economic Case for Investment, July 2014) 	
Protect the Central Market with the surrounding area used for student accommodation	City Pride and Vision, Economy, Living and Housing
Plymouth's strength is location but access from afar (is the issue that needs addressing)	City Pride and Vision, Getting Around
A cruise terminal would be great for Plymouth	City Pride and Vision, Getting Around
Support the proposed strategic infrastructure provision which plays a role in the wider area	City Pride and Vision, Getting Around
Need to look at rundown and abandoned buildings and look at them for conversion instead of building more houses	City Pride and Vision, Living and Housing
Close West End shops and move the market	Economy
Teats Hill is a deprived area and may benefit from regeneration	Economy
Quay at Stonehall needs refurbishing	Economy
Marlborough Street needs revitalising	Economy
No recognition of retail in the Toolkits	Economy
There is a requirement for convenience and main food store in the East End	Economy
Recognition that future development in the area needs to ensure safeguarding of the fisheries port at Sutton Harbour and that the importance of Plymouth Fisheries	Economy
Sutton Harbour should be included as a Strategic Regeneration Area as the Harbour is equally as important to Plymouth's growth ambitions as the City Centre, Millbay and Devonport	Economy
Shopping area is too big	Economy
Agree that Devonport needs a supermarket food store for choice and access – not all can manage the bus costs to get to shop	Economy, Getting Around, Local Community
Need to think of the West End and alternative uses such as green space	Economy, Greener Plymouth
Airport site should be considered for development for a mixture of uses	Economy, Living and Housing
Need to include Colin Campbell Court as redevelopment site	Economy, Living and Housing
Ensure the public are consulted for all released MOD land	Economy, Living and Housing, Local Community
Without a huge investment and major knockdown and rebuild then PCC are significantly constrained in what road improvements they can achieve	Getting Around
What about a water bus?	Getting Around

The new coach station is too small and access is not easy	Getting Around
Royal Parade is a divider need to consider re-establishing the under-pass	Getting Around
Need to continue the friary cycle path to the centre	Getting Around
Sutton Harbour is becoming cramped	Getting Around
The toolkit talks about water, rail and coach gateways but not car access	Getting Around
The Eastern Gate (Plymouth Fisheries, Barbican]/Harbour Approach and the Harbour car park) needs to be included as a Strategic Eastern Gateway site to the city's waterfront. The Mayflower Bridge (replacement of the existing swing bridge adjacent to Mayflower Steps) access to Sutton Harbour and the access to the East End	Getting Around
Derry's roundabout traffic lights are confusing and even dangerous	Getting Around
Continue Devil's Point cycle route to the entrance to the approach to the Longroom.	Getting Around
University campus too crowded	Getting Around
Cattedown Ex Railway Line between Shapters Road to near Howards Quay could be used as a cycling/walking path	Getting Around
There's parking problems in Prince Rock/Cattedown	Getting Around
Cycle access from the west into the City Centre is poor	Getting Around
The Sustrans "NCN" route is not suitable for utility use	Getting Around
Worried about vehicles moving around the City Centre with new developments	Getting Around
Lots of constraints/issues for cyclists at North Road, Stonehouse Bridge, Union Street, Western Approach. Couls introduce a route at Stonehouse High Street and King Street with a good crossing of Western Approach into Frankfort Gate	Getting Around
Union Street splits Stonehouse into two	Getting Around
Need to protect land along Richmond Walk footpath i.e. Blagdons Boat Yard and Mount Wise Marina	Getting Around, Greener Plymouth
Green space/walks need to be preserved particularly the Hoe, Armada Way, Mount Wise, green space in Royal William Yard, Drake Circus and Beaumont Park	Getting Around, Greener Plymouth
It's not clear how to improve connectivity with city centre and other communities	Getting Around, Local Community
Must preserve green space	Greener Plymouth
Need to protect the land between High Street and Waterloo Close near Affinity Sutton new development	Greener Plymouth
Query the green space map at: Corner of Bath Road and East end of Union Street; Railway Land to east of Tothill Road Viaduct Bridge; Mount Wise and Embankment Lane / Bridge Road	Greener Plymouth
Need to better recognise the North East Side of Stonehouse Bridge as green space	Greener Plymouth
Flood improvements are needed at Sutton Harbour	Greener Plymouth
Need to properly manage the Devil's Point County Wildlife Site	Greener Plymouth
Don't build on flood plain	Greener Plymouth, Living and Housing

Plan states low-density but where PCH properties are, it is high-density	Living and Housing
What is the plan for Boons Place?	Living and Housing
Additional housing numbers is required to address the tenure imbalances around Sutton Harbour and the immediate area	Living and Housing
Need to provide higher housing density in the City Centre	Living and Housing
Wants a greater mix of uses in the City Centre to meet the needs of residents	Living and Housing
Need a plan for accommodation in the City Centre	Living and Housing
Stonehall Flats needs demolition and land to be handed back for resident use as a green space	Living and Housing, Greener Plymouth
The nightlife in the area causes problems	Local Community
Take down boundary wall around South Yard to open up neighbourhood	Local Community
Walled communities at Royal William Yard / Old Hospital Site prevent our tenants from accessing	Local Community
There is good community spirit in Stonehouse but anti-social behaviour is a problem in the peninsular section and there is not enough CCTV and policing	Local Community

Additional sites put forward for development in the South area...

Site Name	Possible Development
Colin Campbell Court	
Land outside Drakes Circus-CC13	Suitable for a hotel
S14	Should be considered for redevelopment/ refurbishment
Boardwalk Sutton Harbour	Planning Ref: I4/02332/FUL
Eastern Gateway (to include a combination of SHAAP SH09 and SH08 and part of SH07)	Leisure office, car parking, student, convenience retail, private rented sector, moorings and extension/conversion of Harbour Car Park (SHAAP SH08) this proposal should also include improved urban realm space, 'pop up' interventions and cultural performance space
Sugar House (former Boat yard site, East Quay (SHAAP SH07))	Hotel and residential development, food and leisure office, car parking, student, retail (including convenience retail, private rented sector). This proposal should also include improved urban realm space, and cultural performance space
North Quay harbour edge	Food and beverage and car parking retail/kiosk outlet and 'pop up' interventions' and cultural performance space
The Horse Wash, North East Quay	Food and beverage and car parking retail/kiosk outlet and 'pop up' interventions' and cultural performance space
Brunswick Place	Commercial, hotel, residential, student and private rented accommodation
China House	Car park, food and beverage, retail, kiosk
Quay Point	Retail, leisure and food and beverage 'pop up' interventions' and cultural performance space
Vauxhall Quay and Sutton Jetty	Retail, leisure, hotel and residential
North Quay House (SHAAP policy SH03)	Hotel, office, residential, student and private rented accommodation

Local green space designation nominations in the South area...

No. of Reps	Site Name	Site Details
1	Bath Street / Union Street	Corner of Bath Street and East end of Union Street
1	Brickfields	The open green space known as Brickfields bounded by Devonport Hill and Kings Road running all the way up to Fore Street on one side and on the other side by the Cumberland Centre, Brickfields Sports Centre and Albion Stadium
1	Brickfields Open Space	Green space by Brickfields / Kings Road
6	Devil's Point Park	Devil's Point Park (including the reservoirs at Devil's Point)/ Land at Western Kings, Stonehouse/ the land which stretches from Devil's Point in the west to the Artillery Tower restaurant and Stonehouse Tennis Club, PLI 3RS/PLI 3RW. Grid Ref: SX246126 053361
1	Devonport Green Arc or Devonport Lines	Devonport Green Arc or Devonport Lines, from Torpoint Ferry to Mutton Cove via Brickfields to include playing field adjacent to Albermarle Villas
1	Drakes Island	Drakes Island and surrounding near shore waters
1	Eastern Kings Point	MOD land near Eastern King Point on the Stonehouse Peninsula/Firestone Bay
1	Lady Astor Garden	Lady Astor Garden to the rear of the Barbican Theatre accessed from the bottom of Lambhay Street
1	Lambhay Hill Jewish Burial Ground	The Old Cemetery on the Hoe is located on Lambhay Hill (between New Street, Castle Dyke Lane and Lambhay Hill behind Garrison Green)
1	Land at Pierson House	Strip of amenity grassland on the south east corner of the Peirson House site, Mulgrave Street, PLI 2RW
1	Land off Embankment Lane / Bridge Road	Embankment Lane/Bridge Road
1	Land off Lower Street	Land off Lower Street - the small tract of land, about 220m long and varying between about 10 to 15m wide, situated between Bretonside and Lower Street, bounded by Hawkers Avenue in the west and by Harbour Avenue in the east
1	Land off Waterloo Close	Land between High Street and Waterloo Close near Affinity Sutton new development
1	Land to East of Tothill Road Viaduct	Railway Land to east of Tothill Road Viaduct Bridge

1	Millbay Park	Millbay Park, bounded by Citadel Road, West Hoe Road, Prospect Place, Millbay, PL1 3BQ. Grid Ref: SX471419
2	Mount Wise SSSI	Mount Wise SSSI. Grid Ref: SX456
1	Old Cattedown Railway Line	Cattedown Ex Railway Line between Shapters Road to near Howards Quay
1	Patna Park	Patna Park is a road with half a dozen houses, not a green belt. North Road West, the old railway infill on both sides of the Road
1	Stonehouse Playing Fields	North East Side of Stonehouse Bridge
1	Radford Road	Green space opposite Radford Road, West Hoe, including the tennis court, PL1 3BY
1	Stonehouse Lawn Tennis Club, Bowling Pitch and Allotments	Stonehouse Tennis Courts, Bowling Green and Allotments, Firestone Bay, Stonehouse. Grid Ref: SX246382 053558. Forming part of Devil's Point Park
1	Stonehouse Pool and Mudflats	Mudflats and Stonehall Flats Quay in front of Stonehall Flats, small boatyard on Cremyll Street, Cremyll Ferry Quay, the big blue building of Princess Yachts and the marina on Richmond Walk.
1	The Hoe	Hoe Park
1	Victoria Park	Victoria Park, Millbridge/Stonehouse. The Old Stonehouse Creek, filled in to create this park

South West

39 comments were made by 12 different people/organisations on the South West toolkit:

Comment	Plymouth Plan Theme
Why are there so few Conservation Areas in this area?	Arts and Culture
Blockhouse Park, the views, the convenient location to access Cornwall, Stoke shopping centre, and the community engagement in areas like St Levans Road Park are all special	City Pride and Vision, Getting Around, Greener Plymouth
Morice Town Home Zone needs refurbishing	City Pride and Vision, Living and Housing
External appearance of the Wolseley road gateway including the external appearance of Wolseley Road Flats needs improving	City Pride and Vision, Living and Housing
No recognition of retail in the toolkits	Economy
Difficult to comment on specific sites at this stage with no indication of what they could be	Economy, Living and Housing
Don't need another supermarket, why not trial other forms of shopping - a market of smaller independents for example?	Economy, Local Community
Need to carefully address the area to the East, North East and North of Stoke Damerall School – the boundaries of this area are ill-defined and the usage appears to be irregular	Education and Learning, Local Community
Would like to see compulsory and free residents parking to prevent dockyard users parking in residential streets	Getting Around
Wolseley Road is a major travel route that should be made cycle friendly	Getting Around

Suggest improvements to pedestrian lights and traffic lights at Milehouse Roundabout and traffic lights at Outland Rd - Peverell Park Road.	Getting Around
Should be much better cycle pathways connecting the Dockyard entrance points with the main routes, with much more allowances for cyclists so there is less congestion and illegal parking	Getting Around
There are parking and various road issues in Stoke and Morice Town	Getting Around
Bottom of Ford Hill; Top of Ford Hill and St. Levan Road (outside the Job Centre) are dangerous crossings with no pedestrian lights	Getting Around
ESSO petrol station (St. Levan Rd/Wolesley Rd roundabout) - entering or exiting petrol station by Johnson's Cleaner/funeral director's end or just trying to walk by is dangerous	Getting Around
Promote the use of rail from Devonport station into the city centre	Getting Around
Better stations with more undercover areas, train timetable apps and ways to motivate more local residents to use the train	Getting Around
More parking needed to the City College site to accommodate the Goschen Centre re-location c. 1600 students and staff	Getting Around
Too many bus stops	Getting Around
Increase one way roads/systems to help parking and make it easier to have more cycle paths, particularly away from busier roads	Getting Around
Re-open the path over the viaduct at camels head as a cycle/walking path	Getting Around
Improve access to the waterfront	Getting Around
Would like to see schemes to support residents make better use of their back lanes - as play areas for children, back yard gardens, car free areas to enjoy and so on	Getting Around, Local Community
Need to plant more trees in urban areas and parks which attracts wildlife and increases biodiversity	Greener Plymouth
There are no designated green spaces at all within this area	Greener Plymouth
SW6 (Paradise Road, Albermarle Villas) should be protected as a matter of urgency – should become a Village Green/edible garden (possibly attached to Derriford Farm Park) <ul style="list-style-type: none"> • Provides stunning view of the water • Land is bordered by listed buildings to the west and east • Used for recreation and sport but could be enhanced for everyone • Significant for biodiversity etc. 	Greener Plymouth
Need to protect the park by Herbert Street pub – it's the only green space in a very densely populated area	Greener Plymouth
Allotments should not be lost	Greener Plymouth
Blockhouse Park should be designated as a local green space	Greener Plymouth
Some of the areas shown as accessible green space are actually private land and only accessible to residents	Greener Plymouth
Many residents (and their children) have no grass in their tiny gardens/ yards and no grass nearby	Greener Plymouth
Hope that development of green field sites can be avoided	Greener Plymouth
Please protect the following spaces:- Allotments between Sylvan Court, City College and Fitzberg Terrace and green space by Brickfields / Kings Road	Greener Plymouth

Parks are underused by the community with the exception of dog walkers. There are no cafe facilities, unusual or exciting areas to tempt children in	Greener Plymouth, Local Community
Moor View and Keyham have no play areas	Greener Plymouth, Local Community
St Levans Road Surgery is shut	Health and Wellbeing
Split tier properties could be used for affordable housing	Living and Housing
Applications for house conversion to flats should be subjected to better planning with help available for developers to understand the needs of families	Living and Housing
Older houses have problems, need more sympathetic landlords	Living and Housing
Empty pubs should be repurposed for community areas with a mix of some affordable housing	Living and Housing, Local Community
Need more social housing to prevent families and young children been put into short term tenancies	Living and Housing, Local Community
There's a serious lack of older children activities such as skate parks, bmx areas etc.	Local Community
Lots of ill-defined areas	Local Community
Need to be better at getting council info out, utilise pub screens	Local Community

Additional sites put forward for development in the South West area...

Site Name	Possible Development
SW6	Is ripe for development as starter homes even though it's used it attracts anti-social behaviour
Cross Hill	Suitable for development
St Levan Road site	Suitable for development
Cambridge Road	Suitable for development

Local green space designation nominations in the South West area...

No. of Reps	Site Name	Site Details
1	Alexandra Park	Alexandra Park, Keyham and the adjacent garden of the local community and learning centre and the allotments immediately to the north of Parkside
3	Blockhouse Park	Blockhouse Park, the Mount Pleasant Redoubt and Park. Latitude 50.381819 Longitude -4.168126
1	Collingwood Road	
1	Devonport Green Arc or Devonport Lines	Devonport Green Arc/Devonport Lines - from Torpoint Ferry to Mutton Cove via Brickfields to include playing field adjacent to Albermarle Villas
1	Herbert Street Play Area	Park by Herbert Street pub
13	Land at Paradise Road/Albemarle Villas	SW6 – Paradise Field/Albemarle Field/Paradise Road (Field off Devonport Road and opposite Devonport Park) Bounded by: (east) Albemarle Villas; (south) Paradise Rd; (west) Exmouth Road (southern extension); (north) Devonport Rd. Grid Ref: 50 22'28N 004 10'06W.

I	Penlee Gardens	
I	Sylvan Court/Fitzroy Road Allotments	The allotments between Sylvan Court, City College and Fitzberg Terrace

West

18 comments were made by 10 different people/organisations on the South West toolkit:

Comment	Plymouth Plan Theme
Any proposals in this area should not affect the operation of the Energy From Waste plant which provides strategic waste management services for the South Devon area	City Pride and Vision, Economy
No recognition of retail in the toolkits	Economy
Barne Barton/St Budeaux/Kings Tamerton has no large supermarket provision	Economy, Local Community
Query the higher education stats	Education and Learning
Need to sort out the current roads before we build more	Getting Around
ESSO petrol station (St. Levan Rd/Wolesley Rd roundabout) - entering or exiting petrol station by Johnson's Cleaner/funeral director's end or just trying to walk by is dangerous	Getting Around
Suggest improvements to pedestrian lights and traffic lights at Milehouse Roundabout and traffic lights at Outland Rd - Peverell Park Road.	Getting Around
Access to Barne Barton is tricky but public transport availability is good	Getting Around
Need to consider cycle improvements south from Weston Mill and from Weston Mill to St. Budeaux	Getting Around
Traffic light issues on Outland Rd/Peverell Park Road	Getting Around
Have used the Tamar Bridge car park to picnic and to appreciate the view. Trees have been planted which reduce the views. The picnic tables that were sited on the Normandy Hill side have been taken away and not replaced	Getting Around
Buckfast Close – remove Devon hedge to allow cars better access	Getting Around, Greener Plymouth
Green spaces should be protected	Greener Plymouth
Need to protect (for football and other uses): 3G in the West area and Trevanegue Gardens – possible asset transfer and need to improve changing pavilion	Greener Plymouth
School off Arden Grove – parent's park their cars on PCH land and churn it up. Can something be done about turning this into a parking area?	Greener Plymouth
Need to improve management of nature reserves as they encroach on some residents' gardens	Greener Plymouth
Need to protect the nature reserve off St Pancras Avenue	Greener Plymouth
Need more services in Barne Barton i.e. dentist, doctor even a laundrette and a gym would help	Local Community
Land ownership causes issues when keeping the land clean and tidy	Local Community

Additional sites put forward for development in the West area...

Site Name	Possible Development
Scott Hospital	Is suitable for development but access to the site may need improvement
The old state cinema, then Skittles Building, on Victoria Road	Is an eyesore and could be demolished and affordable housing put there or even a decent park for the kids

Local green space designation nominations in the West area...

No. of Reps	Site Name	Site Details
1	Abbotsbury Way Community Orchard	Area recently planted as a community orchard. Grid Ref: SX45961 57872
1	Boxhill Gardens	Area bounded by Honicknowle Lane, Box Hill Gardens and Ham Woods. Grid Ref: SX47016 58018
1	Careswell Avenue	Central Reservation, Careswell Avenue. Grid Ref: SX45915 57731
1	Conway Gardens	W1 and W2 in the toolkit. Bordered by the Weston Mill Bypass on one side and the A38 on the second side. Grass area at Conway Gardens. Grid Ref: SX46609 57548
1	Ham Woods	Ham Woods Local Nature Reserve. Grid Ref: SX46064 57715
1	Mowhay Road	Adjacent to Mowhay Road indicated as W5 in the toolkit. Grid Ref: SX45798 58203
2	St Pancras Avenue	Green area at the junction of St. Pancras Avenue and Honicknowle Lane (Grid Ref: SX47018 58082) and the area between St Pancras Avenue and the A38. (Grid Ref: SX47279 58126) Nature reserve off St Pancras Avenue
1	Tewkesbury Close	Area of open grass between Ham House, Mayflower School and Tewksbury Grid Ref: SX46110 57650. Bounded by Mayflower School, Ham Woods LNR and housing around Tewksbury Close
1	The Orchard Garden, 201 Outland Road	The Orchard garden of 201 Outland Road, PL2 3PF. Grid Ref Approx: SX474572
1	Weston Mill Lane	A triangular area of land known as the stables bounded by Weston Mill lane, Weston Mill bypass and Ham Woods. Grid Ref: SX46070 58486

WHO GOT INVOLVED?

Overall 60 organisations got involved and submitted comments during this forth consultation phase of the Plymouth Plan. We would like to thank all who submitting representations and we look forward to working with them as we continue to develop the Plan:

- Bailey Partnership
- Barefoot
- Barratt Homes Limited
- Becton Dickinson Vacutainer
- Bere Ferrers Parish Council
- CBRE Ltd

- Concise Construction Ltd
- Co-operative Group Ltd
- Courtgate Ltd
- CTC - the national cycling charity
- Dawnan Ltd
- Devon County Council
- Diocese of Plymouth
- Drake Circus Limited Partnership
- dramaticresults! group
- EJFP Planning
- EyesUp Design
- FlyPlymouth Ltd.
- Friends of Devonport Park
- Friends of Radford Woods
- Highways England
- Historic England
- Imerys Minerals Ltd
- Linden Homes
- Local Access Forum
- M&G Real Estate
- Marshmills Ltd
- National Trust
- Natural England
- Network Rail
- Office of Rail Regulation
- PCC Social Inclusion Unit
- Persimmon Homes
- Plymouth City Airport Limited (PCA Limited)
- Plymouth Communities Befriending Consortium
- Plymouth Community Homes
- Plymouth Cycling Campaign
- Plymouth Hospitals NHS Trust
- Plymouth Swallows Gymnastic Club
- Plymouth University
- Plympton St. Mary Neighbourhood Forum
- Plympton St. Maurice Civic Association
- Plymstock Forum
- Rentplus
- Royal Institute of British Architects
- Sherford New Community Consortium
- South Hams District Council
- South West HARP Planning Consortium
- South West Strategic Developments Limited
- South West Water
- Sport England
- St. Luke's Hospice
- Stuart Partners
- Sutton Harbour Holdings plc
- Technical Director

- The Co-operative Estates
- Trevi House
- Trustees of the Cann Estate
- West Devon Borough Council
- Woodland Trust

The Plymouth Plan is a truly co-operative plan and many partners and boards are having a huge impact on how the Plan develops to ensure it works for them. These include organisations both from within and outside Plymouth City Council:

- Ambitious Plymouth Scrutiny Panel
- Caring Plymouth Scrutiny Panel
- Children, Young People and Families Service
- NEW Devon Clinical Commissioning Group
- Child Poverty Working Group
- Plymouth City Council Co-operative Commissioning Team
- Plymouth City Council Crime and Community Safety Team
- Plymouth City Council Social Inclusion Unit
- Culture Board
- Devon and Somerset Fire and Rescue Service
- Health and Wellbeing Board
- Integrated Commissioning Strategy
- Learning and Communities Service
- One Plymouth
- Devon and Cornwall Police
- Plymouth University
- Public Health
- Working Plymouth Scrutiny Panel
- Your Plymouth Scrutiny Panel

WHAT HAPPENS NEXT?

The Plymouth Plan is evolving and will become part of the Joint Local Plan, a plan which will cover South Hams and West Devon but not include Dartmoor National Park (who cover two different areas and thus will write their own plan). For further information please visit:

www.plymouth.gov.uk/jointlocal plan.

Also:

- E-mail us at plymouthplan@plymouth.gov.uk
- Ring us on **01752 305477**
- Write to us at **Strategic Planning and Infrastructure Service, Plymouth City Council, Ballard House, West Hoe Road, Plymouth, PL1 3BJ**
- Follow us on Twitter **@plymouthplan @plymccplanning**
- Follow our **Plymouth Plan** facebook page
- Sign up to the ‘**planning news**’ e-newsletter on the [Plymouth City Council website](http://www.plymouth.gov.uk)
- Listen to our podcast: [#soundlikeaplan podcast](https://www.plymouth.gov.uk/podcast)

Appendix I: Toolkit and City-wide comments

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Central Toolkit	1	Mr Stephen Luscombe			What stage are we at?	Central Park seems to be in the process of being run into the ground. the standard of care of the green spaces has plummeted. For some bizarre reason both normal and dog waste bins have been removed throughout the park and especially on the periphery - hence there has been a massive increase in litter and dog bags in and around the park. It seems as if it is being neglected so that excuses can be made to develop / sell it off. Disgusting.
Central Toolkit	3	Mr Andy Miller			Housing Issues	If student accomodation companies wish to continue buying up sites and creating student accomodation, why do the people of Plymouth have to keep subsidising the clean up and bin emptying costs of the accomodation they create and rent out. They or the University should be made to pay a fee for every student that stays in Plymouth to cover these costs The University might put millions into the bank accounts of Plymouth businesses but it doesn't put any money into the residents of Efford, Swilly or Whitleighs bank accounts, it just helps to drive up our council tax
Central Toolkit	4	Mrs Jane Slavin			Site Allocations/ Suggestions	not clear what the long term future is for sites C18 and C19? Have no problem with them remaining light industrial, adds to the mix.
	5				Housing Issues	Accept I live in a student area - and mostly it is fine. People need to realise how important the university and its students are to the city. That said, my road is now predominantly student houses, which seems a bit disproportionate. I agree with limiting number of HMOs where it has peaked. Purpose built accomodation for students may free up properties for families. Also think the uni, police and council have done great work keeping eye on over excited students in freshers week.
	6				Healthcare and Employment	Not sure if this is the place - but remain gravely concerned about mental health services in the city. Based on experiences of friends and family, most surgeries are not equipped to deal with this difficult area and there appears to be even less expertise available within the health care system.
	7				Environmental Matters	One of the biggest bugbears I have is how some people treat the city's many back lanes as their own personal dumps. I walk along the back of Glen Park Av near the station and it is nearly always pretty disgusting, covered in litter. The Council clean it up but frankly more serious action needs to be taken against the people who live there - and their landlords. I feel rather ashamed going past it - especially when it is so near the station. So tough action against people who fly tip.
Central Toolkit	8	Mr Robert Hawley			Infrastructure	There has been a great loss of amenity in terms of local properties in Mutley that have been converted for student accommodation. I refer to the loss of a number of locals pubs: Mutley Tavern, Hill Park, Wellington, Conservative Club plus Evans Fireplaces, and now there is the possibility that the snooker hall will go the same way Article 4 was bought in to prevent areas being over-occupied by students, now that over-occupation is being reestablished by taking business opportunity from the small landlord and so enriching the bigger landlord, and in the process still causing a loss of amenity for locals that Article 4 was supposed to prevent
Central Toolkit	9	Mr Gary Churcher			What stage are we at?	The local residents and councillors objected to the Eagle One student flat development at the former Eye Infirmary on Apsley road. This was then over-ruled by a planning inspector from the Bristol area (Mike Fox, look him up, it makes interesting reading). Such unusual decisions seriously undermine the views of local residents and the local council, and must make some people wonder if commenting will make any difference
Central Toolkit	10	Mr Dave Garland			What stage are we at?	The Central Park plan contains a plethora of improvements including cafes and a designated cycle track. Past experience should show that catering for minority sports which come in and out of fashion is not a good idea. Look at the original skate park in the Zoo field - now re-established as a much more effective and smaller area near the Life Centre. To destroy trees and green space to put in a tarmaced cycle path which may well fall out of fashion after a few years (and which would require significant maintenance to keep it safe is not a good idea in my opinion The Akkeron plan - which should have seen Home Park redeveloped by 2012 (!) has failed. When does their planning permission run out. Their plans for a massive hotel on the windiest site in the city were too ambitious. Living in Peverell the home games of Argyle reduce the amenity of ones dwelling - not because of the club or the beautiful game but because of the selfish attitude of many who arrive by car and block our streets, garages and emergency access to our properties. We used to have traffic wardens on Match days but when the club nearly went "broke" these were removed - never to return. We also occasionally have the blight of burger vans hoping to make a quick sell on match days. Can something more be done about policing the area on match days better - or designing systems that dissuade people from clogging our streets
	11				What have you already said?	The green lung of our city is amazing and well used. Any proposed changes will have to be carefully monitored. Any new cafes will need security - given the amount of casual vandalism that one often sees in shared use areas. A reinstatement of Pennycomequick stream as an overground feature would be good. Also , ours must be one of the largest parks where there is no "duck pond" ! If we could have such a thing (and as long as theirds would not be hurt etc) that would be good.
	12				Site Allocations/ Suggestions	Old changing room next to WPD sub station at Barn Park Entrance is an eyesore and should be demolished to allow planting in its place to soften entrance to park and give it a welcoming feeling, rather than one of walking past a slum building.
	13				Issues and Opportunities	Strict covenants on many homes in the locality have made it one where to visit a "pub" is a trek (and could involve the "joys" of Mutley Plain . A few more neighbourhood locally owned bars/cafes could improve the amenity. Not sure how PCC can get around land covenants however
	14				Allotments and Playspaces	Central Park used to have 2 playgrounds (along the path of the old Pennycomequick Stream) which are now both demolished. There is nothing specifically for children at this side of the park Used to use the two mentioned above
	15				Infrastructure	Field behind Goals football (used to be cricket pitch) is grossly underused Harpers Field - why should Argyle have this for their sole use on such infrequent occasions ? Open it up to the people Co-operative Estates Greenbank Terrace map.pdf
Central Toolkit	16	James Litherland	The Co-operative Estates		Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	Dear Sirs We would like to nominate the above site to the Council's current call for sites exercise and Local Plan (Part 2) consultation. Please find attached a copy of the title plan. The site previously had planning consent for a ground floor retail unit and with nine apartments above (Ref 09/00791/FUL). If promoted for residential alone we believe that the site could have potential for up to 15 units. The site is deliverable in line with footnote 11 of the NPPF as it is available now, in a suitable location for development and could be viable (with an appropriate development proposal). It should therefore be allocated for residential development in the Local Plan (Part 2) and included in the Council's 5 year housing land supply. Please do not hesitate to contact us should you have any queries. Kind regards James
Central Toolkit	17	Mr Ray Fairchild	Local Access Forum		Infrastructure	Road improvements: without a huge investment and major knockdown and rebuild then PCC are significantly constrained in what they can achieve. Other major cities have wide roads, overpasses and underpasses to reduce congestion To do something similar in Plymouth would require infrastructure changes far beyond the means of the city
	18				Land availability - Which sites do you think are simply not suitable for development?	Central Park I have no intention of labouring the point about developments in Central Park. As shown by the area of the park that is no longer green space, the park has changed significantly over the decades. Personally, I feel the Life Centre is of great benefit to the city. I suspect the improvement and development of the PAFC leased area also will be, if that ever happens! feel the remainder of the park should be afforded protection from further development as a matter of priority
	19					PAFC Related Although a minor point, I did notice that, whereas most places were correctly identified, Plymouth Argyle FC was placed in Zoo field, as that field it is known to many locals. I would hope this was an accident and not in case of a potential future acquisition for development. The PAFC training pitch field, across the tree lined park road from Zoo field, is shown as accessible to the general public. It most certainly isn't, the same also applies to Love Field, I think!
	20					The allotments abutting Central Park by Barn Park Road and Peverell Park Road These are shown as accessible, they are closed to the general public, as are all allotments, I understand
	21					An area of the Hartley Pleasure Grounds The area shown as Resr (Cov) in this greenspace is the home of a private Croquet Club and is closed to public access
	22					The area of greenspace land owned (or leased??) by the Sir Francis Drake Bowling Club This is at the lower western end of Whiteford Road in Mannamead. It is not shown as greenspace on the map. It should be shown in dark green, as indeed could the southern part of Whiteford Road Tennis Club adjacent to it, as both are very much green spaces in this area
	23				Green space designation - Can you identify any additional green space you	Higher Compton Playing Field, otherwise known as Collings Park , The upper western section of this area is the privately owned Mannamead Tennis Club, mainly now hard courts. The club area is not part of Collings Park and is incorrectly shown as accessible.
	24					Michigan Way north of Efford Cemetary There is an error in the map relating to Efford Cemetery where an area of housing either side of Michigan Way is shown as being Greenspace land

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
	25				would like to see protected?	Narrow Tract of Greenspace Land linking Weston Park Road to Churchill Way (Peverell area) . The western end access to this narrow strip of greenspace land is from Western Park Road near the top end of Ganna Park Road. It is shown on the map as a linking path between WPR and CW. However since it has not been managed in any way, it is fast turning into a section of inaccessible greenspace. To maintain access for pedestrians it should be properly maintained and be accorded right of way status to protect it. I remember it as a path I used 30 years ago, and still attempt to use now from time to time but it has fallen into disuse, a move maybe encouraged by the immediate bordering residents.
	26					Efford Marsh Nature Reserve and Longbridge . I was amazed to see just how much of this area has been deemed to be accessible greenspace land. I wonder just how much of it is actually accessible in reality. With hearing protectors it could be an attractive area to explore.
	27				What is special about your area?	Obviously, the socio/economic cross-section of the central area coverage is very varied and possibly more so than any other area in the breakdown of Plymouth area categories. Because of this, the problems and issues from the less affluent areas are significantly masked by areas such as Mannamead, Hartley and Higher Compton
Central Toolkit	28	Mr G Parsons	Sport England		Infrastructure	All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are: Specific Sites Central Park Peverell Park - - PPS Priority 1 Higher Efford – PPS Priority 2 Collins Park – need for toilet provision - PPS Priority 3 For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy
	29				What is special about your area?	Beautiful views from Efford and good community of long standing residents.
	30				Issues and Opportunities	High levels of unemployment around PCH properties. Cycle lanes are not fit for purpose – roads too narrow Parking is a problem – Greenbank, Mount Gould Shopping provision increase for Efford Appearance of Torridge Way flats Poor and insufficient shops and access to local shops in Egguckland / Austin Farm
	31				Infrastructure	Need a community resource/centre in Egguckland/Austin Farm/ Deer Park.
Central Toolkit	32	Tim Phillips	Plymouth Community Homes		Land availability - Which sites do you think are simply not suitable for development?	None
					Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	Land to the south west of Channel Park Avenue – used as wasteland/tipping
	33				Green space designation - Can you identify any additional green space you would like to see protected?	Mount Gould at Lanhydrock (?) Road Steep site at Bernice Close
Central Toolkit	34	Cllr Steve Ricketts			Infrastructure	Dear Plymouth Plan team, here are my thoughts at this stage but acknowledging that the process of consultation will continue.. Commercial/community hubs like shops and food outlets etc should be supported by the Council. We want a sustainable community. There are too many HMO's in the Ward and we need to protect family homes – Planning decisions should be made on these streets to reflect this. The Article 4 direction needs to be strengthened by removing percentages from the policy. Each individual case should be looked at on its own set of circumstances as was originally intended. This will protect the infrastructure of our streets. Mutley Plain needs investment Improved field sport/sports facilities in the area Protect and invest in Central park The bridged pedestrian and cycle connection to Central park is a point of contention for many local residents We don't need any more inappropriate cycle schemes. Well thought out schemes should be considered The Council needs to look at the issue of 'Studentification' and look to keep our communities around the University sustainable. We do not need any more inappropriate student development – The Council needs to work with The University to get accurate figures on the amount of student accommodation we need. As it stands I believe that we have more student accommodation than we have students. The withdrawal of the University campus student block planning applications suggest that the Council need to work with The University to look at how many students actually want or do live on the campus or in the surrounding area. The University should be an arena for academia not a giant halls of residence. A position that purpose built student accommodation is the answer to releasing housing stock back to family homes is a very simplistic view on the issue. The fact is, is that many 2nd and 3rd year students want to live in houses and there will always be a demand for this. The cost of living in a house is often significantly cheaper and houses are quieter places to get study done etc. Local residents are still unhappy with the proposed student block on the old Royal eye Infirmary site. These are my thoughts so far – I look forward to the next stage of consultation Many Thanks, Councillor Steve Ricketts
						On the Plymouth City Council (PCC) Plymouth Plan website the following observations are made in the Central Toolkit section: Continue to improve cycling links that help people to find their way around the locality, to ease congestion and to enable the uptake of more sustainable methods of transport. Walking and cycling connections are generally good throughout the area but in Efford Laira and Lipson cycling facilities are generally lacking. The chart "Health and Wellbeing" shows that people in the east of the area and especially in Efford score below average. Along the main north south and east west corridors there is a lack of continuous cycling infrastructure. Explore opportunities to improve links to the Plym Estuary. Central Park will provide a unique environmental asset at the heart of the city. It will become a destination that the people of Plymouth cherish and regularly visit due to the health and wellbeing benefits it provides.

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Central Toolkit	36	Mr Stuart Mee	Plymouth Cycling Campaign		Infrastructure	<p>With these points in mind I am writing as Chair of the Plymouth Cycling Campaign (PCyC). The Campaign has previously identified schemes which would fit well with the Plymouth Plan and I focus on these. We agree with what needs to be done and support PCC in its effort to improve matters. We would suggest the following as priorities to achieve this objective: 1. The Strategic Cycle Network (SCN) already provides for a west east route between Central Park and Marsh Mills via Peverell, Hartley, Higher Compton, Efford Road, Efford Pathway, Military Road or Pike Road, the path beside the Ponderosa Pony Sanctuary and Lower Crabtree. As recognised above, this is not really a continuous link as development and improvement as well as better traffic management is needed to realise the potential of this route. But it would fulfill the objective of offering a link to Central Park and the Plym Valley as stated in the Plan. It would enable the residents of Efford to easily access recreational facilities at both ends of the route with the attendant health benefits for this recognizably disadvantaged population. Because the route already exists it offers a relatively low cost solution to achieve the required objectives. The PCyC is happy to consult on the details of this scheme, and indeed would hope to be asked to do so. 2. The suggested bridge from the Railway Station to Central Park is badly needed to bypass the current alternatives via Saltash Road (impossibly difficult for cycling) or the convoluted route around the east of the station and would provide a direct link from the City Centre to Central Park and could form part of a route designed to avoid Mutley Plain going north. 3. The continuation of PCyC's proposed Cycle Expressway from Sherford as an off road route from the crossing of Embankment Road following the old railway route through Tothill sidings and beneath Tothill Road and through the retail park to join Exeter Street. This is essential if serious cycle commuting from Plymstock, Sherford and beyond is ever to happen. 4. Similarly serious north south cycle commuting will not happen until major improvements are made to the North Hill/Mutley Plain/Mannamead road route. We urge all concerned to consider what might be done to provide such a route (via a new bridge at the station feeding into a route towards Manadon?). The route onward to Woolwell is currently more of an obstacle course than a fast cycle commute route and needs upgrading. 5. The off road cycle path along the Embankment, a major route, is too narrow and too bumpy to encourage commuting cyclists and needs urgent improvement. The route from the City via Lanhydrock Road needs a crossing (either a bridge or pelican style crossing) to join the Embankment path. 6. There is a need for cycling provision into the city centre and around the centre which allows people to travel quickly and safely while maintaining the safety of pedestrians. The City Centre is the social and economic hub of Plymouth, transport around the centre is essential to city life and to residents, shops and businesses. Cycling could help parking, traffic, air and life quality issues for the city. This is the one area where more cycling could have highest impact. Sadly the centre is ringed by roads and junctions which are difficult or dangerous for cyclists and with very little cycling permitted. There is only one point of access for cycling (North Cross). Using a bicycle in and around the centre of Plymouth is difficult and in many parts it has become more difficult over the past 10 years. 7. Provision to and within the main University campus could be improved. University staff and students commonly enjoy high bicycle usage but the infrastructure around the University of Plymouth does not encourage this. The proposed bridge would be a radical change, but links in other directions should be considered. We are sure that both PCC and PCyC share the objectives of reducing traffic, reducing pollution and improving health through highway planning and traffic management. But unless coordinated continuous cycle and walking routes are provided these objectives will not be met. Most people will only cycle when they feel safe. If the objective of achieving a modal shift away from the car to more sustainable forms of transport is to be realized, quality joined up routes must be provided. The Plymouth Cycling Campaign looks forward to working with the Council to change the way people move around our city.</p>
Central Toolkit	37	Colin Woodman	CTC - the national cycling charity		Infrastructure	<p>The city wishes to increase the modal shift from cars to cycles especially for travel to work. The route of North Hill, Mutley Plain and Manadon Road is heavily traffic and inhibits this. Because of the steep valleys on either side Mutley Plain is the desired route for cyclists. There are current proposals for a devious route into the park via Central Park Avenue which are not likely to encouraging a modal shift for "riding to work". A much better solution lies in the proposal for a pedestrian and cycle bridge from the rail station to Central Park. This could avoid Mutley Plain and link (losing a minimum of height) to the Manadon junction. It would also open routes towards Stoke and Wolseley Road. "A374 Embankment Road / Plymouth Road is difficult to cross but has an off-road cycle path." "Junction improvements at Lanhydrock Road and Embankment Road." Include a Pedestrian/cycle crossing in the junction improvements. The "off road cycle path" referred to is inadequate. It was the first cycle facility in Plymouth and was provided as reaction to the high level of cyclist casualties on The Embankment (A374) in 1988. Cyclists were allowed (and encouraged) to ride on the footway. This has reduced casualties but is not a great encouragement to cycling to work. Improvements to North Cross roundabout should consider its use by cyclists both on and off the carriageway. The original off-carriageway area was designed for pedestrian use only and has a number of blind corners that can easily lead to problems. The same applies to the Manadon roundabout.</p>
Central Toolkit	38	Almuth Lauch	EyesUp Design		Infrastructure	<p>Milehouse roundabout / pedestrian lights: Just trying to get across from Wolesely Rd to Central Park takes about 5 minutes of mostly useless waiting, if pressing the buttons and waiting for green signal (which I should be doing to set a good example to my toddler). I could get across much faster by just watching the traffic and going with the flow, unfortunately with red lights. Suggestion for improvement: Pedestrian lights should automatically switch to green whenever it is safe to cross (i.e. crossing traffic has green lights). This could be applied to any other traffic lights where lights change periodically thus creating periods where it'd be safe for pedestrians to cross anyway. This could also save money. Wherever traffic lights only change on demand, pelican crossing who 'notice' pedestrians wanting to cross could intercept.</p>
Central Toolkit	40				Infrastructure	<p>Milehouse roundabout / traffic lights: Current situation - traffic lights from Milehouse Rd switch to green, cars START to get across onto Outland Rd, there have to STOP again to wait for traffic from Alma Rd Suggestion: The timing of signalling should be improved and fine-tuned to eliminate the start&stop which creates unnecessary fumes and pollutes the air, in favour of a smooth flow of traffic (i.e. once you have green lights to get into the roundabout, you'll have a green wave being able to get across and out of that junction in one go)</p>
Central Toolkit	43				Infrastructure	<p>Outland Rd - Peverell Pk Rd / traffic lights: Being on Outland Rd coming from Home Park, when the traffic lights are showing red, it is not clear which lane they are for (straight ahead or turning right). Traffic lights for different lanes don't always change at the same time. Suggestion: Red lights should feature the arrows as well as the green lights</p>
Central Toolkit	44		Co-operative Group Ltd		Infrastructure	<p>Pegasus Group on behalf of co-operative group ltd CENTRAL Redacted.pdf</p>
Central Toolkit	45	Mrs Lynn Fearon			Green space designation - Can you identify any additional green space you would like to see protected?	<p>The following green spaces must be preserved in Central. There is so little open space, particularly in the highly populated Greenbank area. Freedom Fields Park and Drakes Place Gardens because of the historical element, Moor View Park a great community area, suitable for all manner of community events, and Central Park, a unique piece of countryside in the city centre. Every remaining part of Central Park should be preserved. The open green space in the university where the Isaac Foot building, between two tall accommodation blocks stood should also remain open space.</p>
Central Toolkit	46			Housing Type and Tenure	<p>Although Greenbank is next door to the University there are now too many HMOs. In order to provide a more sustainable community there is a need for more families and professional couples in the area. NO further HMOs should be permitted. There are too many isolated lonely residents living surrounded by students now. It is to be hoped funding can be found to preserve the small community centre, called Greenbank Neighbourhood Office, in Armada Street.</p>	
Central Toolkit	47			Infrastructure	<p>This will obviously be huge asset for Plymouth and the whole south west. BUT how will the city cope with access? There is no mention at all that I can see of a car park. There is still a derelict building adjacent to the new development: could this be a small car park? If the History Centre is a success, North Hill will be permanent traffic jam. This already happens at Christmas time. Has it been thought through. I heard they would like North Hill pedestrianized, that would be a total disaster for the city.</p>	
	48				Allotments and play space - How do these play spaces meet the needs of your neighbourhood?	<p>Allotments: In this time of affluence, and shortage of housing, are not allotments a luxury we can't really afford? After all, we no longer have rationing, people earn plenty to buy food, and few people actually use allotments to live off. Therefore for most allotment-users it is a productive hobby/pastime rather than necessity and therefore of little use to the vast majority of Plymouth residents who are NOT allotment-users. All fine where there is no conflict, or no housing-shortage, but it can result in commerce in some areas being strangled for lack of parking, and yet with allotments close by – e.g. top end of Peverell Park Road near junction with Outland Road.</p>
	49				Green space designation - Can you identify any additional green space you would like to see protected?	<p>Parks: Green-spaces are fantastic and a life-blood for the city, especially Central Park and Devonport Park, and we enthusiastically support the latter two as well as other 'formal parks'. However with regard to Central Park we starte enthusiastically using it for long walks but have since given up as we are concerned by the sight of innumerable dogs bounding around out of control, sometimes 3 or 4 or more dogs to one person, no-one taking a scrap of notice of the dog-control signs, and with many of the owners as much out of control as the dogs themselves. After being threatened on three separate occasions when remonstrating with dog-owners, we gave up using the park altogether, except for the odd occasion when we take our grandchildren to the play areas, but even then in fear of their safety As regards Mt Edgecumbe, it would be fantastic to see this continue to be managed by local authority so that the current large numbers of visitors (the writers and their families included) may continue to enjoy such beautiful and unique Plymouth heritage surroundings.</p>
	50				Infrastructure	<p>Bus Services: There is a bus-service convenient to our house, however it only operates hourly, on weekdays until only 5pm, and with nothing late evening or weekends, in comparison to rail services to e.g. Totnes, Newton Abbot, which are almost half-hourly right into the evening, also available weekends!! However there ARE buses for us at some distance, e.g. Mutley Plain and the Rail Station however not much good for young mothers with children, the elderly, the infirm etc. Furthermore, the current service is erratic and unreliable at times, leaving old persons, the infirm, and mothers with children, standing forlornly at bus-stops faced with a long trek either in to town or home. It is laughable that so much attention is given to rail travel (see below) on behalf of the many who are merely passing through, when our own city bus-services are sometimes inefficient and inadequate <i>Better parking-restrictions around the town centre would perhaps lead to better bus-usage and therefore improvements in service</i></p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments	
Central Toolkit	51	Mr and Mrs Nicholas/Geraldine Farrell				Cycle routes: As a non-regular-cyclist, we have no real input here, other than to make the very serious suggestion that, in order to create safer routes for cyclists, and to relieve congestion on roads caused by cyclists slowing up traffic consideration could be given to making all service-lanes and alleyways, at the back of residential streets, throughout the city, into 'residents-only-and-cyclists' routes. This would be of particular benefit where cyclists are trying to navigate across and between main traffic thoroughfares, e.g. radially from/to the city-centre, rail station, suburbs etc	
	52					Housing Type and Tenure	Student Accommodation: Given the prominence given to housing shortages and future development areas within the 'Toolkits', and the depths of feeling in the community, the issue of student accommodation in our midst in the Central Area seems to have been carefully airbrushed out of The Plymouth Plan!! We do NOT want any more student houses in our midst!! Mutley is well beyond saturation point, with all the usual problems, especially ghettoization, dereliction of properties and gardens, wild behaviour, pavements and footpaths obstructed by forests of waste bins, front gardens unsightly with forests of illegal signs, bins and undergrowth, overflowing and upended bins in streets and lanes, litter, etc ad nauseum, not to mention sterilisation of whole areas of the city against use as potential starter-accommodation for our young people
	53					Infrastructure	Traffic Calming: There are insufficient speed restrictions in our immediate area, around the Old Eye Infirmary, resulting in cars speeding (especially 'boy-racers') on Dale Road, Apsley Road, the service lanes between houses, and Central Park Avenue. There have already been 2 vehicular accidents in Dale Road recently. The busier roads through housing areas need to be restricted to 20mph, and in congested close-parked residential streets (where children can run from behind parked cars directly into the path of an oncoming vehicle) the speed limit should be reduced to 15mph. Anyone with intelligence who tried it would immediately realise that this is far from too slow especially given that many of the streets are short anyway and drivers do not need to travel at speed to get from one end to the other. A speed of 30mph in our streets is far too high in emergency, and totally unnecessary. A policeman at the scene of an accident recently himself stated that 15mph would be much better. In addition to much tighter speed restrictions, speed calming measures (especially speed-ramps) are also needed as many drivers (men, women, old, young, businessmen, vans, lorries etc etc) already openly flout the existing 30mph limit often to excess, and therefore tighter restrictions would no doubt also be flouted unless there is something to physically slow drivers down
	54					Infrastructure	Parking: The inadequacy of parking in central Plymouth is reaching epidemic proportions, with whole streets choked up night and day. The daytime shambles is thanks to the inconsistent and ill-thought-through current policies of the City Council who are trying to allow shoppers/workers to park in our already crowded streets during the day for limited periods, whilst banning it altogether elsewhere. The Council also seems unable or unwilling to relieve City-Centre parking congestion by a combination of forcing car drivers to better use the very efficient and convenient park-and-ride systems already in place, and the introduction of 'congestion charging' (both of which seem to be happily adopted in other cities), together with 'blanket non-resident-parking' in residential streets within walking distance of the University and city-centre, in order to relieve the gross parking pressures already experienced by permanent residents.
	55					Infrastructure	Rail 'Station': The City Council, and local politicians, place great store in the station and Laira depot as part of the economic 'powerhouse' of Plymouth, and spend large amounts of time and effort on talking and pressurising the government over the woes of rail travellers. However they give scant regard to the much greater woes of residents living beside the rail station and adjacent tracks, who are forced to endure grave adverse environmental impact from rail operations, not just for a few minutes, but for 22 out of every 24 hours, 363 days a year, and all so that the rail travellers can be saved from increase in fares to fund infrastructure improvements. It is absolutely true, and self-evident, that the entire local rail infrastructure, i.e. station, rolling stock, and adjacent tracks are no longer fit for purpose, however for residents it is, more importantly, no longer in fit state to provide 21stC quality of life for those Plymouth residents living around and nearby. The Council and politicians rightly draw attention to the deficiencies, on behalf of travellers but alas not on behalf of residents who suffer far worse privations. The site of the current station was not the original as Brunel's eastbound and westbound tracks of the 'South Devon Railway' converged south of Pennycomequick and then followed a southerly route to the South Devon Railway Station in Millbay, the main terminus. Subsequently by 1896 a new station was built at the present location, as a stop for through-trains to discharge and pick up passengers, whilst the Millbay station continued as Plymouth's main terminus. By 1912 this 'North Road Station' layout had been developed roughly to its' current configuration, though Millbay continued, and it should be noted that there were no houses built immediately to the north, where environmental impact is at its' greatest due to the rail tracks immediately open at the top of an embankment (it is arguable that the then Plymouth council should thereafter have prevented further development in the immediate vicinity). The station was then rebuilt or 'modernised' in the early 1960's (now nearly 60 years old, with little change other than the blocking-off of the innermost track/platform, thus overcrowding the rest!!!). Up to that time there was little regard paid to the comforts of neighbouring residents and the attitudes of authority were much harder and the less-well-off just had to like-or-lump any inconveniences. However times have changed dramatically, both in terms of social advances, and more importantly more trains are now in use than the station & Laira depot were ever designed-for, resulting in the 'station' now being used as much as an overflow (and therefore extension) of the depot in Laira, together with use as a terminus for trains starting and ending in Plymouth. The result is both the presence of trains parked with engines running up to 2 hours at a time, and a never-ending cacophony of noise, vibration, and toxic fumes from sometimes before 4.00AM one day until sometimes up to 2.00AM or later the next, virtually 363 days a year, allowing residents a scant 'window' of less than 2 hours in 24 for proper sleep and respite from the relentless noise. We were told earlier in 2015 that (a) the rail station was to be improved, and (b) much of the old train stock was to be replaced. However, according to local Councillors, the intention is only for 'cosmetic' improvements. If that is the case and no major improvements are to be made, then there is still great scope both in getting the rail operators to be totally considerate towards affected residents ('consideration' is currently scant), and in erecting a simple sound-baffle fence along affected parts of the trackside to cut off most of the noise (leaving the rail operators to continue happily making noise! (By the way, as an aside, large numbers of rail travellers to and from Plymouth are students, at discounted fares, and holiday travellers, who, in contrast to workers and businessmen, though 'economic travellers', can hardly be counted as 'essential'! Also most holiday travellers travel to/from either east or west of Plymouth, not actually to/from the city.
56	Housing Type and Tenure	Housing shortages: If there is truly a housing 'shortage' in the City, it is not helped by the (guesstimated) 5,000 to 6,000 houses tied up by student accommodation. The problem with the City is that it is trying to have its' cake – and eat it! The university is indeed a valuable resource for Business Rate income, however coincidental income is not as great as at first glance as many university staff and university-driven small-business owners actually live, and spend much of their income, out of town. For local residents, the presence of the university is probably viewed unfavourably, because benefits are hidden, whilst the plain-to-see/hear/experience adverse effects with which we have to live (e.g. run-down housing stock, run-down streets [the once thriving local commercial Mutley Plain QED], bad-mannered and raucous behaviour of revellers, rubbish-strewn streets, and slow destruction of the ethos, unique localism, architecture, and dignity, of Plymouth as a true 'Ocean City') are rapidly submerging the city into a rather seedy, run-down, second-class conurbation which is fast losing, or overpowering, those very assets which the City Council once, somewhat whimsically, hoped would elevate Plymouth to the status of 'City of Culture'					
Central Toolkit	57	June Elliot	Trevi House		What is special about your area?	The plans are difficult to assess at the printed scale and not easy to access on the web site, as noted in our meeting. Whilst Trevi House does not at this stage wish to make public its address and exact whereabouts, for reasons of protection of its vulnerable residents, it believes it should be recognised as a deliverer of specialist high quality care in the community. It also is a net income provider to the City of Plymouth. Its role and current facilities should be supported by the Plymouth Plan by recognition in the Plan. Its role should be noted in the Issues and Opportunities schedule and the central area map should therefore demonstrate either the Health or well being icon or one similar. This may well apply to other similar facilities in the City.	
	58				Personal Growth and Esteem	We note that there is a separate map for Social Enterprises but not for specific charities such as Trevi House which is a larger organisation with greater and wider impact than many Social Enterprises, yet does not feature specifically in the plan. Either a separate plan of non SE's should feature or combine significant community organisations with the SE plan. We believe a charity caring for up to 10 families at any one time with an annual turnover of over £500k with around 25 skilled staff and many committed volunteers provides a significant contribution to the Plymouth community and economy and deserves to be recognised in the Plan. This could be represented on the Central Area toolkit with a Care provision icon (standard or a more specific one). Through this consultation with several departments at Plymouth City Council, it is evident that there is clearly a need, before the next stage of consultation, to clarify the definition and significance of the Community Assets map. Once this has been done, we can comment further on this and the Social Enterprise map and perhaps a Charitable organisations map. The information in the Plymouth Plan needs to be based on a wider representation than a single umbrella organisation such as Plymouth Octopus Project, as there are many significant bodies who are not members of POP	
Central Toolkit	59	Mr and Mrs Nicholas/Geraldine Farrell			Infrastructure	Dear Sir, Dear Madam, We have just, once again, fought our way back into the 'Central Toolkit', and we note, with surprise, that in page 4, under 'Issues', there is absolutely no mention of the impact of the rail station on residents in the 'Central' area, whilst in page 5, under 'known infrastructure projects', the station is listed as looking forward to 'major adaptations and improvements'. Now, we ask: are these improvements being made to improve the quality of life for local residents (to include, as a minor part e.g. the 'sound baffle wall/fence' we have proposed to prevent the escape of wall-to-wall noise)? Or are they merely for the comfort of passengers from almost exclusively the rest of Plymouth, and elsewhere, to the detriment of the local residents for whom your 'Central Toolkit' is supposed to be intended?? We appreciate that it is (presumably?) technically too late for further comments, however having already raised the key local issue of environmental nuisance (for that is what it is) caused by outdated infrastructure, rolling stock, and operating methods, at the station, and given that the 'Toolkit' promotes the projected station improvements, we argue that the two are so inextricably linked that they cannot be ignored by 'The Plymouth Plan'. One last point: There is no mention of improvements to the trains? Our understanding was that the government had promised major investment to buy new trains for operating on the southwest railway? If that is the case presumably someone within PCC will be looking after our environmental interests, by ensuring these are manufactured to tight exhaust- and noise-emission standards?? Thank you for your help, once again. Yours sincerely, Nicholas & Geraldine Farrell	

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Central Toolkit	60	John Newman	dramaticresults! group		Infrastructure	<p>DRAMATIC RESULTS! Group consultation, comments by residents on Plymouth Plan Part Two. Residents cannot agree with the opening summary statement that Plymouth University is integrating itself with the rest of the city. Their demolition of Rowe Street and "integrating" the land into their campus. Their demolition of quality buildings adjacent to their main blocks and erection of high-rise teaching facility buildings. Their demolition of Gibbon Street and Regent Street and erection of non-descript bland high-rise buildings to replace quality buildings of appropriate proportions and long-lasting materials and construction. Residents are concerned that there are mixed messages being received; for example, a slogan for the proposed History Centre is "we love our past" and yet Plymouth University arranges for the demolition of proportionate character buildings off Regent Terrace, replacing them with disproportionate high rise student accommodation blocks of no architectural merit.</p> <p>Planning Permissions: Residents wish that Planning Application Notices placed on lamp posts etc. adjacent to proposed works are clearer to understand: The Planning Application Notices stated demolition of Hampton Cottages. It was not clear to residents that the intention was to not only demolish Hampton Cottages to the rear of Regent Street, it was also to demolish Regent Terrace (proportionate, character buildings in Plymouth) and the ... Electoral Offices and considerable amount of buildings adjacent. This turned out to be a much larger development than the title "Hampton Cottages". Residents are concerned that having been granted a main Planning Permission to demolish the existing buildings of Hampton Cottages, Regent Terrace and ... Electoral buildings, the developers of the land on behalf of Plymouth University subsequently applied for and were granted permission to completely close off Regent Street to vehicular traffic by erection of boarding across the highway for over 13 months, causing inconvenience, traffic congestion for the public. Residents are concerned that the subsequent narrow walkway was not lit in the evenings/at night and the pavement was uneven.</p> <p>Street Signage: Residents are concerned about the adverse effects of replacing our street signs with the smaller dimensions "branding exercise" street name plates; in many streets the replacement signs have been fixed as to expose the wall surfaces of the houses they are on which may well attract water ingress/weather effects. The new font is thinner than the established signs and are more difficult to read by older residents.</p> <p>Street Drainage: Residents are concerned that as a result of multiple utility companies and sub-contractors and highway workers brushing their work debris into the street culvert/drain they are now very silted up, especially in Salisbury Road PL4 where run off, water during rain/storms from the high gradient (hilly) avenues quickly overfill the drains and floods the highways and pavements.</p> <p>Beaumont Park: Residents would prefer standard times of closing for the park gates to the ad-hoc haphazard when the contracted security company send their van. Suggestions include a standard (definite) summer season closing time and a standard (defined) winter closing time. Many times, the public have been sent by the security man to walk completely back across the park because he has locked the gate.</p> <p>The rose archways have not been maintained and council workers have said this is because of "money problems." Residents send you this message: stop your local authority workers driving across the grassed areas causing them to be mud baths and leaving tyre tracks and parking said council vehicles so that parents/wheelchair users find it difficult to get by. Residents notice that on page 3 of the Central Toolkit there is the expression "benefit from views over (the Plym Estuary). So seeing the water is 'beneficial' to, let's say their health and wellbeing. Older residents are concerned that due to the building of high rise developments, they no longer get to see the sea at Beaumont Park.</p> <p>Getting Around/Greener: Residents expressed concerns regarding the effect of totally cutting off the entire area of St. Jude's, Lison Mount Gould when the Citybus (routes 23 and 24) bus service is erratic. The buses do not run to the provided time tables, especially on rainy days. Many times the bus does not run at all (i.e. not early, not late, it just does not appear at all). In recent times the 23 bus and the 24 bus follow behind each other into the City Centre, not 10 mins or 20 mins apart. Confusingly to the public, the drivers change the numbered route from 23 to 8 and from 24 to 9 partway through their 23 and 24 bus route travel. Sometimes the bus 23/24 will stop at Derry's bus stop, sometimes it will not. A number of times residents have been at bus stop B3 outside Primark, Drake Circus and the 23/24 bus stop have not pulled into pick up passengers but gone on past the bus stop, then a 21 bus has been there. This has left residents in the rain with half an hour wait to get a bus home, in other words left stranded. Many residents are fed up with the large number of "sorry not in service" buses passing them at bus stops, on rainy days especially. Please convey these comments to Plymouth Citybus, you have our permission to give them this letter/the contact address as above.</p> <p>We do not understand the Central Toolkit page 04 "significantly higher" sentence. On behalf of residents, thank you for the opportunity to comment on PP Part Two.</p>
Central Toolkit	61	Mrs Jennifer Weeks			Infrastructure	<p>I have attended the exhibition at Hope Baptist Church to see the proposed plans for improvement of the Outland Road/ Weston Park Road junction and the Tor Road junction. I am pleased that something is at last being proposed to tackle this junction. The amount of traffic using Ham Drive to join Outland Road has increased greatly and the delays at the lights in the Outland Road junction has become quite unacceptable.</p> <p>It took me 20 minutes to get from my home in Honicknowle Lane to Morrisons store and this was not during the rush hour. I think if more thought had been given to the amount of heavy transport using Ham Drive and Honicknowle Lane in order to reach industrial estate at Burrington Way a slip road would have been included in the plans when the Parkway was constructed. This would have prevented the amount of heavy transport and coaches having to go through a mainly residential area. The slip road could have been situated near the YMCA possibly going through what is the YMCA car park. The junction between Ham Drive and Honicknowle Lane presents difficulty for the drivers of the many articulated vehicles which have to use this junction in order to reach Burrington Way. A slip road from the Parkway near the flyover in Honicknowle Lane would have alleviated this problem.</p> <p>I would appreciate your comments on the matters I have raised. Mrs Jennifer Weeks</p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
North Toolkit	1	Karoline Rogers			What stage are we at?	<p>Picture from E-mail ref Karoline Rogers.jpg</p> <p>I am replying to the subject on housing in Plymouth, I live on Dover road in Estover where there are currently 14 new homes being built right in front of me. Whilst I can understand new homes need to be built do they really have to be at the cost of taking every piece of green and open land in already built of areas. My children used to play on this land as children, I knew they were safe and I could see them. this also applies to the land Thornbury at Yardley Road. Am I angry, YES very because now after many happy years I dread coming home to my house to see every day these houses going up, I hate opening my curtains in the morning to see workmen staring in and soon to be New Neighbours, so now I have to decide if I need to move for my own sanity and spend my hard earned cash just because PCC feel the need to zap every piece of land, I feel depressed at losing my lovely open view. BUT WHO CARES NOBODY, especially not PCC because you don't have to live with this. So thanks for nothing. Do I think Plymouth can take more New homes ? Yes in the right places with the right consideration given to other people who live and have lived in their homes for many years. Haven't even had so much as a knock at the door. The builders are inconsiderate they park outside my house, my elderly parents can not visit because of this issue. They work Bank holidays and Saturdays and destroy my weekends.</p> <p>Despite protests and letters of complaint it still goes ahead without even a thought to local residents. There are many new sites around Plymouth where these houses could have gone without upsetting anybody's lives but despite other new sites it still seems acceptable to build on every spare bit of land. we have a park nearby with lots of spare land far too much for the use it gets and is only used by dog walkers and local kids to hang out in and drink. Why take this small piece of land ? with all the land at the new Palmerston Heights at Derriford WHY BUILD IN DOVER ROAD.</p> <p>We have lived in this house for 21 years my children have grown up here. we bought the house because of its open aspect even though its on a big estate it has never felt that way because of the open aspect. I currently but only for a few more weeks have had an open view and what really grates me is when these houses were advertised in the herald as having open views of Bircham valley there was NO thought to the residents who live behind these houses and have had this view for many many years and all of a sudden PCC decide to take it from us.</p> <p>Regards Karoline Rogers</p>
North Toolkit	2	Henry Carter			What stage are we at?	<p>Plymouth City Council, I am concerned at immigration and the urge to cover the country with houses, using precious green field sites and wonderful open spaces. We could not feed ourselves during the last conflict, and really we have to think of the English who are being strangled and overwhelmed. An Airport is such a wonderful asset to a Town if properly utilised, and in Jersey so essential. In Plymouth it gives access to the continent and Jersey within the hour. Hope you keep the facility as it is not just the wealthy who fly, lots of planes have say 10 sharers and flown by working men. Regards, Henry Carter</p>
North Toolkit	3	Mr and Mrs I F Olney			What is special about your area?	<p>We had a lovely green open space, used by local children and rich in various wildlife & fauna. The residents were cheated out of protecting that open space by gagged ward councils, who were not allowed to inform the residents that this small site was earmarked for development for fear of 'scaremongering'. The objections to the sale, and subsequent planning permission, were quashed by the ruling political group at the time.</p>
North Toolkit	4	Martin Willing			Infrastructure	<p>Dear Sir, Thank you for all this information about Plymouth and its environs. Unfortunately for you, I live in Jersey, so Plymouth's environmental problems are of little concern to me. HOWEVER, YOUR VERY ESSENTIAL AIRPORT HAS NOW BEEN OUT OF USE FOR THREE YEARS. IF YOU DO NOTHING ELSE, I WOULD SUGGEST THAT YOU SAVE YOUR AIRPORT, BECAUSE ONCE THOSE GREEDY DEVELOPERS HAVE THEIR HANDS COMPLETELY ON IT, YOU WILL NEVER EVER GET ANOTHER AIRPORT. AN AIRPORT IS THE MOST ESSENTIAL AMENITY FOR ANY TOWN. PLEASE DO NOT THROW YOURS AWAY!!!!!!!!!!!!!!!!!!!!!! Warmest regards, Martin J. Willing Aircraft owner and former user of Plymouth Airport.</p>
North Toolkit	5	Mr Raymond Delamare			Infrastructure	<p>The Airport is shown as a protected site - as it should be, but it should be in use! Of all the improvements to infrastructure in the Plymouth area, this is the most obvious one, as we already have Road, Rail, and Sea links to the city, but no Air link, although the airport is important enough to have a protected site - and it's on council owned land! Fly Plymouth have a viable plan for the re opening of the Airport, and there is huge support in Plymouth for it, as well as the obvious benefits to the business sector. It requires no purchase of land, and the runways are all ready for use!!</p>
North Toolkit	6	Mr David Horn			Infrastructure	<p>If the city of Plymouth wishes to aspire to become internationally recognised it must protect the airport site far beyond 2031 to enable business people and visitors to get to the city quicker. If a cruise liner terminal is built in the coming years what better way for people to connect elsewhere by using an operational airport. Rail travel has no immediate prospect of getting to London or Bristol any quicker in the foreseeable future, despite the limited infrastructure of the airport site - aircraft exist that can use the current site and with technology improving other aircraft with larger capacity will become within the airports infrastructure. Sutton Harbour Holdings cannot be allowed to develop the site for their area district plan simply because the road infrastructure will not support such a large development. Please see sense and give the airport another chance, thank you.</p>
North Toolkit	7	Mrs Edna Coles			Infrastructure	<p>Plymouth Airport MUST be saved for use as a functioning airport. The need for International and national links far outweighs the 'quick buck' represented by fancy plans involving velodromes, superstores, housing and the like submitted by greedy developers.</p>
North Toolkit	8	Mr Stephen Luscombe			What stage are we at?	<p>Although I do not live in the North section, I regularly have to travel through it and am amazed at how bad the transport links are in and out of the city to the North - the fact that there is a single lane of traffic north of the George Park and Ride in both directions is frankly flabbergasting. There is also an ever increasing amount of traffic visiting the edge of town shopping there or going out to Dartmoor. Urgent action is required to allow the flow of traffic to urgently improve.</p>
North Toolkit	9	Mr Michael Calder	National Trust		Land availability - Which sites do you think are simply not suitable for development?	<p>National Trust Redacted.pdf North Toolkit (September 2015)</p> <p>The Trust is concerned about the increasing urbanisation of the setting of Plymbridge Woods. Developments in recent years on neighbouring land, in particular the Forresters Business Park on Estover Close, are starting to bring urban qualities closer into this sensitive rural area and the setting of this part of the woods is starting to change significantly.</p> <p>The Trust would urge that very careful consideration is given to the remaining open space at the end of Estover Close and the contribution it makes to both the character and function of the wider green space network, with recognition of its importance to biodiversity and habitats.</p>
North Toolkit	10	Mr Tony Knowles			Infrastructure	<p>Dear Sir's, In my opinion it is vitally important to protect the Plymouth Airport land as an airport and flying services should be reinstated as soon as possible along with FOST and General Aviation. Plymouth is losing out fast to Newquay and Exeter who are swallowing up demand due to the improving economic situation. We are getting left behind !!</p> <p>Yours sincerely A W Knowles</p>
North Toolkit	11	Ms Christine Blackaller			Land availability - Which sites do you think are simply not suitable for development?	<p>Dear Plymouth Plan, My concerns</p> <p>1. N46 and N47, My concern for both of these development is infrastructure . The road north from Manadon roundabout is already very busy in both directions and during rush hour causes gridlock. What infrastructure plans in place to address these issues.</p> <p>2. Green places. Central Park - needs to be protected for all resident surrounding the park and within walking distance on the periphery. Please ensure my concerns are recorded.</p> <p>3. I live in Pendennis Close - all green spaces should be protected in the north area including all woodland areas in Hartley Vale. Widey woods also needs protecting as this has significant historical interest and has one of the oldest trees and the remained of widely estates - Egguckland is in Domesday book.</p>
North Toolkit	12	Mr Geoff Wright			Land availability - Which sites do you think are simply not suitable for development?	<p>The Airport site must be preserved for Aviation. No other alternative development should be permitted.</p>
	Land availability - Which sites are suitable for development and which help to meet the needs of your community?				<p>Sites N22, N23 and N24 are located on the flight path to the Airport. No decisions should be made on these sites until after 2031, when the long term future for the airport has been firmly established.</p> <p>Site N36 should be reserved for Housing only.</p>	
	Housing Issues				<p>Part of the Airport site has been specifically highlighted as having accommodation problems. The site is presently unoccupied and reserved for aviation. The data used for establishing Housing Issues has been compromised and should now be questioned in its entirety.</p>	
	14				Employment and Education	<p>Parts of the Airport site have been specifically highlighted as locations where likely Household Salaries can be defined. This can only lead to the inference that there is already a predetermination in the stage 2 of the Plymouth Plan. The consultation gives the impression that the airport site will be developed for housing in line with proposals already advertised by a developer for the site</p>

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	15				Personal Growth and Esteem	Parts of the Airport site have been specifically highlighted as locations where there will be a high likelihood of attending arts events. This can only lead to the inference that there is already a predetermination in the stage 2 of the Plymouth Plan. This consultation gives the impression that the airport site will be developed for housing and a community hub, in line with proposals already advertised by a developer for the site
North Toolkit	16	Miss Bethan Roberts		Previously submitted for Derriford AAP		BethanRoberts_Derriford and Seaton AAP Comments_Education.pdf BethanRoberts_Derriford and Seaton AAP Comments_SO3 and Parking.pdf
	17			Brought forward from Plymouth's Green Space Strategy 2008-2023 - Consultation Draft		BethanRoberts_Plymouth's Green Space Strategy 2008-2023 - Consultation Draft.pdf
	18			Brought forward from the Sustainable Neighbourhood Consultation		BethanRoberts_Estover Sustainable Neighbourhood Consultation.pdf
	19			Brought forward from the 2013 SHLAA call for sites		Bethan Roberts_brought forward from SHLAA13.pdf
North Toolkit	20					
North Toolkit	21	Ann Skulsky			Infrastructure	Airport. As a the 'city' furthest to the West of the SW Peninsula, with a growing university, tourist industry, and the sports and leisure industries and commerce that attracts, we need an airport to encourage visitors and investors. Whilst Newquay sports and airport Plymouth does not. The land must be retained for the redevelopment of air transport on this site
North Toolkit	22	Mr Richard van Rooijen			Infrastructure	The reopening of Plymouth Airport is also a matter of concern. Sutton Harbour Holdings should be forced to either hand the airport back to the City Council, or handed to a company which will guarantee it's continued operation.
North Toolkit	23	Mrs Cynthia Rowley			Infrastructure	I would like to make my wishes known regarding the land which is protected as the site of Plymouth Airport. I believe that this site should continue to be safeguarded as it is the only viable site to reinstate an airport for Plymouth. I believe that Plymouth Airport needs to be urgently reinstated as Plymouth is at an economic disadvantage in not having an airport. I also believe that the land at the end of the runway should be safeguarded so that the runway can be extended when it becomes necessary.
North Toolkit	24	Mr Nick Thomas	Plymouth Hospitals NHS Trust	What is special about your area?		The document rightly includes reference to the location of Derriford Hospital in this context. The status as a large acute hospital providing secondary and tertiary health care as well as fulfilling the role of regional Major Trauma Centre renders the hospital as a particularly "special" component of the area. As such local development proposals need to ensure that the ability to continue to provide these services is maintained and is indeed enhanced by the provision of appropriate infrastructure works.
	25			Issues and Opportunities		Facilities for staff, patients and visitors need to be within walking distance, especially if sustainable travel initiatives are to be successfully implemented. There are, during any one day, 2000 staff, the friends and family of 800 inpatients and 400 outpatients associated with the use of the hospital. Currently, facilities in the immediate vicinity are very limited. There is no GP surgery, dentist, optician, banking facilities, post office, hairdresser, and very limited retail within walking distance. The Trust welcomes the proposals outlined in the Plan, but to benefit the organisation these will need to be located within appropriate proximity. The document refers to the area being "served well with a wide range of health facilities". Whilst the acute hospital is located in the centre, we would maintain that the area is relatively poorly served by primary and community care facilities – as is demonstrated by the plans on page 18.
				Derriford and the Northern Corridor Strategic Growth Area		The Trust welcomes the concept of a new district centre, but this should have regard to the comments above. The Plan should provide for the creation of new infrastructure not only to serve the new development but to mitigate the shortcomings evident in existing arrangements. This particularly applies to traffic flow and car parking.
	26			Infrastructure		<i>Transport.</i> See comments above. Car parking should also be considered in this context. Trust employees currently occupy, on a daily basis, and not under Trust management, approximately 500 car parking spaces on the North West Quadrant site. These will no longer be available when this area is redeveloped and a solution will be needed to mitigate effects. Ideally expansion of initiatives as outlined above under the Trust's Green Travel Plan will "absorb" a number of the displaced, but provision will still need to be made for the remainder to avoid unmanageable staffing consequences
	27			Green space designation - Can you identify any additional green space you would like to see protected?		<i>Green Space.</i> The Trust are supportive of the community park proposals. Improvements and greater accessibility to this area will promote the holistic approach to healing and also serve to benefit the wider community in terms of promoting public health.
North Toolkit	28	Mr John Skinner		What is special about your area?		page 3 and the reference to Woolwell etc (these comments may be taken as the "thoughts" requested Woolwell is NOT within the Plymouth Unitary area and any extensive development within that area will deprive the Woolwell locality of green space and recreational areas. Any such development is potentially visible from the higher ground of southern Dartmoor and in that respect ALL Councils (and that includes Plymouth) must have regard to National Park purposes (see Environment Act 1995
	29			Infrastructure		page 6 (question at foot of page) Dualling of the Tavistock Road in its entirety from Derriford Road to the Tesco / Woolwell roundabout is essential NOW to cope with current traffic volumes before anything is done to add to traffic volumes.
North Toolkit	30	Richard Brown	CBRE Ltd	Land availability - Which sites are suitable for development and which help to meet the needs of your community?		North West Quadrant Derriford Call For Sites Submission (January 2016) Redacted.pdf North West Quadrant Derriford Site Plan.pdf
North Toolkit	31	Mr Ray Fairchild	Local Access Forum	What is special about your area?		General – correcting errors Spelling of WIDEY, not WIDELEY Woolwell is NOT within the Plymouth Unitary area and any extensive development within that area will deprive the Woolwell locality of green space and recreational areas. Any such development is potentially visible from the higher ground of southern Dartmoor and in that respect ALL Councils (and that includes Plymouth) must have regard to National Park purposes (see Environment Act 1995 More thought should be given to installing road infrastructure before house:
	32			Infrastructure		Although costly more consideration should be given to installing North-South tram system to help reduce use of cars Forder Valley from Novorossiysk Road to interchange with parkway should be dual carriageway Dualling of the Tavistock Road in its entirety from Derriford Road to the Tesco / Woolwell roundabout is essential NOW to cope with current traffic volumes before anything is done to add to traffic volume
	33			Land availability - Which sites do you think are simply not suitable for development?		Is N9 in the right place on page 8.is it suitable for housing development?
	34			Green space designation - Can you identify any additional green space you would like to see protected?		I was under the impression that Eggbuckland Village had a Village Green

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North Toolkit	35	Ms Donna Farrell			Infrastructure	<p>Hello The sheer scope of the Plymouth Plan is truly impressive. I have lived and worked in the city all my life and feel your work deserves a big high five - well done</p> <p>My deep concern with our city is transport. Without a motorway to get people/ investment here people are often forced to suffer lengthy traffic hold ups on the A38. The train service has ongoing and imminently unsolvable problems with the precarious Dawlish section on the rail track.</p> <p>Please please let the airport remain intact. We/ Plymouth will never have the chance of an airport again, quite simply because nobody ever wants an airport in their back yard.</p> <p>Armed with an operating airport,all be it a small one, Plymouth can connect to other hub airports, London city, Glasgow, Manchester, et al. How wonderful to have an 'Ocean City' that you can fly into, and possibly jump a cruise ship from.... It's so achievable, our city has so much to offer!</p> <p>I really believe Plymouth will sink into further decline while Exeter, equipped with a motorway to its city, a solid train track and an airport, will continues to forge forward.</p> <p>Thank you for reading this and adding it to the relevant ' have your say on part two of the Plymouth Plan page'</p> <p>Kind regards Donna Farrell</p>
North Toolkit	36	Colin Woodman	CTC - the national cycling charity		Infrastructure	<p>The Northern Corridor is defined by a ridge running between valleys so there is no practical cycling alternative to the A386. The most intractable section is North Hill and Mutley Plain which is narrow and very congested. The current proposals for a devious route into the park via Central Park Avenue are a return to the 1980's and not likely to encouraging a modal shift for "riding to work". A solution lies in the proposal for a pedestrian and cycle bridge from the rail station to Central Park. This could avoid Mutley Plain and link (losing a minimum of height) to the Manadon junction. It would also open routes towards Stoke and Wolseley Road. And represent effective land use.</p>
	37					<p><u>Forder Valley Link Road</u>; I am not clear which "corridor" this fits into but its relatively moderate gradient will be of benefit to cyclists, particularly with the widening of Forder Valley Road to give a proper cycle link to the Forder Valley Junction.</p>
North Toolkit	38	Tim Phillips	Plymouth Community Homes		What is special about your area?	<p>Lovely views, nice woodland and nature reserve.</p>
North Toolkit	39	Mr G Parsons	Sport England		Infrastructure	<p>Specific Sites</p> <p>All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are:</p> <p>Manadon – although close to being asset transferred to the YMCA</p> <p>Bond Street Football Hub</p> <p>Hoskins Park – possible asset transfer and need to changing provision - PPS Priority 3</p> <p>For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy</p>
	40					<p>Specific Sites</p> <p>All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are:</p> <p>Hoskins Park – possible asset transfer and need to changing provision - PPS Priority 3</p> <p>For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy</p>
North Toolkit	41				Issues and Opportunities	<p>Good mix of tenures in Southway that integrate well together. Estover / Leigham – some private owned/rented</p> <p>Parking in Southway is terrible, car ownership is high. Concerns about development on Tamerton Vale School site and parking / traffic problems. Parking is an issue in Leigham – too many cars for the roads. There is access to some green spaces including Forder Valley Nature Reserve.</p> <p>No Parks in Egguckland.</p>
	42				Infrastructure	<p>A lot of older people struggle to get to a bus stop in Southway. Topography is an issue with lots of steps around the estate</p> <p>Southway – decent enough access to shops but the shopping centre is a magnet for ASB due to enclosed dark space.</p> <p>Southway – concerns about where children will go to school and access to GP surgery if there is additional development</p>
					Land availability - Which sites do you think are simply not suitable for development?	<p>Bond Street Field in Southway</p>
					Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>Good idea to build a skate ramp in Southway.</p> <p>Redevelopment of Southway Shopping Centre – possible sect 106 requirement for Housing at the old Paper Converting site? Estover – possible space for building more homes on green space but others should be protected for residents to use.</p> <p>Site Allocations</p> <p>We are pleased to note that most of the sites earmarked for our housing development plans have been incorporated into the Plymouth Plan. There is one omission to note within the Central plan – that of the potential Colin Campbell Court redevelopment which would involve at least one of our blocks of flats.</p> <p>Within some of the Draft Plan toolkits, the intended use of land has been put forward and we put the following forward:</p> <p>Carradale Road-Garage site - potential development</p> <p>Former Southwav Primarv School-Uo to 95 new homes</p>
					Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>Austin Farm - Carradale road garage site</p> <p>Ernesettle - Land r/o Rochford Crescent/Lympne Avenue</p>
					Green space designation - Can you identify any additional green space you would like to see protected?	<p>Nature reserve off Pendeen Crescent should be protected.</p> <p>Estover – possible space for building more homes on green space but others should be protected for residents to use.</p> <p>Wildflower / Meadow-style cutting regimes in some areas of Estover should be protected.</p>
					Green space designations - Can you identify new green space to plug the gaps?	<p>None</p>
North Toolkit	45	Mr Martin Critchlow			Land availability - Which sites do you think are simply not suitable for development?	<p>I am writing over my concerns to allow buildings on the green field site/BT site numbered N32 on the tool kit map. This would have a significant impact on residents living adjacent to this area including myself. The amount of wildlife we have in the woods, between the BT site and my house is incredible ranging from Bats, Buzzards and Foxes to Badgers and Deer. Another issue would be the increase in noise levels as as its on a valley any noise is amplified considerably. Also our privacy would be reduced as any houses built would look directly into our bedrooms. The council are already trying to reorganise the road infrastructure as they are overloaded during peak hours. More houses built in this area means more vehicles = Grid Lock. This area is already saturated with housing with no facilities to back them up and what green areas we do have need to be maintained. Rgds M Critchlow</p>

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North Toolkit	46	Mr and Mrs R Richard Peyton Jones			Infrastructure	Land of Plymouth Airport in N Toolkit I am writing to give my support to the Airport land being kept within the Plymouth Plan to allow Plymouth Airport to be opened up again for the benefit of the city and the area. Plymouth has had an operative airport for years. Since the airport was closed, business people, visitors to Plymouth and those wanting to travel from Plymouth for leisure purposes have had to rely on alternative means of transport which are being stretched and are becoming more and more inadequate. Reinstating the airport is paramount for the future of Plymouth. Viable now FlyPlymouth have a comprehensive plan to get the Airport up and running. With the Council's backing this can be a reality very soon. Any alternative sight for an airport would be far too costly. Richard Peyton Jones
North Toolkit	47	Mr Joe Keech	Devon County Council		Issues and Opportunities	Education is listed as both an issue and an opportunity. Devon County Council would welcome discussions with Plymouth City Council to ensure that cross-boundary education provision can be planned appropriately.
North Toolkit	48	Mr Nick Thomas	Plymouth Hospitals NHS Trust		Derriford and the Northern Corridor Strategic Growth Area	The area has been earmarked for many of the 4300 new homes which have been proposed in the north of the city. The Trust is supportive of this, subject to comments below, but would register its expectation that the homes would be provided for the entire demographic spectrum employed at Derriford. This residential development, together with the proposed new District Centre, will generate significant demands on the highway infrastructure. It must be ensured that implementation of the proposals not only provide the necessary highway improvements (e.g. the Forder Valley Link Road, Derriford Roundabout improvements, Morlaix Drive widening) but also facilitates the extension of initiatives under the Trust's Green Travel Plan (and indeed those of other organisations) by the provision of cycle lanes, extra park and ride sites and better public transport (the Derriford 'Bus Interchange will contribute). The Trust have a concern that the net result of all the proposed development will be increased congestion which will adversely affect access to the hospital and have a negative impact on the provision of healthcare
North Toolkit	49	Mr Joe Keech	Devon County Council		Derriford and the Northern Corridor Strategic Growth Area	This section identifies the potential for some areas outside of Plymouth within South Hams to accommodate development to meet Plymouth's needs. This will have significant impacts on the transport network, particularly the A386, and education facilities. As the Authority with principal responsibility for such transport and education infrastructure within South Hams, and as Mineral and Waste Planning Authority, significant discussion will be required with Devon County Council. In particular, a coherent, multi-modal transport strategy will be required to ensure that any allocations in this area can be mitigated appropriately. Consideration should be given to the role of the Tavistock Rail project in helping to minimise existing traffic on the A386 and funding towards the scheme should be considered in this context
North Toolkit	50				Infrastructure	As above, this section acknowledges that there will be significant growth in the northern area of Plymouth. Mention is given to the need for secondary education provision. As a result of the relatively large catchments and the existing relationship between Plymouth and Tavistock in terms of school places, discussion will be required with Devon County Council to ensure appropriate provision can be made. Currently, there is spare capacity at Tavistock College. Bringing this together in a joint strategy for primary and secondary and potentially special education would be beneficial
North Toolkit	51		Drake Circus Limited Partnership		Derriford and the Northern Corridor Strategic Growth Area	Deloitte on behalf of Drake Circus Partnership British Land Redacted.pdf Dear Sirs, Plymouth Plan Part Two Consultation. We write on behalf of our client, Drake Circus Limited Partnership, wholly owned by the British Land Company PLC (hereafter referred to as British Land) to provide comments on the Plymouth Plan Part Two Consultation. Our Client is owner of Drake Circus Shopping Centre and benefitted from the grant of planning permission in May 2015 for the redevelopment of Bretonside Bus Station for a new cinema and food and beverage uses. British Land acquired Drake Circus in 2011 and is committed to the continued investment in the City Centre; demonstrated by the leisure extension to the shopping centre at Bretonside. Since 2011, British Land has engaged with Plymouth City Council in relation to the Development Plan and in March 2015, submitted representations on the Plymouth Plan Part One. Background British Land's interests in Plymouth relate, predominately, to retail, leisure and tourism uses in the City Centre. The Plymouth Plan Part Two toolkits cover the geographical areas of Plymouth, the existing circumstances of these areas and the potential future sites for allocation in Plymouth. A new District Centre In previous representations, we have recommended that capacity for additional retail floorspace needs to be appropriately allocated through the Plymouth Plan so that new retail floorspace does not compete with a fragile City Centre Future site allocations in the Plymouth Plan Part Two, including retail in out-of- centre sites, should be carefully managed and appropriate restrictions need to be included in relevant policies. Derriford British Land have continued to engage with PCC regarding the proposed new district centre in the north of Plymouth, and understand that two competing District Centre sites, the Former Seaton Barracks Parade Ground and the South West Water Site, Glacis Park, are identified as potential site allocations. Our Client understands PCC's aspiration to create a "new heart for Derriford" and the key strategic role which a major housing development will play in the future of Plymouth. However, it is imperative that proposals for a new District Centre receive a specific land use allocation so as to avoid the potential for significant adverse impact on the City Centre. The following restrictions for the Derriford District Centre should be incorporated within the Plymouth Plan Part Two site allocations: <ul style="list-style-type: none"> • Maximum retail floorspace; • Maximum scale of foodstore and convenience comparison floorspace split; • A maximum floorspace for complementary retail units (within Use Class A1-A5); • Other retail floorspace restrictions, including: <ul style="list-style-type: none"> • Uses normally associated with City Centre locations, such as high order comparison shopping including clothing and footwear, should not be located in the District Centre; The complementary retail unit sizes should be a maximum of 250 sqm (gross) including mezzanines and provision should be made for a range of different retail unit sizes; and o The units should not be amalgamated to create larger unit sizes. Infrastructure Our Client has also identified their broader concerns regarding the adequacy of infrastructure to the north of the city, particularly in terms of access and transport links to and from the City Centre. Currently, the limitations of existing transport infrastructure are reducing the ease and attractiveness of travel into the City Centre for residents and visitors, with travel times into the City Centre being comparable to journey times from Plymouth to Exeter. British Land consider that this is contributing to the continued leakage of Plymouth City Centre spending to other retail centres. British Land recommends that the Council should seek to ensure that new and enhanced infrastructure is introduced as part of future development to the north of the City, and relating to Derriford including a new District Centre in particular, should address this issue.
	52				Infrastructure	Our Client has also identified their broader concerns regarding the adequacy of infrastructure to the north of the city, particularly in terms of access and transport links to and from the City Centre. Currently, the limitations of existing transport infrastructure are reducing the ease and attractiveness of travel into the City Centre for residents and visitors, with travel times into the City Centre being comparable to journey times from Plymouth to Exeter. British Land consider that this is contributing to the continued leakage of Plymouth City Centre spending to other retail centres. British Land recommends that the Council should seek to ensure that new and enhanced infrastructure is introduced as part of future development to the north of the City, and relating to Derriford including a new District Centre in particular, should address this issue.
North Toolkit	53	Mrs. P M Taylor	Bere Ferrers Parish Council		Infrastructure	The Bere Ferrers Parish Council has looked in depth at the Plymouth Plan Toolkit, especially around the Northern Corridor. Council is concerned that any additional housing in this area will inevitably increase the traffic using the A386 leading to significant delays for many of our residents and commuters from the West Devon Area. Council notes that nowhere in the Plan have you made any mention of the use of Rail Transport to ease the congestion on the A386. As you know the Tavistock link for the Railway is well advanced and should be near completion in approximately 5 years. Please can you advise the Council as to why consideration has not been given to include Rail Travel in this plan? Council looks forward to hearing from you on this matter. Yours sincerely P. M. Taylor (Mrs) Clerk to the Council

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
North Toolkit	54	Mr Stuart Mee	Plymouth Cycling Campaign		Infrastructure	<p>Background</p> <p>We welcome the plan and particularly the policy of Delivering a safe, accessible, sustainable and health-enabling transport system. We agree that encouraging active travel such as walking and cycling can help to develop sustainable linked neighbourhoods, a green and healthy city. To do this it is vital to continue to improve cycling links as outlined.</p> <p>The arterial nature of the A386 and planned improvements are highlighted in the plan, however current provision for cycling on this route is poor, reflected in the very low proportion of people commuting by bicycle, and the planned improvements will not remedy this.</p> <p>The A386 has the benefit of width, with wide walkways alongside, yet cycling provision is fragmented and confused. A description is available here . Many commuters use the roadway, many are dissuaded by the design of the provision. The currently planned improvements are useful but very limited.</p> <p>Proposal</p> <p>We propose a cycling expressway along this route, as proposed to Sherford from Laira Bridge along the A379 (see our website) and as developed in London. Key to the effectiveness of this is that it should be safe, swift, direct and at least as continuous as the road it follows. At junctions, care should be taken to ensure safety and continuity. This would need to be 2m in each direction, segregated and continuous, easily accommodated along most of the route.</p> <p>We believe that with this infrastructure, a large amount of suppressed demand for cycling along this route would be met, increasing cycle traffic with all the attendant benefits to traffic, economy and health this brings.</p> <p>The Future</p> <p>We are sure that both PCC and PCyC share the objectives of reducing traffic, reducing pollution and improving health through highway planning and traffic management. But unless coordinated continuous cycle and walking routes are provided these objectives will not be met. Most people will only cycle when they feel safe. If the objective of achieving a modal shift away from the car to more sustainable forms of transport is to be realized, quality joined up routes must be provided. The Plymouth Cycling Campaign looks forward to working with the Council to change the way people move around our city.</p>
North Toolkit	55		Plymouth City Airport Limited (PCA Limited)		Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>Montagu Evans on behalf Plymouth City Airport Limited Redacted.pdf</p> <p>Montagu Evans on behalf Plymouth City Airport Limited Appendix 1.pdf</p> <p>Montagu Evans on behalf Plymouth City Airport Limited Appendix 2.pdf</p> <p>Montagu Evans on behalf Plymouth City Airport Limited Appendix 3.pdf</p> <p>Montagu Evans on behalf Plymouth City Airport Limited Appendix 4.pdf</p>
	56				What have you already said?	<p>FlyPlymouth Ltd Redacted.pdf</p> <p>We note that support has been recorded for the re-opening of Plymouth Airport</p>
	57				What is special about your area?	<p>We are pleased to note that the presence of the airport is recognised as part of what makes the North special. As Plymouth's only direct international transport connection, the airport supports the Plymouth Plan Strategic objective of Plymouth becoming an international city. This also supports the Local Enterprise Partnership priority to improve regional connectivity. The airport should also play an important role in the provision of helicopter transport services to the Royal Navy's sea training organisation, which is based in Plymouth and also play an important part on the North area's economic growth plans as set out below</p>
	58				Issues and Opportunities	<p>This page of the tool kit is quite dull and does not really provide an inspirational recognition that the North of the city is a place of opportunity. A bolder more exciting vision is required.</p> <p>The Airport provides a good opportunity for Plymouth to plan to participate in the UK's £3 Billion General Aviation economy. The UK has the world's second largest aviation industry and the north of Plymouth already hosts a number of companies that are part of that industry, including component manufacture and business services. There is potential to co-ordinate support for the city's aviation related industries with the Airport as its hub. Advanced engineering and advanced services should play a larger role in the growth of the North Area. This could mirror the co- ordination of land use and economic policies that are being applied to support marine related industries in the south of the city.</p>
	59				Derriford and the Northern Corridor Strategic Growth Area	<p>The proposals for this area are generally supported along with the principle that new development should be focussed on that area and not the airport land</p> <p>However, the Plymouth Plan is supposed to be more than a document for planning the location of new development. It is intended to cover "every aspect of life in Plymouth". The Plan does go some way to achieve that, but its focus remains on the new, rather than safeguarding and nurturing the old (but still important). For example, the existing employment estates of Estover and others in the North Area are important to the economy but the tool kit doesn't really recognise that through the graphics and statistics presented.</p> <p>A substantial element of economic growth comes from the expansion of existing businesses, not the creation of new ones or new space. Improved productivity and competitiveness of the existing business stock in the North does not come across as an important consideration in the tool kit.</p> <p>The number of jobs in the area is stated as being 26,043. The number of new jobs for the City as a whole is proposed to be 18,600 new jobs during the plan period. Derriford and the Northern corridor is one of three growth areas, but the distribution of jobs to this area has not been described.</p> <p>Assuming that 50% of the total job growth is to be achieved from the three growth areas and each area creates 1/3 of the new jobs, this suggests the Derriford and the Northern corridor are hoped to create around 3,000 new jobs. This is only 11% of the current employment in the North Area. We make this point to show the relative importance of the existing employers and employment sites, which should be recognised more prominently in the Area Plan and the plan incorporate proposals to nurture and grow them</p>
North Toolkit	60	Richard Cohen	FlyPlymouth Ltd.		Infrastructure	<p>We support the proposal to safeguard the airport for aviation use. However it is unclear that land to the east of Runway 31 which is currently restricted in development to temporary uses is incorporated in the safeguarding area. This is essential in order to provide for the potential to extend the overall runway length to 1,199m with a Runway End Safety Area. While this is unlikely to be needed until after the end of the Plymouth Plan period, the land does need to be safeguarded to prevent development which would prevent a future runway extension.</p> <p>Proposals for development on sites N22, N23 and N24 (and any others sites proposed which may conflict), need to ensure that they do not conflict with aviation uses of the airport</p>

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TOOLKIT	61				Employment and Education	<p>It is noted that 25% of the residents of the North Area have no qualifications. It is also noted that only 19.5% have a level4 qualification or above, compared to a national average of 27.4% (page 24). Increasing skill levels for residents of the North Area must be a priority of the plan.</p> <p>A speculative proposal has been made to re-allocate the airport land for homes and leisure uses. The data for the North Area provided in the tool kit reinforces the case that the airport should safeguarded for aviation use. The use of the airport land for housing and leisure use will not provide any additional economic benefit to the city as a whole. The economic activity created during building will also be created if the homes are built on another site. This is, in any event, a temporary benefit. The proposed leisure uses will create a very low density of jobs with low skill levels and have no catalytic effect on other job creating enterprises. The proposed leisure facilities would not be well sited and other more appropriate sites are available for those uses. The leisure uses do not therefore create any additional benefit compared to sites elsewhere. The claimed spending power of residents of new homes will also be created if the homes are built elsewhere in the city or on its fringes.</p> <p>Evidence has already been submitted that substantiate the positive economic benefits of a re-opened airport from direct and indirect job creation and travel time savings. No other site could host an airport. Consequently when faced with a choice of what to use the airport site for, the speculative proposal (housing/leisure) provides no additional economic benefit, while airport use provides substantial additional economic benefit for a prolonged period.</p> <p>As explained under "issues and opportunities" above, the opportunity exists to set the theme of high skills for the North Area based on an aviation related cluster, mirroring the marine cluster evolving in the south of the city. The Government published its General Aviation Strategy in 2015 and this identified the General Aviation industry alone is worth £3 Billion to the UK economy. The airport could host a number of general aviation related businesses on site, such as maintenance and training organisations.</p> <p>Others could be hosted off site where they do not need direct access to a runway. This would add to the stock of aviation related manufacturing and service businesses such as the Bardon Corporation at Estover, which specialises in precision bearing technologies used in aerospace. The recognition of an aerospace/general aviation cluster could attract greater investment. Re-visioning the existing employment land in the area around the theme or cluster of aviation would help to keep the existing employment land in use and productively expand.</p> <p>There is an opportunity to link that investment to skills development at Marjon, particularly in the field of aviation training and link to other citywide initiatives to provide engineering and other apprenticeships and Level 4+ training. There is growing worldwide demand for specialist aviation skills including flight crew training, engineering, safety, regulation, security, environmental impact and airport management.</p> <p>There are also opportunities to link the airport to local schools where curricula could be linked to flight training or aviation engineering as well as work experience opportunities within the aviation cluster. Plymouth could become a world centre for skills in this sector and thereby address the skills deficit that is currently a feature of the North Area of the City. This would also help to meet the city's strategic goal to be an international city.</p> <p>This vision could in the long term have a huge positive impact on the North area and Plymouth as a whole.</p> <p>The improved connectivity that will be provided by a re-opened airport will also benefit the attractiveness of the area to investors in the Derriford and Northern corridor strategic growth area and also benefit the Tamar Science Park and medicine related enterprises clustered around Derriford hospital.</p>
North Toolkit	62	Colin Woodman	CTC - the national cycling charity		Infrastructure	<p>The city wishes to increase the modal shift from cars to cycles especially for travel to work. You have (correctly) identified steep valleys as discouragement to cycling for utility purposes. It is important to help cyclists avoid these steep hills and the Forder Valley Link Road with its relatively moderate gradient will assist in this. So it is important that the road itself is cycle friendly with a wide uphill cycle lane. (On a steep downhill cyclists will be travelling close to the speed of other traffic and are likely to welcome more space than is usually afforded by a lane.). A good connection to the Forder Valley junction on a widened Forder Valley Road. (The existing permission to ride on the footway is inadequate and potentially dangerous). "Improve A386 between Woolwell and The George." The improvement should include good cycle provision both on and off carriageway (on-carriageway for riding to work.) "Traffic signal improvements along Northern Corridor route." It is not clear what improvements are envisaged but the current signals can be extremely discouraging to cyclists (and pedestrians). Coming south across The George junction, using the cycle track and obeying all the signals, took me 6 (six) minutes! The improved signals at the junction of Finigan Road and Billacombe Road, showing "green cycles" throughout the time it is safe to cross instead of for only 6 seconds, should be used as standard.</p>
North Toolkit	63	Mr Henri Moezini	Dawnan Ltd	The same response made on behalf of four organisations	What is special about your area?	<p>We note that page 3 states that "Derriford is planned as a new heart for the north". We support this vision and consider that the provision of a new district centre at the location of the SWW site would enable the Council to deliver the aspiration. Quod on behalf of Dawnan Limited, Stuart Partners, South West Water and Courtgate Ltd..pdf</p>
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	65		South West Water			<p>We note that page 3 states that "Derriford is planned as a new heart for the north". We support this vision and consider that the provision of a new district centre at the location of the SWW site would enable the Council to deliver the aspiration. Quod on behalf of Dawnan Limited, Stuart Partners, South West Water and Courtgate Ltd..pdf</p>
	66	Mr David Lipfriend	Courtgate Ltd			<p>We note that page 3 states that "Derriford is planned as a new heart for the north". We support this vision and consider that the provision of a new district centre at the location of the SWW site would enable the Council to deliver the aspiration. Quod on behalf of Dawnan Limited, Stuart Partners, South West Water and Courtgate Ltd..pdf</p>
North	67	Mr Henri Moezini	Dawnan Ltd	The same response made on	Issues and Opportunities	<p>The North Toolkit provides a list of the key issues and opportunities in the North Area of Plymouth. We consider that a number of additions should be made to this list. We consider that an issue is the lack of retail and leisure provision in the northern area of the City and therefore the trade (and subsequent economic and social benefits) that is being lost to other centres outside Plymouth is a concern. We consider that there is an opportunity to retain retail and leisure trade from going to other centres and therefore increase spending in northern Plymouth and Plymouth as a whole. This opportunity would be realised through the provision of a new district centre to the west of the A386. As well as considering opportunities for Austin Fort and Eggbuckland Keep, a key opportunity for the area is to enhance the setting of Crownhill Fort. The development of a new district centre to the west of the A386 would help in delivering this. There is an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor. This, as well as other public realm improvements, could be delivered as part of a new district centre on the west side of the A386.</p>
	68		Stuart Partners Ltd			<p>The North Toolkit provides a list of the key issues and opportunities in the North Area of Plymouth. We consider that a number of additions should be made to this list. We consider that an issue is the lack of retail and leisure provision in the northern area of the City and therefore the trade (and subsequent economic and social benefits) that is being lost to other centres outside Plymouth is a concern. We consider that there is an opportunity to retain retail and leisure trade from going to other centres and therefore increase spending in northern Plymouth and Plymouth as a whole. This opportunity would be realised through the provision of a new district centre to the west of the A386. As well as considering opportunities for Austin Fort and Eggbuckland Keep, a key opportunity for the area is to enhance the setting of Crownhill Fort. The development of a new district centre to the west of the A386 would help in delivering this. There is an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor. This, as well as other public realm improvements, could be delivered as part of a new district centre on the west side of the A386.</p>

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Toolkit	69		South West Water	behalf of four organisations	Issues and Opportunities	<p>The North Toolkit provides a list of the key issues and opportunities in the North Area of Plymouth. We consider that a number of additions should be made to this list.</p> <p>We consider that an issue is the lack of retail and leisure provision in the northern area of the City and therefore the trade (and subsequent economic and social benefits) that is being lost to other centres outside Plymouth is a concern. We consider that there is an opportunity to retain retail and leisure trade from going to other centres and therefore increase spending in northern Plymouth and Plymouth as a whole. This opportunity would be realised through the provision of a new district centre to the west of the A386.</p> <p>As well as considering opportunities for Austin Fort and Eggbuckland Keep, a key opportunity for the area is to enhance the setting of Crownhill Fort. The development of a new district centre to the west of the A386 would help in delivering this.</p> <p>There is an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor. This, as well as other public realm improvements, could be delivered as part of a new district centre on the west side of the A386.</p>
	70	Mr David Lipfriend	Courtgate Ltd			<p>The North Toolkit provides a list of the key issues and opportunities in the North Area of Plymouth. We consider that a number of additions should be made to this list.</p> <p>We consider that an issue is the lack of retail and leisure provision in the northern area of the City and therefore the trade (and subsequent economic and social benefits) that is being lost to other centres outside Plymouth is a concern. We consider that there is an opportunity to retain retail and leisure trade from going to other centres and therefore increase spending in northern Plymouth and Plymouth as a whole. This opportunity would be realised through the provision of a new district centre to the west of the A386.</p> <p>As well as considering opportunities for Austin Fort and Eggbuckland Keep, a key opportunity for the area is to enhance the setting of Crownhill Fort. The development of a new district centre to the west of the A386 would help in delivering this.</p> <p>There is an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor. This, as well as other public realm improvements, could be delivered as part of a new district centre on the west side of the A386.</p>
North Toolkit	71	Mr Henri Moezini	Dawnan Ltd	The same response made on behalf of four organisations	Derriford and The Northern Corridor Strategic Growth Area	<p>We welcome Plymouth City Council's vision to see a transformational scale of growth and regeneration at Derriford</p> <p>The third paragraph on page 5 refers to the Core Strategy (2007) promoting a new district centre for Derriford as the focal point for a new 'heart for the north of Plymouth which would complement rather than compete with the City Centre and evolve into a new mixed-use urban community. It should be noted that the Core Strategy (2007) clearly promoted the new district centre to the west of the A386. Paragraph 5.78 of the adopted Core Strategy provides the reasons for locating the future Derriford District Centre to the west of the A386. It states:-</p> <p>"The most appropriate and flexible long term opportunity to develop the new district centre lies to the west of the A386. This general location:</p> <ul style="list-style-type: none"> is well related to the identified spatial gap in retail provision, which lies to the north-west, and therefore can be most easily accessed through new links to the adjoining neighbourhoods; has the greatest potential for active frontage to the A386 - which is important in terms of urban form; and has the greatest potential to grow in the long term – providing flexibility to deliver the Council's long term vision for Derriford." <p>It is important to consider the Inspector's Report, because it provides background to the detailed discussions that took place at the Core Strategy Examination, which led to the adopted Core Strategy being considered 'Sound'. The Inspector gave detailed consideration to what might be the most appropriate location for the new district centre and, whilst he acknowledged that the Core Strategy was a spatial document and should not be site specific, he considered that an indication of the broad location was "what was called for" (paragraph 3.23) and went on to state it should be located to the west of Tavistock Road. We consider that this above approach should be taken forward to the emerging Plymouth Plan.</p> <p>The Inspector at the Core Strategy examination concluded that the district centre should not be to the east, "the A386 is somewhat of a barrier, there is clearly much greater potential for the longer term expansion and future success of the new centre if it looks to the west of that road with the focus on the larger existing and future residential areas to the west and north-west" (Paragraph 3.22).</p> <p>We therefore consider that the emerging Plymouth Plan should continue to direct the provision of the Derriford District Centre to the west of the A386 and within more site specific policies, it should be allocated to the SWW site. We note that the diagram shown on page 5 of the North Toolkit refers to the boundary of the Derriford and Seaton Area Action Plan (AAP), however this document was found unsound in August 2013 and therefore any reference to the AAP should make this clear.</p>
	72		Stuart Partners			<p>We welcome Plymouth City Council's vision to see a transformational scale of growth and regeneration at Derriford</p> <p>The third paragraph on page 5 refers to the Core Strategy (2007) promoting a new district centre for Derriford as the focal point for a new 'heart for the north of Plymouth which would complement rather than compete with the City Centre and evolve into a new mixed-use urban community. It should be noted that the Core Strategy (2007) clearly promoted the new district centre to the west of the A386. Paragraph 5.78 of the adopted Core Strategy provides the reasons for locating the future Derriford District Centre to the west of the A386. It states:-</p> <p>"The most appropriate and flexible long term opportunity to develop the new district centre lies to the west of the A386. This general location:</p> <ul style="list-style-type: none"> is well related to the identified spatial gap in retail provision, which lies to the north-west, and therefore can be most easily accessed through new links to the adjoining neighbourhoods; has the greatest potential for active frontage to the A386 - which is important in terms of urban form; and has the greatest potential to grow in the long term – providing flexibility to deliver the Council's long term vision for Derriford." <p>It is important to consider the Inspector's Report, because it provides background to the detailed discussions that took place at the Core Strategy Examination, which led to the adopted Core Strategy being considered 'Sound'. The Inspector gave detailed consideration to what might be the most appropriate location for the new district centre and, whilst he acknowledged that the Core Strategy was a spatial document and should not be site specific, he considered that an indication of the broad location was "what was called for" (paragraph 3.23) and went on to state it should be located to the west of Tavistock Road. We consider that this above approach should be taken forward to the emerging Plymouth Plan.</p> <p>The Inspector at the Core Strategy examination concluded that the district centre should not be to the east, "the A386 is somewhat of a barrier, there is clearly much greater potential for the longer term expansion and future success of the new centre if it looks to the west of that road with the focus on the larger existing and future residential areas to the west and north-west" (Paragraph 3.22).</p> <p>We therefore consider that the emerging Plymouth Plan should continue to direct the provision of the Derriford District Centre to the west of the A386 and within more site specific policies, it should be allocated to the SWW site. We note that the diagram shown on page 5 of the North Toolkit refers to the boundary of the Derriford and Seaton Area Action Plan (AAP), however this document was found unsound in August 2013 and therefore any reference to the AAP should make this clear.</p>
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	73		South West Water		Area	<p>The third paragraph on page 5 refers to the Core Strategy (2007) promoting a new district centre for Derriford as the focal point for a new 'heart for the north of Plymouth which would complement rather than compete with the City Centre and evolve into a new mixed-use urban community. It should be noted that the Core Strategy (2007) clearly promoted the new district centre to the west of the A386. Paragraph 5.78 of the adopted Core Strategy provides the reasons for locating the future Derriford District Centre to the west of the A386. It states:-</p> <p style="text-align: center;">"The most appropriate and flexible long term opportunity to develop the new district centre lies to the west of the A386. This general location:</p> <p style="text-align: center;">☒ is well related to the identified spatial gap in retail provision, which lies to the north-west, and therefore can be most easily accessed through new links to the adjoining neighbourhoods;</p> <p style="text-align: center;">☒ has the greatest potential for active frontage to the A386 - which is important in terms of urban form; and</p> <p style="text-align: center;">☒ has the greatest potential to grow in the long term – providing flexibility to deliver the Council's long term vision for Derriford."</p> <p>It is important to consider the Inspector's Report, because it provides background to the detailed discussions that took place at the Core Strategy Examination, which led to the adopted Core Strategy being considered 'Sound'. The Inspector gave detailed consideration to what might be the most appropriate location for the new district centre and, whilst he acknowledged that the Core Strategy was a spatial document and should not be site specific, he considered that an indication of the broad location was "what was called for" (paragraph 3.23) and went on to state it should be located to the west of Tavistock Road. We consider that this above approach should be taken forward to the emerging Plymouth Plan.</p> <p>The Inspector at the Core Strategy examination concluded that the district centre should not be to the east, "the A386 is somewhat of a barrier, there is clearly much greater potential for the longer term expansion and future success of the new centre if it looks to the west of that road with the focus on the larger existing and future residential areas to the west and north-west" (Paragraph 3.22).</p> <p>We therefore consider that the emerging Plymouth Plan should continue to direct the provision of the Derriford District Centre to the west of the A386 and within more site specific policies, it should be allocated to the SWW site. We note that the diagram shown on page 5 of the North Toolkit refers to the boundary of the Derriford and Seaton Area Action Plan (AAP), however this document was found unsound in August 2013 and therefore any reference to the AAP should make this clear.</p>
	74	Mr David Lipfriend	Courtgate Ltd			<p style="text-align: center;">We welcome Plymouth City Council's vision to see a transformational scale of growth and regeneration at Derriford</p> <p>The third paragraph on page 5 refers to the Core Strategy (2007) promoting a new district centre for Derriford as the focal point for a new 'heart for the north of Plymouth which would complement rather than compete with the City Centre and evolve into a new mixed-use urban community. It should be noted that the Core Strategy (2007) clearly promoted the new district centre to the west of the A386. Paragraph 5.78 of the adopted Core Strategy provides the reasons for locating the future Derriford District Centre to the west of the A386. It states:-</p> <p style="text-align: center;">"The most appropriate and flexible long term opportunity to develop the new district centre lies to the west of the A386. This general location:</p> <p style="text-align: center;">☒ is well related to the identified spatial gap in retail provision, which lies to the north-west, and therefore can be most easily accessed through new links to the adjoining neighbourhoods;</p> <p style="text-align: center;">☒ has the greatest potential for active frontage to the A386 - which is important in terms of urban form; and</p> <p style="text-align: center;">☒ has the greatest potential to grow in the long term – providing flexibility to deliver the Council's long term vision for Derriford."</p> <p>It is important to consider the Inspector's Report, because it provides background to the detailed discussions that took place at the Core Strategy Examination, which led to the adopted Core Strategy being considered 'Sound'. The Inspector gave detailed consideration to what might be the most appropriate location for the new district centre and, whilst he acknowledged that the Core Strategy was a spatial document and should not be site specific, he considered that an indication of the broad location was "what was called for" (paragraph 3.23) and went on to state it should be located to the west of Tavistock Road. We consider that this above approach should be taken forward to the emerging Plymouth Plan.</p> <p>The Inspector at the Core Strategy examination concluded that the district centre should not be to the east, "the A386 is somewhat of a barrier, there is clearly much greater potential for the longer term expansion and future success of the new centre if it looks to the west of that road with the focus on the larger existing and future residential areas to the west and north-west" (Paragraph 3.22).</p> <p>We therefore consider that the emerging Plymouth Plan should continue to direct the provision of the Derriford District Centre to the west of the A386 and within more site specific policies, it should be allocated to the SWW site. We note that the diagram shown on page 5 of the North Toolkit refers to the boundary of the Derriford and Seaton Area Action Plan (AAP), however this document was found unsound in August 2013 and therefore any reference to the AAP should make this clear.</p>
North Toolkit	75	Mr Henri Moezini	Dawnan Ltd	The same response made on behalf of four organisations	Infrastructure	<p>We note that Plymouth City Council envisage the new district centre to result in "significant and transformational" impact on the North, making Derriford its heart (third paragraph). We strongly support this and consider that the level of retail provision provided for in the emerging Plymouth Plan should reflect this vision. Not least because of the well documented ability of retail development to provide a catalyst for regeneration, which we believe is essential for the future success of Derriford.</p> <p>The fifth paragraph on page 6 refers to the Green Space envisaged in the North of Plymouth. Should the new Derriford District Centre be delivered on the SWW site, there would be an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor.</p> <p>We understand that there is a requirement for additional health care facilities in northern Plymouth. The maps shown on page 18 of the 'North Toolkit' illustrates that this is particularly the case in the area where the SWW site is located. The delivery of a new district centre to the west of the A386 has potential to assist in catering for the health care facility requirement!</p>
	76		Stuart Partners			<p>We note that Plymouth City Council envisage the new district centre to result in "significant and transformational" impact on the North, making Derriford its heart (third paragraph). We strongly support this and consider that the level of retail provision provided for in the emerging Plymouth Plan should reflect this vision. Not least because of the well documented ability of retail development to provide a catalyst for regeneration, which we believe is essential for the future success of Derriford.</p> <p>The fifth paragraph on page 6 refers to the Green Space envisaged in the North of Plymouth. Should the new Derriford District Centre be delivered on the SWW site, there would be an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor.</p> <p>We understand that there is a requirement for additional health care facilities in northern Plymouth. The maps shown on page 18 of the 'North Toolkit' illustrates that this is particularly the case in the area where the SWW site is located. The delivery of a new district centre to the west of the A386 has potential to assist in catering for the health care facility requirement!</p>
	77		South West Water			<p>We note that Plymouth City Council envisage the new district centre to result in "significant and transformational" impact on the North, making Derriford its heart (third paragraph). We strongly support this and consider that the level of retail provision provided for in the emerging Plymouth Plan should reflect this vision. Not least because of the well documented ability of retail development to provide a catalyst for regeneration, which we believe is essential for the future success of Derriford.</p> <p>The fifth paragraph on page 6 refers to the Green Space envisaged in the North of Plymouth. Should the new Derriford District Centre be delivered on the SWW site, there would be an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor.</p> <p>We understand that there is a requirement for additional health care facilities in northern Plymouth. The maps shown on page 18 of the 'North Toolkit' illustrates that this is particularly the case in the area where the SWW site is located. The delivery of a new district centre to the west of the A386 has potential to assist in catering for the health care facility requirement!</p>
	78	Mr David Lipfriend	Courtgate Ltd			<p>We note that Plymouth City Council envisage the new district centre to result in "significant and transformational" impact on the North, making Derriford its heart (third paragraph). We strongly support this and consider that the level of retail provision provided for in the emerging Plymouth Plan should reflect this vision. Not least because of the well documented ability of retail development to provide a catalyst for regeneration, which we believe is essential for the future success of Derriford.</p> <p>The fifth paragraph on page 6 refers to the Green Space envisaged in the North of Plymouth. Should the new Derriford District Centre be delivered on the SWW site, there would be an opportunity to enhance and protect Glacis Park through the creation of a Glacis Park Green Corridor.</p> <p>We understand that there is a requirement for additional health care facilities in northern Plymouth. The maps shown on page 18 of the 'North Toolkit' illustrates that this is particularly the case in the area where the SWW site is located. The delivery of a new district centre to the west of the A386 has potential to assist in catering for the health care facility requirement!</p>

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North Toolkit	79	Mr Henri Moezini	Dawnan Ltd	The same response made on behalf of four organisations	Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>We welcome the inclusion of site N36 'South West Water Site, Glacis Park' within the 'library of sites' shown on page 7. We consider that this is the most suitable site for the development of a new district centre and would best provide for the needs of the community.</p> <p>To provide certainty to developers and to encourage the district centre to come forward, the emerging Plymouth Plan should consider the appropriate location for this centre. In line with the adopted Core Strategy, we consider that the district centre should continue to be located to the west of the A386. The SWW site would be able to deliver the form of district centre that would offer tangible benefits to the local community and meet the Council's wider growth aims. As well as providing retail uses, we consider that the new district centre at Derriford will be able to help Plymouth meet its housing needs. A reasonable amount of housing can be delivered as part of a district centre allocation, however our research has shown that there is limited market for high density, flatted residential in the Derriford area, which would be the most appropriate solution to housing delivery on the district centre site. There is however a strong market for medium to lower density housing and we consider that this would best be delivered on other sites in the Derriford area, which could have strong links to the new district centre site, both physically and through the new public transport interchange. Being at the centre of the Derriford area, we consider that the SWW site is best placed to serve the long terms needs of existing and future communities.</p> <p>The SWW site does however have the benefit that it is large enough to deliver some housing to help provide a genuine mix of uses across the new district centre.</p>
	80		Stuart Partners			<p>We welcome the inclusion of site N36 'South West Water Site, Glacis Park' within the 'library of sites' shown on page 7. We consider that this is the most suitable site for the development of a new district centre and would best provide for the needs of the community.</p> <p>To provide certainty to developers and to encourage the district centre to come forward, the emerging Plymouth Plan should consider the appropriate location for this centre. In line with the adopted Core Strategy, we consider that the district centre should continue to be located to the west of the A386. The SWW site would be able to deliver the form of district centre that would offer tangible benefits to the local community and meet the Council's wider growth aims. As well as providing retail uses, we consider that the new district centre at Derriford will be able to help Plymouth meet its housing needs. A reasonable amount of housing can be delivered as part of a district centre allocation, however our research has shown that there is limited market for high density, flatted residential in the Derriford area, which would be the most appropriate solution to housing delivery on the district centre site. There is however a strong market for medium to lower density housing and we consider that this would best be delivered on other sites in the Derriford area, which could have strong links to the new district centre site, both physically and through the new public transport interchange. Being at the centre of the Derriford area, we consider that the SWW site is best placed to serve the long terms needs of existing and future communities.</p> <p>The SWW site does however have the benefit that it is large enough to deliver some housing to help provide a genuine mix of uses across the new district centre.</p>
	81		South West Water			<p>We welcome the inclusion of site N36 'South West Water Site, Glacis Park' within the 'library of sites' shown on page 7. We consider that this is the most suitable site for the development of a new district centre and would best provide for the needs of the community.</p> <p>To provide certainty to developers and to encourage the district centre to come forward, the emerging Plymouth Plan should consider the appropriate location for this centre. In line with the adopted Core Strategy, we consider that the district centre should continue to be located to the west of the A386. The SWW site would be able to deliver the form of district centre that would offer tangible benefits to the local community and meet the Council's wider growth aims. As well as providing retail uses, we consider that the new district centre at Derriford will be able to help Plymouth meet its housing needs. A reasonable amount of housing can be delivered as part of a district centre allocation, however our research has shown that there is limited market for high density, flatted residential in the Derriford area, which would be the most appropriate solution to housing delivery on the district centre site. There is however a strong market for medium to lower density housing and we consider that this would best be delivered on other sites in the Derriford area, which could have strong links to the new district centre site, both physically and through the new public transport interchange. Being at the centre of the Derriford area, we consider that the SWW site is best placed to serve the long terms needs of existing and future communities.</p> <p>The SWW site does however have the benefit that it is large enough to deliver some housing to help provide a genuine mix of uses across the new district centre.</p>
	82	Mr David Lipfriend	Courtgate Ltd			<p>We welcome the inclusion of site N36 'South West Water Site, Glacis Park' within the 'library of sites' shown on page 7. We consider that this is the most suitable site for the development of a new district centre and would best provide for the needs of the community.</p> <p>To provide certainty to developers and to encourage the district centre to come forward, the emerging Plymouth Plan should consider the appropriate location for this centre. In line with the adopted Core Strategy, we consider that the district centre should continue to be located to the west of the A386. The SWW site would be able to deliver the form of district centre that would offer tangible benefits to the local community and meet the Council's wider growth aims. As well as providing retail uses, we consider that the new district centre at Derriford will be able to help Plymouth meet its housing needs. A reasonable amount of housing can be delivered as part of a district centre allocation, however our research has shown that there is limited market for high density, flatted residential in the Derriford area, which would be the most appropriate solution to housing delivery on the district centre site. There is however a strong market for medium to lower density housing and we consider that this would best be delivered on other sites in the Derriford area, which could have strong links to the new district centre site, both physically and through the new public transport interchange. Being at the centre of the Derriford area, we consider that the SWW site is best placed to serve the long terms needs of existing and future communities.</p> <p>The SWW site does however have the benefit that it is large enough to deliver some housing to help provide a genuine mix of uses across the new district centre.</p>
North Toolkit	83	Mr Henri Moezini	Dawnan Ltd	The same response made on behalf of four organisations	Green space designations - Can you identify new green space to plug the gaps?	<p>We note that the emerging Plymouth Plan states that everyone will have access to high quality natural space within 400m of where they live. We consider that the enhancement and protection of Glacis Park which could be secured through the delivery of the new district centre on the SWW site, would assist in 'plugging the gaps' in the north west of the area as illustrated on the 'Accessible Green Space' map shown on page 9 and 10.</p>
	84		Stuart Partners			<p>We note that the emerging Plymouth Plan states that everyone will have access to high quality natural space within 400m of where they live. We consider that the enhancement and protection of Glacis Park which could be secured through the delivery of the new district centre on the SWW site, would assist in 'plugging the gaps' in the north west of the area as illustrated on the 'Accessible Green Space' map shown on page 9 and 10.</p>
	85		South West Water			<p>We note that the emerging Plymouth Plan states that everyone will have access to high quality natural space within 400m of where they live. We consider that the enhancement and protection of Glacis Park which could be secured through the delivery of the new district centre on the SWW site, would assist in 'plugging the gaps' in the north west of the area as illustrated on the 'Accessible Green Space' map shown on page 9 and 10.</p>
	86	Mr David Lipfriend	Courtgate Ltd			<p>We note that the emerging Plymouth Plan states that everyone will have access to high quality natural space within 400m of where they live. We consider that the enhancement and protection of Glacis Park which could be secured through the delivery of the new district centre on the SWW site, would assist in 'plugging the gaps' in the north west of the area as illustrated on the 'Accessible Green Space' map shown on page 9 and 10.</p>
North	87	Mr Henri Moezini	Dawnan Ltd	The same response made on	Employment and	<p>The map shown on page 18 of the 'North Toolkit' illustrates that there are higher unemployment levels in the North West part of the study area. The provision of a new district centre to the west of the A386 would assist in reducing unemployment levels. It is anticipated that the delivery of a new district centre to the west side of the A386 could provide approximately 1,500 jobs.</p> <p>Retail provides significant employment opportunities which are accessible to many sections of the community. Retail jobs are an especially important source of employment for young people leaving school or training. The high levels of entry level employment provided in the retail sector can prevent young people from slipping through the gap between education and employment. Retail investment is acknowledged as playing a particular role in kick-starting the economy through the creation of consumer confidence, local spending and providing a catalyst to investment.</p> <p>In light of the above, we consider that The Plymouth Plan Part 2 can help address the economic challenges the City faces through providing a clear policy position to encourage the development of a new district centre to come forward on the west side of the A386 and provide economic support to Plymouth.</p>
	88		Stuart Partners			<p>The map shown on page 18 of the 'North Toolkit' illustrates that there are higher unemployment levels in the North West part of the study area. The provision of a new district centre to the west of the A386 would assist in reducing unemployment levels. It is anticipated that the delivery of a new district centre to the west side of the A386 could provide approximately 1,500 jobs.</p> <p>Retail provides significant employment opportunities which are accessible to many sections of the community. Retail jobs are an especially important source of employment for young people leaving school or training. The high levels of entry level employment provided in the retail sector can prevent young people from slipping through the gap between education and employment. Retail investment is acknowledged as playing a particular role in kick-starting the economy through the creation of consumer confidence, local spending and providing a catalyst to investment.</p> <p>In light of the above, we consider that The Plymouth Plan Part 2 can help address the economic challenges the City faces through providing a clear policy position to encourage the development of a new district centre to come forward on the west side of the A386 and provide economic support to Plymouth.</p>

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Toolkit	89		South West Water	behalf of four organisations	Education	The map shown on page 18 of the 'North Toolkit' illustrates that there are higher unemployment levels in the North West part of the study area. The provision of a new district centre to the west of the A386 would assist in reducing unemployment levels. It is anticipated that the delivery of a new district centre to the west side of the A386 could provide approximately 1,500 jobs. Retail provides significant employment opportunities which are accessible to many sections of the community. Retail jobs are an especially important source of employment for young people leaving school or training. The high levels of entry level employment provided in the retail sector can prevent young people from slipping through the gap between education and employment. Retail investment is acknowledged as playing a particular role in kick-starting the economy through the creation of consumer confidence, local spending and providing a catalyst to investment. In light of the above, we consider that The Plymouth Plan Part 2 can help address the economic challenges the City faces through providing a clear policy position to encourage the development of a new district centre to come forward on the west side of the A386 and provide economic support to Plymouth
	90	Mr David Lipfriend	Courtgate Ltd		The map shown on page 18 of the 'North Toolkit' illustrates that there are higher unemployment levels in the North West part of the study area. The provision of a new district centre to the west of the A386 would assist in reducing unemployment levels. It is anticipated that the delivery of a new district centre to the west side of the A386 could provide approximately 1,500 jobs. Retail provides significant employment opportunities which are accessible to many sections of the community. Retail jobs are an especially important source of employment for young people leaving school or training. The high levels of entry level employment provided in the retail sector can prevent young people from slipping through the gap between education and employment. Retail investment is acknowledged as playing a particular role in kick-starting the economy through the creation of consumer confidence, local spending and providing a catalyst to investment. In light of the above, we consider that The Plymouth Plan Part 2 can help address the economic challenges the City faces through providing a clear policy position to encourage the development of a new district centre to come forward on the west side of the A386 and provide economic support to Plymouth	
North Toolkit	91		Becton Dickinson Vacutainer		Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Haldons Ltd on behalf of Becton Dickinson Vacutainer.pdf
North Toolkit	92		Co-operative Group Ltd		Infrastructure	Pegasus Group on behalf of co-operative group ltd NORTH Redacted.pdf
North Toolkit	93	Mrs Lynn Fearon			Infrastructure	It is absolutely vital to preserve Plymouth Airport for the future economic growth of the city and hopefully have planes start flying in 2017. A housing development on this site will cause traffic chaos on the main road into Plymouth. Large numbers of people who signed the petition and lived in the area surprisingly commented that they missed the planes
North Toolkit	94	Mrs. Diane Hoppins			Infrastructure	I am writing to pass on my thoughts regarding Plymouth Plan Part 2. It was a huge amount to read encompassing every aspect of life in my area in North Plymouth. I have lived in Plymouth for most of my 65 years and have worked and contributed to rates or Council tax for 45 years. It is therefore great to have a chance to express my opinion on something I feel very strongly about. The topic is the Airport. I am so pleased the Council has listened to the public and had the Airport site protected thus far from possible development. As far as I understand the land was purchased with rate payers' money back in the 1930s so is therefore a public asset. I feel really strongly that a private company like Sutton Harbour Holdings should not stand to gain any profit from the development of this site. The greater population of Plymouth want the Airport re-instated. A City like Plymouth desperately needs better connectivity. Railway lines apart from the Dawlish line were closed years ago and now that the weakness and vulnerability of the Dawlish line has been exposed there is talk of re-building other lines at huge expense in the order of billions. To re-instate the Airport would cost a fraction of this but as with the railway link via Okehampton, once it's gone it's gone. The pulse of a city is communication. And connectivity. I hope we do not lose this chance. Diane M. Hoppins
North Toolkit	95	ms janet wise		This feedback is taken from a Plympton St Maurice Plymouth Plan Meeting – Organised by the Labour Party. It was a well-attended evening meeting with approx. 20 people in Plympton Guildhall	Land availability - Which sites do you think are simply not suitable for development?	Plympton St Maurice Plymouth Plan Meeting.pdf Can't see how Derriford will cope with the new people moving into the area and with the need for 22,700 new homes. What's the plan and can we afford it?
North Toolkit	96	Jeanine Caley	Plymouth Swallows Gymnastic Club		What have you already said?	Plymouth Swallows Gymnastics Club.pdf Thank you for seeing me on 5th January 2016 and for subsequently sending expanded plans of the area around the Plymouth Swallows Site as the scale in the document, as you noted, makes interpretation difficult. Thank you for spending time with me to help explain the changes made in the plan in response to our previous comments on the draft document and in the context of further consultation of the approved Part One and the North area toolkit. We are pleased that the toolkit spatial plan now features a Sports hub icon on the basis of the various facilities provided by Plymouth Swallows and others and thank you. We think that a note to this effect should be included to ensure that Plymouth Swallows is covered by this icon as it appears solely at the Marjons site. We would like this comment to be represented on the page 2 of the next revision of North toolkit as it is of strategic importance
	97				Issues and Opportunities	We also believe that the icon (sports hub) should be added to the Issues and Opportunities chart on page 4 and on page 6 for planned future extension given the growing popularity of the Club and extension of facilities for adults (parent in addition to its core service of providing services to Children and young people.
	98				Infrastructure	We also believe that the icon (sports hub) should be added to the Issues and Opportunities chart on page 4 and on page 6 for planned future extension given the growing popularity of the Club and extension of facilities for adults (parent in addition to its core service of providing services to Children and young people.
	99				Personal Growth and Esteem	We note that there is a separate map for Social Enterprises but not for specific charities such as Plymouth Swallows. Plymouth Swallows is a larger organisation with greater and wider impact than many Social Enterprises, yet does not feature specifically in the plan. Either a separate plan of non SE's should feature or combine significant community organisations to the SE plan. We believe a charity with over 1,000 members, a turnover of around £300k with around 30 skilled staff and many committed volunteers provides a significant contribution to the Plymouth community and economy and deserves to be recognised in the Plan
	100				Activity and Diet	There is a separate map of Playing pitches but no recognition of indoor facilities. We believe that there is greater intensity of use at some of these indoor facilities than many of the pitches. Whilst we support the retention of playing pitches, we feel strongly that facilities like ours should be captured and supported in the Plan. Whilst football, rugby, cricket, hockey and baseball are noted in the context of playing pitches, we are surprised that Gymnastics (or even basketball) is not mentioned given the support that both sports have in Plymouth. We explained the breadth of facilities in the North Area in our response last April. We believe that significant indoor sports including Plymouth Swallows should be noted and featured in the toolkit.
	101				Land availability - Which sites do you think are simply not suitable for development?	Referring to the Land availability plan on page 8, we wish to see the potential for expansion to the east of the Plymouth Swallows facility protected. Over the last 10 years, development has enveloped Plymouth Swallows on its northern, southern and western boundaries and the potential to expand is only clearly available to its immediate west. Given the growing membership and success of the non-profit making charity and contribution it makes to health and well-being in the City, we feel the Plan should help protect the land to its east from other development. With further reference to this plan, we note the potential development site N21 to the South West of the Plymouth Swallows site. Whilst we are not minded to object to this, we have concerns regarding the further proliferation of traffic and car parking issues that may result. We now suffer issues with parking by others on Blunts Lane and to our own car park by others. We have recently strengthened our car parking offer to our membership but are conscious of the impact that other new development has had already on us and the local infrastructure.
North	102	mr andy anderson	Friends of Radford Woods	Notes from two meetings held in Plymstock: Friends of Radford Woods – 31	Infrastructure	"More population will need a secure train service and air links." "If the city wants to increase its skills and industries it should re-open the airport. Developing the site will be a mistake for the whole of the city." "If Plymouth wishes to be a city of standing it requires an Airport to attract International Business etc." "Facilities for people moving into the area are really important. It's key to think about local employment opportunities, affordable housing options, transport, connectivity with an airport, an airport (!), Park and Ride, Drainage, Sewerage systems."

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Toolkit	103	Mr Steele	Plymstock Forum	Redford Woods - 34 attendees and Plymstock Forum – 31 attendees	Infrastructure	<p>“More population will need a secure train service and air links.”</p> <p>“If the city wants to increase its skills and industries it should re-open the airport. Developing the site will be a mistake for the whole of the city.”</p> <p>“If Plymouth wishes to be a city of standing it requires an Airport to attract International Business etc.”</p> <p>“Facilities for people moving into the area are really important. It’s key to think about local employment opportunities, affordable housing options, transport, connectivity with an airport, an airport (!), Park and Ride, Drainage, Sewerage systems.”</p>
North Toolkit	104		Plymouth Communities Befriending Consortium	views of The Happy Club (named by themselves) meets weekly at St/ Aiden’s Church and consists of members from Southway, Glenholt and Crownhill; some of whom live at Whinbank Road Sheltered Housing Scheme. Transport is provided to access venue; lack of infrastructure means that we are very limited for appropriate venues to rent in order to run our groups and clubs in the North of the City.	Issues and Opportunities	<p>Plymouth Community Befriending Consortium on behalf of Happy Club.pdf</p> <p>Transport</p> <ul style="list-style-type: none"> Poor access to bus routes if living off major routes. Changes to bus routes have a significant effect on some. i.e. caravan park at Glenholt, increasing elderly population but bus no longer goes down to complex Position of bus stops, in regard to geography of area, particularly in Southway. Construction of bus shelters – more protection from weather. Cancelled buses
	105			The “Happy Club” meets for a healthy snack, activities, games and social chat; we organise outings to local venues once a month (Jenny Cliff, the Hoe for fish & chips, Princetown, garden centres etc).	Infrastructure	<p>Access to social activities, art, culture, leisure</p> <ul style="list-style-type: none"> Very little opportunities to access local activities that promote social interaction and offer any form of art/culture <ul style="list-style-type: none"> Provision/timing of local transport, cost of taxis limit ability to access cultural event in city centre General feeling that those living in more outlying parts of Plymouth do not “feel” part of the city – activities all take place in city centre and they feel left out and forgotten <p>• One of the Happy Club’s favourite outings is “fish and chips” on the Hoe. We book food from local fish shop but lack of resources has an impact on taking 15-20 people out. People who would not be able to access this venue without some help</p> <ul style="list-style-type: none"> Limit of 15 vehicles on Hoe, we have two min-buses and 1-2 cars (all showing blue badges) <ul style="list-style-type: none"> Lack of seats/benches on Hoe, we take additional chairs with us Official down at the gates makes it difficult to access the Hoe with car, bring fish and chips <ul style="list-style-type: none"> Lack of toilet facilities (one block) and refreshments One café that has no competition, poor service and only takes cash <ul style="list-style-type: none"> Can the Hoe be made more people friendly? Smart marquee or something to enable some shelter from the wind <ul style="list-style-type: none"> Far more seating for everyone to access <p>o Increased refreshment options, stalls offering a range of food and drink – promote local businesses and food</p> <ul style="list-style-type: none"> Breakfast/cocktails on the Hoe <p>o Greater attraction for people arriving off ferry to stay in Plymouth City Council one green space that we also use is the park in Mount Wise that has Captain Scott’s memorial in it, this park is poorly known and not signposted, however it is a beautiful spot overlooking the Tamar with good level paths and many benches. Consequently, older people and their elderly dogs frequent the park in Summer, creating a friendly small community</p>
	106			Most of the group are 80+ and though experiencing various health issues are desperate to get out. Transport is provided; our wheelchair accessible minibus makes 2 trips and we also are volunteer drivers.	Housing Issues	<p>Housing</p> <ul style="list-style-type: none"> Most of those consulted with live in Plymouth Community Homes, with properties that are designed for single occupancy <ul style="list-style-type: none"> Southway – damp a problem, flat roofs on properties experiencing weather off the moors <p>• Pendeen Close Sheltered Housing sited at bottom of steep hill (shops at top of hill) lovely views of nature reserve but difficult to get out, real issue in icy weather in negotiating road completely isolating sheltered housing complex – poor gritting</p>
	107			Venues have to be carefully chosen and we often take out up to 20 individuals complete with wheelchairs, walking frames and sticks.	Infrastructure	<p>Facilities</p> <ul style="list-style-type: none"> Shops, health facilities in small clusters, many parts of Southway, long way from shops, library etc. Lack of facilities, banks, little in way of community venues and opportunities to meet people
North Toolkit	108	Adam Pascoe	Persimmon Homes		Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>Seaton Neighbourhood - Persimmon Homes Redacted.pdf</p> <p>Seaton Neighbourhood Red Line - Persimmon Homes.pdf</p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
North West Toolkit	1	David Read			Land availability - Which sites do you think are simply not suitable for development?	Dear sir/madam Re the Plymouth plan, I would like to lodge my objection to further development of the surrounding area of Tamerton Foliot, and the green field sites that are of outstanding natural beauty, and a buffer zone to the greater expanse of Plymouth into its natural beauty. I see that land to the south of Harwood avenue has been earmarked, this area and tree lined landscape and meadow are of great beauty, it has a very large badger population, deer can occasionally be spotted, there is also tawny owls and a large summer bat population, some of which are of the greater horseshoe breed. Over the last 30 or so years the north of Plymouth has expanded to the point that it is having an impact on Dartmoor National park with housing and building work going up to its borders, also with large traffic implications, I would like to see a long term plan for the future, that protects our natural environments. Yours faithfully David Read
North West Toolkit	2		Trustees of the Cann Estate		Land availability - Which sites are suitable for development and which help to meet the needs of your community?	NLP on behalf of the Cann Estate_Redacted.pdf
North West Toolkit	3	Ross Simmonds	Historic England		Land availability - Which sites do you think are simply not suitable for	Historic England_Redacted.pdf Development on land around the military road to the north of the city needs to consider the setting of the Palmerstonian Forts. Designed to be relatively discreet externally, much of the significance in their setting is derived from wide and unobstructed views from within the forts, reflecting their defensive military purpose. Proposals for creative reuse would be welcomed, possibly as part of the Green Space Strategy
North West Toolkit	4	Mr Edward Persse	EJFP Planning		Site allocations/ suggestions	The site between Lake View Close, Whiteleigh and Riverside Walk, Tamerton Foliot has been continually promoted through the various iterations of the Plymouth Plan, but does not appear to have been allocated, despite the highly sustainable location of the site. The site was first promoted 28th March 2001, then again 9th September 2005 and more recently, 16th February-30th March 2011, through the Sustainable Neighbourhood Development Plan. Regarding the Sustainable Neighbourhoods for both Whiteleigh and Tamerton Foliot, comments in support of the site include the following: "I refer to the consultation on the above document, particularly in relation to land on the south western boundary of Tamerton Foliot and the north western side of Whiteleigh, as outlined red on the attached plan. My client owns the land and therefore has a direct interest in promoting this site. Over the past 10 years the land has been promoted through the various local plan/LDF processes for residential development. Consequently, my client welcomes the fact that the City Council has sought to identify the site for potential housing development. The community has highlighted the fact that home ownership is low. The only realistic option to address this imbalance is to allocate this site. The site would be highly desirable to future homeowners given its fantastic location and outlook. The site benefits from multiple points of access. It is well related to both Tamerton Foliot and Whiteleigh and can therefore serve both communities. There are opportunities to open up various parts of the site for wider community benefit, such as enhanced riverside walks. There is sufficient space to incorporate a new community centre, which would address the limited range of local facilities, particularly for the younger generations." The respective Sustainable Neighbourhoods suggested the site for residential development, with an emphasis on executive housing - allocation reference WH01, Whiteleigh Development Plan and TF09, Tamerton Foliot Development Plan. The site is currently benefitting from pre-application discussions (Development Enquiry Service reference 14/02305/MAJ) (scoping meeting, 5th August 2014), with a view to submitting an outline planning application early 2016.
	5			Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	The site between Lake View Close Whiteleigh and Riverside Walk Tamerton Foliot has been previously considered for development of Housing under the Whiteleigh sustainable neighbourhood development plan. Representations were made in support of the site, as far as the owner of the site is aware the site has never been formally discounted from housing development. The site is being considered through the pre-application process, however it should also be considered as part of the Plymouth Plan for a housing allocation.	
	6			Green space designation - Can you identify any additional green space you would like to see protected?	This is a comment about the land allocated as 'accessible' green space. The majority of the land between Lake View Close and Riverside Walk is in private ownership and, as such, should not be designated as accessible green space. The comparatively minor element, which is in public ownership, and which is currently not maintained and, consequently, in the main inaccessible, would be enhanced with improved accessibility as part of any future residential development of this site as a whole.	
	7			Key area features	The land between Lake View Close and Riverside Walk should be considered for housing development. There are no historic features of note and the site lies in flood zone 1 and as such, is suitable for development. The land was designated for residential development, allocation references WH01 and TF09 within the respective Whiteleigh and Tamerton Foliot Sustainable Neighbourhood Development Plan:	
	8			Housing Type and Tenure	The development of the land between Lake View Close and Riverside Walk would address the housing type for the location. The site lends itself to a mix of housing types, particularly detached and semi detached properties. This type of housing would go some way to address the prevalence terraced properties in this part of the north west area. Furthermore, any development would introduce an agreed level of affordable housing into this location, which currently has a predominance of owner occupied dwellings.	
	9			What have you already said?	The site between Lake View Close, Whiteleigh and Riverside Walk, Tamerton Foliot has been continually promoted through the various iterations of the Plymouth Plan, but does not appear to have been allocated, despite the highly sustainable location of the site. The site was first promoted 28th March 2001, then again 9th September 2005 and more recently, 16th February-30th March 2011, through the Sustainable Neighbourhood Development Plan. Regarding the Sustainable Neighbourhoods for both Whiteleigh and Tamerton Foliot, comments in support of the site include the following: "I refer to the consultation on the above document, particularly in relation to land on the south western boundary of Tamerton Foliot and the north western side of Whiteleigh, as outlined red on the attached plan. My client owns the land and therefore has a direct interest in promoting this site. Over the past 10 years the land has been promoted through the various local plan/LDF processes for residential development. Consequently, my client welcomes the fact that the City Council has sought to identify the site for potential housing development. The community has highlighted the fact that home ownership is low. The only realistic option to address this imbalance is to allocate this site. The site would be highly desirable to future homeowners given its fantastic location and outlook. The site benefits from multiple points of access. It is well related to both Tamerton Foliot and Whiteleigh and can therefore serve both communities. There are opportunities to open up various parts of the site for wider community benefit, such as enhanced riverside walks. There is sufficient space to incorporate a new community centre, which would address the limited range of local facilities, particularly for the younger generations." The respective Sustainable Neighbourhoods suggested the site for residential development, with an emphasis on executive housing - allocation reference WH01, Whiteleigh Development Plan and TF09, Tamerton Foliot Development Plan.	
North West Toolkit	10	Mr Richard van Rooijen			Infrastructure	I would add that entry and exit to the Transit Way site is woefully inadequate given the number of vehicles visiting the site, and I would suggest that extra road space be provided as a matter of priority.
	11			Green space designation - Can you identify any additional green space you would like to see protected?	I would hope that our current level of "Green Space" would not be impinged upon, and perhaps more space should be set aside and all existing and potentially all future areas must be protected in every way possible to prevent their development.	
North West Toolkit	12	Mr John Skinner			What is special about your area?	Page 3 the orange question "Are there other places where the city could expand" The plan should address expansion only within the current unitary authority area and NOT seek to expand into adjoining district areas. A substantial part of the Sherford development is outside the City area in what is hitherto a mainly greenfield site. Such intrusive development is unnecessary until all brownfield and greenfield sites within the city are used up

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
North West Toolkit	13	Mr Ray Fairchild	Local Access Forum		What is special about your area?	The plan should address expansion only within the current unitary authority area and NOT seek to expand into adjoining district areas. A substantial part of the Sherford development is outside the City area in what is hitherto a mainly greenfield site. Such intrusive development is unnecessary until all brownfield and greenfield sites within the city are used up.
North West Toolkit	14	Mr G Parsons	Sport England		Infrastructure	<p>Specific Sites</p> <p>All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are:</p> <p>Knowle Battery – needs new changing rooms</p> <p>Parkway Sports and Social – Develop site to Step 6 and increase youth provision on site -- PPS Priority 3</p> <p>For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy</p> <p>Tamerton Foliot – almost like not being in Plymouth city, a village feel</p> <p>Whitleigh – woodland and beekeeping good. Budshead Wood.</p> <p>Ernesettle has great aspects of natural beauty and views – Lakeside Drive and creek</p> <p>West Park has large open green spaces with potential</p>
North West Toolkit	15	Tim Phillips	Plymouth Community Homes		What is special about your area?	<p>Lack of employment in Whitleigh. High single-person occupancy, high benefits claims. There are shops but nothing else in and around the areas</p> <p>Mismatch between the high number of schools and the low educational attainment.</p> <p>Poor access to the river for leisure</p> <p>Ernesettle can feel isolated (forgotten)</p> <p>West Park - agree with the lack of employment opportunities, high proportion of young people and poor health</p> <p>Parking in Whitleigh, lots of half-house flats so high population density with lots of cars. Good bus service.</p> <p>One of the five most deprived areas in Plymouth.</p> <p>Mainly socially rented homes, 1-2 bed flats. Would benefit from a better mix of property types i.e. more family homes and fewer single occupancy units. Could reduce ASB issues associated with one-bed flats. Low demand for homes in the area. Perceptions are not good.</p> <p>Tamerton Foliot – bus service is OK.</p> <p>Ernesettle imbalance in social housing being concentrated in flats following sales of family houses</p> <p>Bus service not direct service but means long journeys</p> <p>West Park - lack of any inside space that can be used by community, need to make more use of the green space, no structured youth provision for young children</p>
	16			Issues and Opportunities	<p>Shopping provision in Whitleigh good. Old Community Centre should be redeveloped. Parking provision should be considered around Lancaster Gardens (close to the school)</p> <p>No community centre in Ernesettle</p> <p>Traffic bottleneck at the top of Ernesettle/Biggin Hill</p> <p>Some areas in Honicknowle have been prone to flooding.</p> <p>Lack of community facility in West Park</p>	
	17			Infrastructure	<p>Newcastle Gardens / Brentford Avenue – where is the land? Wouldn't this require demolition of PCH properties?</p> <p>Brentford Avenue – redundant garage site. Lots of ASB, fly-tipping etc. Caravan site close-by?</p> <p>NW14 & NW17 positive contribution for employment locally –but road layout needs consideration</p> <p>NW4 Cheriton Close provision of community facility/resource</p> <p>Site allocations</p> <p>We are pleased to note that most of the sites earmarked for our housing development plans have been incorporated into the Plymouth Plan. There is one omission to note within the Central plan – that of the potential Colin Campbell Court redevelopment which would involve at least one of our blocks of flats.</p> <p>Within some of the Draft Plan toolkits, the intended use of land has been put forward and we put the following forward:</p> <p>Cheriton Close, West Park-Being considered for a possible community resource site</p> <p>Congreve Gardens Local Centre and Garages-Up to 9 new homes</p>	
	18			Land availability - Which sites do you think are simply not suitable for development?	None	
	18			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	None	
	18			Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	None	
North West Toolkit	19				Green space designation - Can you identify any additional green space you would like to see protected?	Pockets of land around social properties in West Park to be utilised
					Green space designations - Can you identify new green space to plug the gaps?	None
North West Toolkit	20	Mr Joe Keech	Devon County Council		Infrastructure	This section identifies the need for a potential replacement facility for Millford Special School. Given the large catchments of special schools, discussions on this aspiration should usefully be held with Devon County Council. The County Council is currently reviewing its approach to securing developer contributions for education provision, including special educational needs. As such, mechanisms for securing cross-boundary funding for this type of education provision should be explored.
North West Toolkit	21	Mr David Stratton		The same response made on behalf of: Mr David Stratton; Mrs Jane Stratton and Mr/Mrs Richard/Barbara Bennett	Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Jillings Heynes onbehalfofMrDStrattonMrsJStrattonandMrandMrsRBBennett .pdf
	22	Mrs Jane Stratton				Jillings Heynes onbehalfofMrDStrattonMrsJStrattonandMrandMrsRBBennett .pdf
	23	Mr/Mrs Richard/Barbara Bennett				Jillings Heynes onbehalfofMrDStrattonMrsJStrattonandMrandMrsRBBennett .pdf

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North West Toolkit	24	Colin Woodman	CTC - the national cycling charity		Infrastructure	The city wishes to increase the modal shift from cars to cycles especially for travel to work The steep valleys will discourage cycling across them but the ridges between the valleys lead in a fairly level manner to the A386 spine and so to a wider area. There is also level access from West Park to Crown hill Road and so to wider areas. It is disappointing that there are so many opportunities for improvements to the Strategic Cycle Network no specific areas have been identified and there is no mention of cycling in infrastructure project
North West Toolkit	25		Co-operative Group Ltd		Infrastructure	Pegasus Group on behalf of co-operative group Ltd NORTH WEST Redacted.pdf
North West Toolkit	26	Plymouth Communities Befriending Consortium	Views of Friendship Club This group of local Ernesettle residents meet weekly at St. Aidan's Church for health meals, social interaction and periodic outings. Most of the group is in their late 80s and 90s (1 over 100); most have lived in the area for a considerable length of time.	Issues and Opportunities	Transport Limited unless on main route, cul-de-sacs and smaller roads have no access to public transport. Hilly environment also limits access to local transport. "learner drivers" Expensive taxi's, no local service	
	27			Infrastructure	Facilities Poor, limited local shops, post office, pharmacy; Difficult to access healthy food and fresh vegetables and fruit; Co-op has poor choice and options; No market – despite Ernesettle green and surrounding area of farms etc.; Limited library house; No café; One pub; No options for community space other than St. Aidan's Church; Empty older person's scheme?; What are the plans for the buildings/land	
	28			Issues and Opportunities	Social Activities/Culture/Art/Leisure Very limited opportunities to access social activities and culture locally due to lack of venues and very few events arranged locally; Poor use of Ernesettle Green; No focal point for community to gather; Social Isolation; Again, an isolated area, not visited by anyone as not on route to anywhere; Difficulty accessing the City Centre; Few opportunities for social interaction for older people – but also true for younger people – leads to tensions between generations	
North West Toolkit	29	Plymouth Communities Befriending Consortium	Views of "Bit of a Do" This newish group has arisen from partnership work with the Big Local project with funding from the lottery. Consultation with older residents resulted in a need for: 1. Befriending local project; 2. Transport scheme (buying a mini-bus); 3. Local radio Prior to release of monies from the lottery we have set up a group of Whitleigh residents who have met monthly in the "Albermarle" for over a year and gone on a variety of outings – Badgers Holt, St. Austell, lost Gardens of Heligan, Dartmouth etc. Over 40% of Whitleigh is over 50. Many love households.	Issues and Opportunities	Plymouth Community Befriending Consortium on behalf of Bit of a Do.pdf Transport: Very poor local transport if you live in certain parts of Whitleigh (Western part Taunton Avenue Hilly environment makes positioning of bus stops very important. Unless you can access the major route along Budshead Road it is difficult to reach buses (clients have said that they get a taxi to the small shopping area in order to get bus to Derriford/City Centre) Very isolated area due to geographical features, can only access even with car from limited parts Problems and issues with cars and parking around schools Change in routes of buses – we have a 92 year old client who is supported by son living in St. Budeaux. By car it's a 5-10 minute journey but by bus it involves a journey each way of two buses, changing at Crown Hi	
	30			Infrastructure	Local Facilities: Very poor, few shops in single area; No market; No library; No bank; No petrol station; No garages; One pub which unfortunately does not have a good reputation – based on historical issues – we have developed good relationship with staff and manager – welcome our group and developed friendships with locals by encouraging them to join in with our group and appreciate live music and entertainment that we lay on Development of old person's home into community venue (with support of PCC) will help with infrastructure to provide a community hub Desperately need a venue that is a focal point of the area	
	31			Issues and Opportunities	Social Activities/Culture/Art/Leisure: Very limited due to lack of venues and basic infrastructure. Seems to be reluctance to participate in city centre cultural activities Transport/alienation/lack of opportunity/poor promotion of city events locally/"cut off" from city Whitleigh Arts – great local project Social Isolation/Community Cohesion	
	32			Issues and Opportunities	Health: High levels of social isolation/poor health/depression/anxiety; Most of our referrals in Whitleigh include multiple health and mobility problems, further complicated by mental health issues; Poor community feeling and support in many areas – feeling that little happens in Whitleigh – "forgotten area"; Difficult to engage and involve the whole community; Disillusions; Desperate need to show that that things are actually happening rather than being talked about; Also very important that projects are sustainable and develop in relation to need; Personally I feel Whitleigh is a very "sad" area to work in – it is an example of an area which needs input of real grass roots community development work	
	33			Green space designation - Can you identify any additional green space you would like to see protected?	Green Spaces: General agreement that Whitleigh is a beautiful spot with many green spaces, walks, nature reserves – ironic that it is also an area with residents showing such poor health; Use of green space for exercise/communal gatherings; We have contributed to several events on Whitleigh Green (Big Lunch etc.) PCC could help in various ways; Cut grass; Clean dog mess up; Reduce beaurocracy of risk assessment forms Again, via Big Local play development area being built through Big Local funding for younger people; Older residents request need for SEATING to enable them to access and appreciate green spaces	
	34			What is special about your area?	Needs a photo of St. Budeaux Parish Church - historic significant (Sir Francis Drake etc.)	
North West Toolkit	35	Mrs Jackie Knapman	The North West Toolkit was passed around to local residents for comments.	Allotments and play space - In which other outdoor spaces, not shown on this map, do your children play in?	St. Budeaux Church community allotments not shown.	
	36			Infrastructure	Removal of illegally planted trees on St. Budeaux Greer A range of shops sited together (as at Whitleigh Green) to provide a range of services to include Aldi, Lidl etc. in Ernesettle Clearing up development of blue monkey site, currently an eyesore and potentially dangerous A swimming pool would be amazing in Ernesettle, as said before a range of shops sited together would be wonderful the small joining road between Ringmore Way and the main Crownhill Road is badly in need of repair	
	37			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Useful development of sites north and south of northolt avenue	

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Plympton Toolkit	1	Miss Julie Matthews	Barefoot		Land availability - Which sites do you think are simply not suitable for development?	<p>To Whom it may concern, I am writing with regard to the proposed sell-off of the land adjacent to Redwood Drive / Poplar Close, Chaddlewood, for housing development. I write this email with sheer disbelief that this land is still being considered for such use.</p> <p>Along with the destruction of this much loved and greatly natural habitat, my major concern is for the safety of the children that attend Glen Park Primary School. The main access along Redwood Drive is incredibly busy with children and families in the morning and after school. Many parents park on Redwood Drive, leaving only enough space for a car width to get by; children often step-out between the cars as they are walking home.</p> <p>Many local residents also park their vehicles along Redwood Drive and Poplar Close, again leaving only enough room for one car to get by. This, along with the gradient and curvature of the road deems the existing infrastructure inadequate to withstand the extra traffic that the proposed development would produce. I work for the South Western Ambulance Service Foundation Trust and I feel that any further housing development in this area will result in real access issues for the Emergency Services.</p> <p>There is also the fact that this green space has been used for recreational purposes for the past two decades. It is a real benefit and asset to the local community and I still find it hard to believe that Plymouth City Council are considering strip the local residents of such a vital green space that is used by so many on a daily basis.</p> <p>I invite you to visit the area; drive along Redwood at 8:15 and 15:10; speak to children, parents and teachers at Glen Park Primary School; take a walk around the fields; talk to the many dog walkers and families that use their local green space; experience the area and listen to what the local residents have to say.</p> <p>There are a vast number of brownfield sites in Plymouth - surely PCC should be looking to develop those redundant sites before any greenfield sites are destroyed? Yours faithfully, Julie Matthews</p>
Plympton Toolkit	2	Mr Dave Carter			Land availability - Which sites do you think are simply not suitable for development?	Redwood Drive land - local facilities already over capacity.
	3				Green space designation - Can you identify any additional green space you would like to see protected?	Redwood Drive/Chaddlewood Fields - this area is in danger of becoming a housing sprawl with no natural green open space for the community.
	4				Healthcare and Employment	The lack of facilities in the Chaddlewood area make further housing development a ridiculous proposal. Present facilities are already at full capacity.
	5				Employment and Education	Chaddlewood area schools are at full capacity - how can extra housing development be appropriate?
	6				Allotments and play space - How do these play spaces meet the needs of your neighbourhood?	Play spaces do not need to be formalised - fields such as those at Redwood Drive are used by local youngsters to make their own amusement whilst also gaining the benefits of a natural environment.
	7				Activity and Diet	Natural outdoor space provides an opportunity for activity such as dog walking. This is especially important for the elderly or less able who would not use sporting facilities.
Plympton Toolkit	8	Miss Madeleine Wilson			Land availability - Which sites do you think are simply not suitable for development?	<p>PT7 - Chaddlewood Fields.</p> <p>It is a well used and important green space for local residence. It is also an important habitat for wildlife in an area which is already heavily developed with housing. The facilities in the local area are not equip to deal with additional residence. The roads are already too busy and the schools are at full capacity.</p>
Plympton Toolkit	9	Kennard			Infrastructure	Comment from Mr and Mrs Kennard redacted on objective.pdf
Plympton Toolkit	10	Mr Michael Calder	National Trust		Land availability - Which sites do you think are simply not suitable for development?	<p>National Trust Redacted.pdf Plympton Toolkit (September 2015)</p> <p>The Key Area Features maps for the Plympton Toolkit show that the grade II* registered park and garden at Saltram extends over the A38 into the Plympton area, and includes Hardwick Wood. Any development on adjoining land, such as site PT15 (land adjoining Amados Hill), would need to consider the impact on the setting of Saltram and have regard to The Setting of Saltram Park – A Historic Landscape Assessment: Part Two The Parks Agency, Jan 2007. Particularly, as site PT15 falls within the identified ‘essential setting’ of the registered park and garden (The Setting of Saltram Park; Map 2 on page 33) and is within the key views from Hardwick Plantation (The Setting of Saltram Park; Map 3 page 41).</p> <p>Any potential development at Boringdon would also need to have regard to the key views from Saltram which include towards the Triumphal Arch. Although not in the Trust’s ownership the grade II* listed Boringdon Arch is an “integral and significant element of the designed landscape at Saltram” (The Setting of Saltram Park Part Two; Jan 2007, page 30).</p> <p>The English Heritage listing description for the arch states that it was probably “built in 1783 for John Parker of Saltram House, Merafield Road (qv) as an eye-catcher to be seen from the house and based on a design by Robert Adam.” Furthermore, the Saltram setting study makes clear that not only was the arch designed as an eye catcher in a particular view from the house but “it also served as a focal-point or eye catcher viewed from numerous locations within the designed landscape”, including the Amphitheatre (The Setting of Saltram Park Part Two; Jan 2007, para 2.6 and para 3.6).</p> <p>The Plymouth LDF Core Strategy (2007) Key Strategy Diagram identifies land at Boringdon as part of the strategic greenspace network. The Trust would support recognition in the Plymouth Plan of the historic importance of the open landscape setting of the Triumphal Arch at Boringdon, which forms a focal point along a local ridge of land, and for that landscape setting to be safeguarded as part of the wider identification of an area of Strategic Greenspace. This would accord with the Plymouth Plan Part One, Policy 40, Principle 7, that the “high quality landscape setting of the city” is to be identified and its role for: “leisure, visual amenity historic importance” and in “setting the city’s limits to growth will be recognised”</p> <p>Historic England Redacted.pdf</p>
Plympton Toolkit	11	Ross Simmonds	Historic England		Land availability - Which sites do you think are simply not suitable for development?	The urban expansion of Plympton up the hillsides to its north should be resisted. The ridge of land behind Plympton contains Boringdon Hall, the ancient seat of the Parker family prior to their constructing a new estate at Saltram. While the hall is not visible from Saltram, the scheduled Boringdon Arch, an eye-catcher built to a design by Robert Adam, provides a visual link and an important reference to the historic relationship between Saltram and Boringdon.
Plympton Toolkit	12	Mr Brian Cush			Land availability - Which sites do you think are simply not suitable for development?	PT7 - Redwood Drive. We strongly object to the proposed development of Chaddlewood Fields, this is a well used local green area which is important to local wildlife, the fact that it is not managed in any way adds to its uniqueness and people enjoy this aspect and encourages adults and children to explore a wild outdoor place. Chaddlewood has very little green space and the provision of a tiny public park as planned, is no compensation.
	13					PT15 - Land of Amadus/Merrifield - This land provides a natural barrier between the housing development and Hardwick Woods and enhances the view of Plympton PT1 PT2 and PT3 - these lands are not suitable for development and we object to the Council putting them up for consideration. An historic Triumphant arch linked to Saltram House, is something which we should preserve for future generations to admire. These lands shape Plympton's natural boundaries and to build on them would remove the definition between urban sprawl and countryside
Plympton Toolkit	14	Mr Brian Cush			Allotments and play space - How do these play spaces meet the needs of your neighbourhood?	Children need to experience a wild and open space, without swings and slides and letting their imagination work instead. Chaddlewood Fields, Plympton, just off from Redwood Drive provides this opportunity, please consider this when designating green spaces.

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Plympton Toolkit	15	Mr GJC Adams	Marshmills Ltd	LDA on behalf of Concise Construction Ltd and Marshmills	Land availability - Which sites are suitable for development and which help to meet the needs of your community?	LDA on behalf of Concise Construction Ltd and Marshmills Ltd_Redacted.pdf
	16		Concise Construction Ltd			LDA on behalf of Concise Construction Ltd and Marshmills Ltd_Redacted.pdf
Plympton Toolkit	17	Plympton St. Mary Neighbourhood Forum			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Marsh Mills former China Clay Works – PT19 The site is currently designated for a waste use but following the erection of the energy to waste facility at Weston Mill we would urge the City Council to designate the site for mainly residential use and potentially for some complementary employment uses. Vehicle access for any development should be off Coypool Road and Plymouth Road and not Woodford Avenue although pedestrian routes should be created to gain access to the wider Woodford community. Community benefits from development should address the lack of public open in Woodford, creation of a green link from the Saltram Country Park to Boringdon Hall, highway infrastructure, school places and wider community facilities in Plympton.
	18					Boringdon Park – PT1 The site is currently used for agricultural purposes and should be retained for such use as the farm land extends into the open countryside of the South Ham:
	19					Recreational green area rear Tithe Road / Wheatridge and Cranfield By planning condition this site is public open space, albeit that it is in private ownership and the plan should show this. The City Council should aspire to own the land to better maintain the resource in the future and to assist in creating a green link from the Saltram Country Park to Boringdon Hall.
	20					Green space rear Plymtree Drive / Meadow Way / South View Park – PT2 Given the significant landscape value of this site, it should be retained as green space and assist in the development of a green link from the Saltram Country Park to Boringdon Hall. The site should become available for community open space during the plan period.
	21					Green space rear Eford Crescent Maintain a green buffer on the City boundary to establish a green link to the Saltram Country Park and Plym Valley
	22					Land adjacent to Bell Close / West Park Hill Designate the valley and open space as a Local Nature Reserve
	23					Warehousing Newnham Road Support the provision of limited new housing and a new medical centre on the redundant warehousing site in Newnham Road.
	24					Colebrook House, Newnham Road, Colebrook Colebrook House is a Victorian House with a walled garden and various protected trees. This house should be protected as it is part of Colebrook's heritage.
	25					St. Peter's Convent grounds, Ridgeway - PT12 Release part of the grounds adjacent to Ridgeway for use as public open space and ensure any development is complimentary to the Grade 1 listed building and the setting of the Plympton St. Maurice Conservation Area.
	26					Ridgeway Shopping Centre Continue to support the importance given to District Shopping Centres and in particular Ridgeway, ensuring its long term sustainability and viability. Out of town retail development should be opposed if it negatively impacts Ridgeway.
	27					Lidl and Morrison's sites Plymouth Road – PT5 The comprehensive redevelopment of the Errill Retail Park should be encouraged during the plan period for either retail or health uses:
	28					Plym Valley Railway Developer contributions should be sought to protect and enhance the Plym Valley Railway as a community asset and local tourist attraction
	29					Coypool Park & Ride During the Plan period, the current Park & Ride facility should be retained and expanded if the opportunity arises
30		Plympton St. Mary Neighbourhood Forum Greenspace Annexe.pdf Protection of Green Spaces We wish to see the following specific green spaces protected within the Plymouth Plan: i) PT1, PT2, PT3, PT12, part of PT19 and public open space at Wheatridge, rear Tithe Road and Cundy Close, ii) All open existing grassed verges, grassed visibility splays and tree lined roads iii) All green spaces along Plymouth Road and Glen Road iv) And all those areas more specifically referred to on the annexe attached				
	31				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Marsh Mills former China Clay Works – PT19 The site is currently designated for a waste use but following the erection of the energy to waste facility at Weston Mill we would urge the City Council to designate the site for mainly residential use and potentially for some complementary employment uses. Vehicle access for any development should be off Coypool Road and Plymouth Road and not Woodford Avenue although pedestrian routes should be created to gain access to the wider Woodford community. Community benefits from development should address the lack of public open in Woodford, creation of a green link from the Saltram Country Park to Boringdon Hall, highway infrastructure, school places and wider community facilities in Plympton.
	32					Boringdon Park – PT 1 The site is currently used for agricultural purposes and should be retained for such use as the farm land extends into the open countryside of the South Ham:
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	34					Green space rear Plymtree Drive / Meadow Way / South View Park – PT2 Given the significant landscape value of this site, it should be retained as green space and assist in the development of a green link from the Saltram Country Park to Boringdon Hall. The site should become available for community open space during the plan period.
	35					Green space rear Eford Crescent Maintain a green buffer on the City boundary to establish a green link to the Saltram Country Park and Plym Valley
	36					Land adjacent to Bell Close / West Park Hill Designate the valley and open space as a Local Nature Reserve

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Plympton Toolkit	37	Cllr Patrick Nicholson			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Warehousing Newnham Road Support the provision of limited new housing and a new medical centre on the redundant warehousing site in Newnham Road.
	38				Land availability - Which sites do you think are simply not suitable for development?	Colebrook House, Newnham Road, Colebrook Colebrook House is a Victorian House with a walled garden and various protected trees. This house should be protected as it is part of Colebrook's heritage.
	39				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	St. Peter's Convent grounds, Ridgeway - PT12 Release part of the grounds adjacent to Ridgeway for use as public open space and ensure any development is complimentary to the Grade 1 listed building and the setting of the Plympton St. Maurice Conservation Area.
	40					Ridgeway Shopping Centre Continue to support the importance given to District Shopping Centres and in particular Ridgeway, ensuring its long term sustainability and viability. Out of town retail development should be opposed if it negatively impacts Ridgeway.
	41					Lidl and Morrison's sites Plymouth Road – PT5 The comprehensive redevelopment of the Errill Retail Park should be encouraged during the plan period for either retail or health use:
	42					Plym Valley Railway Developer contributions should be sought to protect and enhance the Plym Valley Railway as a community asset and local tourist attraction
	43					Coypool Park & Ride During the Plan period, the current Park & Ride facility should be retained and expanded if the opportunity arises
	44					Green space designation - Can you identify any additional green space you would like to see protected? PT1, PT2, PT3, PT12, part of PT19 and public open space at Wheatridge, rear Tithe Road and Cundy Close, Woodford Green, Woodford Park, Great Woodford Drive, Larkham Lane, Crossway/ The Mead / Plymbridge Road junction, Jessops Park, Golden Square Colebrook, Peacock Meadow, Newnham Meadows through to Allotment Gardens Newnham Road, all open space at Hemerdon Heights, Allotment Gardens in Stoggy Lane, Glen Road rear Pinewood Close, Glen Road opposite Fire Station, Harewood Park, St. Marys Playing Fields, green spaces along Plymouth Road, Marsh Mills Playing Field and School Playing Fields at Woodford Primary, Hele, Boringdon Primary and Ridgeway Schools.
	45				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Mudgeway Medical Centre We wish to support the comprehensive redevelopment and improvement of the medical facilities currently located at the Mudgeway Medical Centre either on the existing site or within the Ridgeway area.
Plympton Toolkit	46	Cllr David James			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Marsh Mills former China Clay Works – PT19 The site is currently designated for a waste use but following the erection of the energy to waste facility at Weston Mill we would urge the City Council to designate the site for mainly residential use and potentially for some complementary employment uses. Vehicle access for any development should be off Coypool Road and Plymouth Road and not Woodford Avenue although pedestrian routes should be created to gain access to the wider Woodford community. Community benefits from development should address the lack of public open in Woodford, creation of a green link from the Saltram Country Park to Boringdon Hall, highway infrastructure, school places and wider community facilities in Plympton.
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	51					Land adjacent to Bell Close / West Park Hill Designate the valley and open space as a Local Nature Reserve
	52					Land availability - Which sites are suitable for development and which help to meet the needs of your community?
	53				Land availability - Which sites do you think are simply not suitable for development?	Colebrook House, Newnham Road, Colebrook Colebrook House is a Victorian House with a walled garden and various protected trees. This house should be protected as it is part of Colebrook's heritage.
	54				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	St. Peter's Convent grounds, Ridgeway - PT12 Release part of the grounds adjacent to Ridgeway for use as public open space and ensure any development is complimentary to the Grade 1 listed building and the setting of the Plympton St. Maurice Conservation Area.
	55					Ridgeway Shopping Centre Continue to support the importance given to District Shopping Centres and in particular Ridgeway, ensuring its long term sustainability and viability. Out of town retail development should be opposed if it negatively impacts Ridgeway.
56	Lidl and Morrison's sites Plymouth Road – PT5 The comprehensive redevelopment of the Errill Retail Park should be encouraged during the plan period for either retail or health use:					
57	Plym Valley Railway Developer contributions should be sought to protect and enhance the Plym Valley Railway as a community asset and local tourist attraction					

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	58					Coypool Park & Ride During the Plan period, the current Park & Ride facility should be retained and expanded if the opportunity arises
	59				Green space designation - Can you identify any additional green space you would like to see protected?	Protection of Green Spaces We wish to see the following specific green spaces protected within the Plymouth Plan: PT1, PT2, PT3, PT12, part of PT19 and public open space at Wheatridge, rear Tithe Road and Cundy Close, Woodford Green, Woodford Park, Great Woodford Drive, Larkham Lane, Crossway/ The Mead / Plymbridge Road junction, Jessops Park, Golden Square Colebrook, Peacock Meadow, Newnham Meadows through to Allotment Gardens Newnham Road, all open space at Hemerdon Heights, Allotment Gardens in Stoggy Lane, Glen Road rear Pinewood Close, Glen Road opposite Fire Station, Harewood Park, St. Marys Playing Fields, green spaces along Plymouth Road, Marsh Mills Playing Field and School Playing Fields at Woodford Primary, Hele, Boringdon Primary and Ridgeway Schools.
	60				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Mudgeway Medical Centre We wish to support the comprehensive redevelopment and improvement of the medical facilities currently located at the Mudgeway Medical Centre either on the existing site or within the Ridgeway area.
Plympton Toolkit	61	Councillor Samantha Leaves			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Marsh Mills former China Clay Works – PT19 The site is currently designated for a waste use but following the erection of the energy to waste facility at Weston Mill we would urge the City Council to designate the site for mainly residential use and potentially for some complementary employment uses. Vehicle access for any development should be off Coypool Road and Plymouth Road and not Woodford Avenue although pedestrian routes should be created to gain access to the wider Woodford community. Community benefits from development should address the lack of public open in Woodford, creation of a green link from the Saltram Country Park to Boringdon Hall, highway infrastructure, school places and wider community facilities in Plympton.
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	64					Green space rear Plymtree Drive / Meadow Way / South View Park – PT2 Given the significant landscape value of this site, it should be retained as green space and assist in the development of a green link from the Saltram Country Park to Boringdon Hall. The site should become available for community open space during the plan period.
	65					Green space rear Elford Crescent Maintain a green buffer on the City boundary to establish a green link to the Saltram Country Park and Plym Valley
	66					Land adjacent to Bell Close / West Park Hill Designate the valley and open space as a Local Nature Reserve
	67					Warehousing Newnham Road Support the provision of limited new housing and a new medical centre on the redundant warehousing site in Newnham Road.
	68				Land availability - Which sites do you think are simply not suitable for development?	Colebrook House, Newnham Road, Colebrook Colebrook House is a Victorian House with a walled garden and various protected trees. This house should be protected as it is part of Colebrook's heritage.
	69				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	St. Peter's Convent grounds, Ridgeway - PT12 Release part of the grounds adjacent to Ridgeway for use as public open space and ensure any development is complimentary to the Grade 1 listed building and the setting of the Plympton St. Maurice Conservation Area.
	70					Ridgeway Shopping Centre Continue to support the importance given to District Shopping Centres and in particular Ridgeway, ensuring its long term sustainability and viability. Out of town retail development should be opposed if it negatively impacts Ridgeway.
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	74				Green space designation - Can you identify any additional green space you would like to see protected?	Protection of Green Spaces We wish to see the following specific green spaces protected within the Plymouth Plan: PT1, PT2, PT3, PT12, part of PT19 and public open space at Wheatridge, rear Tithe Road and Cundy Close, Woodford Green, Woodford Park, Great Woodford Drive, Larkham Lane, Crossway/ The Mead / Plymbridge Road junction, Jessops Park, Golden Square Colebrook, Peacock Meadow, Newnham Meadows through to Allotment Gardens Newnham Road, all open space at Hemerdon Heights, Allotment Gardens in Stoggy Lane, Glen Road rear Pinewood Close, Glen Road opposite Fire Station, Harewood Park, St. Marys Playing Fields, green spaces along Plymouth Road, Marsh Mills Playing Field and School Playing Fields at Woodford Primary, Hele, Boringdon Primary and Ridgeway Schools.
75	Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Mudgeway Medical Centre We wish to support the comprehensive redevelopment and improvement of the medical facilities currently located at the Mudgeway Medical Centre either on the existing site or within the Ridgeway area.				

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Plympton Toolkit	76	Mr Ray Fairchild	Local Access Forum	Plympton and Plymstock Comment	Green space designation - Can you identify any additional green space you would like to see protected?	Greenspace Designations & Access As a general comment a lot of the so called green areas from what the name suggests are not green. eg the grave yard around Plympton Church Some are pieces of un tended waste ground and of little use to anyone.eg The space east of Sandy Road is a narrow strip of land with trees and inaccessible except to the most adventurous. A check on these small areas should be undertaken to weed out the non green ones. Also most of these types are not known , even locally as available to the public. As the Council is selling smaller plots for development a number of these unattractive areas could be sold to fund the enhancement of some of the other sites such as for buggy and wheelchair access ,though I suspect this sell off may be a personal opinion. There seems to be a dearth of allotments available could some of the smaller unused Council lands be set aside for this?
	77				Transport What is noteworthy for Plympton and Plymstock is no use is made of the SW Coastal Path, the National Cycle Route and the main rail line. These should be connected to the local transport network and well signposted	
	78				Transport The unused marshalling yards at Plympton together with the Council land and the National Trust could be combined to create a transport hub linking buses, trains, cycles, access to Saltram for locals ,visitors and the new town with park and ride . A station, access to Saltram and access to Plym Bridge. This would help relieve transport congestion into and out of Plymouth as well as enhancing access to Saltram and Plym Bridge and possibly allow cyclists to part cycle part train it to work. The old disused railway line going north from here could also be utilised to also give access to the Plym Valley Railway and Plym Bridge. Might even be possible to have a river link to Mount Batten and even The Barbican	
	79				Transport A doctors surgery could also be located here (The unused marshalling yards at Plympton together with the Council land and the National Trust) with a pharmacy as there is in The Broadway, with plenty of parking and bus access spreading availability to patients in the area.	
	80				Transport The current Park and Ride is woefully inadequate as cars park all over as there is not enough space. With the P and R moved south the promised café could be located near the toilets to improve the access to Plym Bridge and Cann Woods. Similarly the old station site at Plympton could be opened with a small park and ride south of the line with bus stops to improve local transport to the City.	
	81				Transport Although a number of schemes to improve such as Deep Lane and Voss Farm interchanges are listed how is that the building of additional housing has gone ahead before these infrastructures have been put in place? Congestion is already increasing before the major developments have taken place. The safety of the citizens should come first as at the crossing at Billacombe Road	
	82				Transport Although Saltram Countryside Park is listed nothing is currently happening. As this would enhance the area and improve the lifestyle of Plympton and Plymstock and the City as a whole and assist its tourist attraction it is time it moved on.	
	83				Transport I see very little on the Toolkits about linking access to outside the City to expand the access of its citizens towards the new town via cycle or walking or eastwards towards the nearby villages such as Sparkwell or through Stoggy Lane. The current ROW to Sparkwell is just a very muddy mess. Some joint plans with South Hams may be of benefit to both areas	
	84				Transport Although the re instatement of the bridge across Hooe Lake has been mooted its completion before the entire housing developments completion would be advantageous providing a circular route for those using the park to the south and also for cyclists and other walkers. Also connections to the SWCP and NCP and between some of the adjacent local green areas could be sign posted	
	Plympton Toolkit				85	Steve Demuth
Plympton Toolkit	86	Mr G Parsons	Sport England		Infrastructure	Specific Sites All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are: St Marys For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy
Plympton Toolkit	87	Tim Phillips	Plymouth Community Homes		Issues and Opportunities	Bus routes good, well connected. Parking only an issue at school times. There is a brook with trees running through Plympton and residents have good access to green space.
	88				Infrastructure	Transport is important – traffic bottleneck throughout. Sherford development is going to make this worse. Additional development needs to be supported by improved transport infrastructure.
	89				Land availability - Which sites do you think are simply not suitable for development? Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	George Place – narrow access route into Plympton St Maurice which would need improvement. None
	90				Green space designation - Can you identify any additional green space you would like to see protected?	Saltram House and Park needs to be protected from development.
Plympton Toolkit	91	Mr Joe Keech	Devon County Council		The Eastern Corridor Strategic Growth Area and planned infrastructure for the area	Devon County Council has worked on an ongoing basis with both Plymouth City Council and South Hams District Council on strategic development projects to the east of Plymouth. This is undertaken currently through the Sherford Delivery Team and will need to continue in future to ensure a collaborative approach to strategic planning and delivery across the administrative boundaries. The strategic importance of Langage Industrial Estate is noted. Given the potential for further expansion in this area, further consideration should be provided to the future of the site in order to ensure that the supporting transport infrastructure, particularly at Deep Lane Junction and Voss Farm, can be appropriately planned. It would be helpful to outline aspirations for Langage in terms of its strategy for types of employment and how this will be supported by housing and infrastructure. This will require joint discussions with the County Council and South Hams District Council. The context for employment at this site should be considered with the wider employment aspirations for the areas outside of Plympton to make sure it also meets these local employment needs. Drakelands is a strategic mineral working area within South Hams (for reference see the submission version of the Devon Minerals Plan). Any future growth in this area should ensure that it does not have inappropriate impacts on the operations of the quarry, including potential expansion areas.

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Plympton Toolkit	92	Mr Sandbrook	Imerys Minerals Ltd		Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>Housing land</p> <p>IML agrees that former Marsh Mills (Coypool) China Clay Works site should be brought forward for development. IML is committed to working with Plymouth City Council to bring forward the comprehensive delivery of the Coypool site for housing development and believe that the site should be considered as part of the 5 year land supply for Plymouth. In line with Plymouth Plan Part 1 Policy 20 - Providing sufficient land for new homes to meet Plymouth's housing need.</p> <p>The IML Coypool site offers a wonderful opportunity to develop brownfield land, closely linked to existing residential areas and would help Plymouth achieve its housing supply targets in support of National Planning Policy Framework (NPPF) paragraph 111 "the effective use of land by re-using land which has previously been developed (brownfield land)" and NPPF paragraph 112 "local authorities should seek to use areas of poor quality land in preference to that of a higher quality".</p> <p>The site itself affords great opportunity for residential development not least because of its accessibility and proximity to employment opportunities at Derriford, Langage and other sites in Plympton and its location to accessible green space locally and the Dartmoor National Park.</p> <p>Comments specific to future redevelopment of the Coypool China Clay Works site</p> <p>Should the Coypool site be considered appropriate for development, IML firmly believes that it must be brought forward holistically with both IML's freehold and the adjacent freehold land owner's land being included within any development plan. This will provide maximum benefit to the existing and future residents of Plympton.</p> <p>A comprehensive development would offer:</p> <ol style="list-style-type: none"> 1. Sustainable re-use of a Brownfield site with: <ol style="list-style-type: none"> a. Potential for significant housing contribution, b. Close proximity to existing employment opportunities, c. Good vehicular and pedestrian / cycle transport links d. Access to local green space and amenity land. e. Side wide deliverable and scalable infrastructure (e.g. SUDS) 2. A much greater potential and opportunity to undertake Place Shaping as defined by the Plymouth Plan Policy 29 3. Support for the requirements of Paragraph 47 of the NPPF in terms of being deliverable and developable. 4. Compliance with the Plymouth Plan Policy 40 – Principles for development in Plymouth's urban fringe, providing a sustainable neighbourhood making use of existing and improved transport infrastructure to access places of employment and leisure. <p>In contrast IML believes that a limited piecemeal approach to residential development on part of the site would not deliver the strategic goals for the Plympton area outlined in Plymouth Plan Part 1 specifically its lack of ability to deliver</p>
	93			Issues and Opportunities	<p>IML support the development of employment opportunities within Langage Business Park and Derriford. IML believes the provision of employment opportunities at these sites as part of a comprehensive plan for Plympton to 2031 will further enhance the economic growth of Plympton.</p> <p>Any development to the west of Plympton should include the provision of play space. We believe this would support Plymouth Part Plan Part 1, Policy 12 - Delivering strong and safe communities and good quality neighbourhoods and Policy 14 - Optimising the health and wellbeing benefits of the natural environment</p>	
	94			The Eastern Corridor Strategic Growth Area and planned infrastructure for the area	<p>IML believes the Coypool site should be included within the Eastern Growth Corridor.</p> <p>Given the size and extent of the site at Marsh Mills, its inclusion within the Eastern Growth Corridor would enable a more strategic approach to Plympton and Plymouth's future development in the East and its spatial delivery. Any development on the Coypool site is likely to be of significant size and character and should be developed in conjunction with proposals within the Eastern Growth Area to ensure a coherent delivery of services and infrastructure across all the sites, so that the Plympton area can achieve its full potential as a vibrant place to live and work.</p>	
	95			Infrastructure	<p>Infrastructure</p> <p>Having considered Plymouth Plan Part 1 Policy 44 - Strategic Transport and other infrastructure measures to deliver spatial strategy and Policy 22 - Using transport investment to drive growth. IML feels there is an opportunity for the strategic development of the existing rail network with a 'parkway' type station being delivered in Plympton for the benefit of Park and Ride to Plymouth City Centre, for local commuters or residents of the Eastern Growth Area and an opportunity for commuters heading East (i.e. Exeter, Bristol and London) to park and ride without adding congestion and pressure to Plymouth City Centre.</p> <p>IML believes the Coypool site offers an opportunity to increase the provision of housing supply, contributing to the 2,930 houses required for the east of the city with minimal impact upon the existing residents of Plympton, particularly when transport infrastructure is considered. The site is well accessed from the A38 and being adjacent to the Coypool Park and Ride it would encourage new residents to take advantage of existing public transport infrastructure.</p>	
	96			Green space designations - Can you identify new green space to plug the gaps?	<p>Access to greenspace</p> <p>IML believes that the holistic development of the Coypool site will allow residents good access to the Plym Valley and Shearwell Plantation to the West. In support of Policy 24 – Delivering Plymouth's natural network. We believe the Coypool site also represents a great opportunity to better link the community with Dartmoor National Park to the North.</p>	
	97			Kay area statistics	<p>Young people</p> <p>The Plympton toolkit identifies the lack of 19 -25 year olds living in Plympton and more should be done as part of any Plan up to 2031 to ensure adequate opportunities, transport infrastructure and housing stock are provided to meet the needs of Plympton's young adults.</p> <p>An appropriate holistic development at the IML Coypool site with a well-balanced provision of housing types across all markets should address the issue of the lack of availability and choice for young people to live and work within Plympton in support of paragraph 50 of the NPPF to deliver sustainable, inclusive and mixed communities. A partly developed site at Coypool is unlikely to sufficiently provide the ranges of size, type and tenure of houses to reflect the local demand and requirements of the Plympton area identified within the Plympton Toolkit</p>	
Plympton Toolkit	98	Mr	Technical Director		Housing Type and Tenure	<p>Affordable Housing and CIL Contributions</p> <p>Requirements for affordable housing should be subject to viability and cost analysis in line with paragraph 173 of the NPPF to ensure sites remain deliverable. CIL charges must continue to be set by Plymouth City Council at appropriate levels to ensure CIL contributions do not put at risk the overall development of sites. Infrastructure projects must be targeted to deliver strong and safe communities and good quality neighbourhoods.</p>
Plympton Toolkit	99		Diocese of Plymouth		Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>Jillings Heynes on behalf of the Diocese of Plymouth_Redacted.pdf</p> <p>Jillings Heynes on behalf of the Diocese of Plymouth_site plan.PDF</p>
Plympton Toolkit	100	Anju Sarpal	Linden Homes		Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>Collier Planning on behalf of Linden Homes.pdf</p> <p>Collier Planning on behalf of Linden Homes_Appendix 1.pdf</p> <p>Collier Planning on behalf of Linden Homes_Appendix 2.pdf</p> <p>Collier Planning on behalf of Linden Homes_Appendix 3.pdf</p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Plympton Toolkit	101	Colin Woodman	CTC - the national cycling charity		Infrastructure	A high percentage of car ownership and use has been identified. The city policy in the 2014 Plan is to change this and increase the modal shift from cars to cycles especially for travel to work. It is disappointing that, although "improving cycle infrastructure to reduce car dependency" has been identified as an Opportunity there are no specific infrastructure projects proposed. Work at Deep Lane Junction is mentioned but it is not clear whether this is to be for the benefit of cyclists or car users (a "gyratory" has been mentioned and this is not cycle friendly)
Plympton Toolkit	102		South West Strategic Developments Limited		Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	Collier Planning on behalf of South West Strategic Developments.pdf Collier Planning on behalf of South West Strategic Developments Appendix 1.pdf
Plympton Toolkit	103		Co-operative Group Ltd		Infrastructure	Pegasus Group on behalf of co-operative group ltd PLYMPTON Redacted.pdf
Plympton Toolkit	104	Andy Cattermole	Barratt Homes Limited		Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	Land at Redwood Drive PPRep1 Redacted.pdf Land at Redwood Drive Development Framework Document.pdf
Plympton Toolkit	105	Mr Frederick Mills	Plympton St. Maurice Civic Associaton		Key area features	Plympton St Maurice Civic Association.pdf
Plympton Toolkit	106	ms janet wise			Housing Type and Tenure	Affordable housing – what is classed as 'affordable' lots of people who need affordable options are not able to qualify for housing association rented or shared ownership. Private rents are high in the area and the cost of buying is too high for lots to consider. Can there be more social housing built in the area – it would be good to have evidence of how many people are living at home; waiting for new homes / on the housing list. Responsibility of the Council to help families and people to afford to pay rent and save for deposits. After you look at the evidence; i.e. housing tenure there is definitely a need for more social housing for rent and shared ownership in the area. Need PCC to put the pressure on developers to build more social housing. How can PCC do this? It'd be good to see a plan for how many of the new homes should be 'affordable'
	107				What is special about the area?	Underwood is missing and is never mentioned in documents, it is a distinct area and it would be good to see it mentioned.
	108				Employment and Education	Plympton schools are oversubscribed, not including Woodford – will Woodfor solve this or should there be more thought of the schooling need in Plympton 'We'd like to see evidence of how the area's population has changed over the years and how this impacts on schools.
	109				Infrastructure	Plympton is a growth area – given Sherford – have we the capacity for more housing? Castle – does it have listed status? And who looks after it?
	110				Key area features	Guildhall Plympton St Maurice – is it listed / protected – if it isn't it needs to be "Creating a corridor of protected green space joining up Saltram and Woodford would be the best outcome for Plympton residents!" "Colebrook an Woodford don't have enough Green Spaces. The 'inaccessible' green space on the hill to the north must be designated green space and be protected." "As you drive into Plymouth you see Plympton to the right with lovely green hills above the houses. If they build on these it will be a vast concrete jungle. Please protect them." "Chaddlewood green space – is a corridor of grass and footpaths which needs to b preserved as a place for people to walk and wildlife to live." "Recreation ground must be designated as green space " arrow to Chaddlewood and Greenacres green space on the map "Very few of the green spaces in Plympton are designated. There should be an SSSI behind compass drive backing onto the industrial estate. Underwood Playing Fields must be designated as must Pathfields." "Redford Drive needs to be designated green space – if this is developed there will not be green areas within 400m of these homes" "Protect green spaces NE of the George Inn" "Plympton St Maurice has a conservation area – would be good to highlight associated green space on the map" "Fit for purpose – dog only parks with bins an gates not mixed with play parks" Pathfields designated green space Castle green designated "Great worries about the flood plain"
Plympton Toolkit	112			This feedback is taken from a Plympton St Maurice Plymouth Plan Meeting – Organised by the Labour Party. It was a well-attended evening meeting with approx. 20 people in Plympton Guildhall.	Infrastructure	"Why doesn't the plan already take into account the existing LDF and the commitments from the Sherford process chaired by Gary Streeter????" "I'm concerned about merafields road – which is veery narrow and is often used as a rat run – what can we do?" "There is traffic congestion on Market Road and St Mary's Bridge. Problems in St Mary's Road are made worse by parked cars outside th new homes on both sides." "The conservation area of Plympton St Maurice must be protected from Sherford Traffic as previouisly promised by PCC, South Hams and the Developers (Rod Tree)." "Need a new GP surgery in Woodford or east Plympton – residents have problems getting to existing surgeries due to bus links" "Links between Plympton and Derriford Hostital are poor – only hourly No 52 bu and services finish early 5pm'ish" "Transport links to Ivybridge Station and more trains!" "Range of transport is limited – have to travel to Plymouth to catch a train but there's no bus link to the train station" "Redesignate the A38 as M5 central government only recognises blue roads." "A huge mistake to close Plymouth Airport, people have to drive to Exeter to fly to London for meetings. This area will never be a viable business centre without air transport" Group Feedback - Housing and Dev
Plympton Toolkit	113				Infrastructure	Underwood needs to be recognised separately in the toolkits There is a need for social housing – how will this be managed? Especially because high rents are an issue in the area. How will new schools manage as the population increases – are they able to take more children? Derrifords capacity is already full, it takes ages to get appointments and members of the meeting have been electing to take appointments elsewhere due to long waiting times for appointments. There could be more detail about the types of developments in the toolkits rather than a list of sites, could a summary be put in about each one next time

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
	114				Green space designation - Can you identify any additional green space you would like to see protected?	<p>Group Feedback - Lots of green spaces are missing Can playing fields be designated? Does green space in the LDF / Conservation Area have any status / protection? (Castle Green historic England, PCC and Local Groups Civic Association) Lack of infrastructure detail – schools, flooding, gp’s and the impact of Sherford. How is waste water being dealt with from Sherford? If we build on green space there is a potential for more flooding; There is a green corridor from Plymouth to Plympton – it’s important to protect it “Previous experience of PCC overriding specialist advice from Environment Agency to NOT BUILD on green space because of flood risk – now both built on and they have a flooding problem – Redvers Grove adjacent to Longcause School Flooding happens in a moment in time, it’s hard to model and predict the future. PCC have ignored Environment Agency’s advice not to build flood defences – what about the long term. Would be good to know the ‘evidence’ used and to have a list of specialist reports that the council uses to make their decisions.</p>
	115				Infrastructure	<p>Group Feedback - Transport Congestion already occurs but will just get worse with new homes – what’s the plan? Especially with new homes – Market Road and Merafield Road. Can we have more transport plans to help us access GP’s, Derriford and the Train Station? We use cars more due to lack of buss connectivity to Plymouth and the buses finish too early. E.g. it can take an hour and 20 mins to get a bus to Marjohn and they finish at 5.40pm. We want an airport! Park and Ride at Deep Lane will take a lane of A38 – concern expressed Concern about rail links – equitable use of resources for rail – for example North would reduce traffic and times by 20 mins. Everything stops at Exeter – Stuart Road.</p>
Plympton Toolkit	116	Steve Statham	St. Luke's Hospice		Issues and Opportunities	<p>The plans are difficult to assess at the printed scale and not easy to access and enlarge on the web site, as noted in our meeting. The role of St Luke’s and its current facilities should be supported by the Plymouth Plan and by recognition of the Toolkits. Its role should be noted in the Issues and Opportunities schedule and the above two area maps should therefore demonstrate either the Health or Well Being icon or one similar. This may well apply to other similar facilities in the City. St. Luke's Hospice.pdf</p>
	117				Personal growth and esteem	<p>We note that there is a separate map for Social Enterprises but not for specific charities such as St. Luke’s Hospice which is a larger organisation with greater and wider impact than many Social Enterprises that are listed, yet does not feature specifically in the plan. Either a separate plan of non SE’s should feature or combine signi-cant community organisations with the SE plan. We believe a charity of the scale of St. Luke’s Hospice, providing such a signi-cant contribution to the Plymouth community and economy deserves to be recognised in the Plan. This could be perhaps represented in the above Area toolkits with a Care Provision icon (standard or a more specific one). It is noted that whilst St. Luke’s appears as a registered Social Enterprise on the Plymstock toolkit map on page 24, it is not. Through this consultation with several departments at Plymouth City Council, it is evident that there is clearly a need, before the next stage of consultation, to clarify the de-nition and significance of the Community Assets map. Once this has been done, we can comment further on this and the Social Enterprise map and perhaps a Charitable organisations map. The information in the Plymouth Plan needs to be based on a wider representation than a single umbrella organisation such as Plymouth Octopus Project, as there are many signi-cant bodies who are not members of POP.</p>
Plympton Toolkit	118			Views of Pete’s Place “Pete’s Place” is a social lunch club, meeting weekly on a Monday at St. Peters Lutheran Church; those attending live around the Plympton Area from Chaddlewood, Plympton St. Maurice, Woodford, Ridgeway and Colebrook. They all live on their own and have become increasingly isolated due to changing life circumstances, health and mobility issues and depression.		<p>Plymouth Community Befriending Consortium on behalf of Petes Place.pdf Transport • High number of households have at least one car, this makes for traffic issues in certain parts and due to the percentage of retired persons this is constant throughout the day • Use of a car is vital to access certain parts of Plympton, other areas of Plymouth and the city centre, many use Coypool Park and Ride and it is generally agreed that if you live on a main bus route the service to town is good. However, accessing Derriford Hospital and Mount Gould local care centre without a car is difficult, taxis are expensive. Some use hospital cars and Plymouth access but sometimes find the service unreliable • Members of “Pete’s Place” agree that when they could still drive life was much easier. However, health issues, anxiety, depression, visual and hearing problems, loss of a partner that result in an inability to drive rapidly lead to social isolation. Most of our members of “Pete’s Place” live on their own, many a great distance from a bus stop. • Fear of falls, loss of confidence also lead to a reluctance to use local transport – this makes our service with provision of transport with supportive drivers and volunteers vital to enable them to access their local community • Example: clients living in Chaddlewood up in the woods, live three quarters of a mile from the main road and the bus stop, even accessing the limited number of local shops is a problem</p>
	119				Housing Issues	<p>Housing • Many of our clients live in the deprived area in Plympton St. Maurice, and even those living in sheltered housing stock experience social isolation and difficulty accessing various facilities • Whilst recognising improvements in housing stock (new kitchens, wet rooms) the sheltered housing complex has no main communal area and change in role of wardens (which includes regular change wardens) is found unsettling, confusing and a barrier to forming relationships, many residents have little or no contact with family or friends. We pick up many residents for groups from this area as well as provision 1:1 input. • In other areas, geography of environment with steep steps leading to front door create a barrier to getting out. Ironic that many bungalows in the area have steep steps outside to negotiate, more flexibility in providing outside ramps/lifts etc.</p>
	120				Infrastructure	<p>Accessing facilities Great range of facilities, health care, shops around Ridgeway which is good for those living in the area, but many living further away have problems accessing the Ridgeway Provision of health care compromised by increasing number of older people (GPs, chiropractors, opticians, dentists etc.) Social Isolation/Sense of Community Social isolation is recognised as the most important issue for this group (not linked to deprivation/financial status etc.) Many say they do not talk to, see or have contact with neighbours, changing demographics, use of cars, closure of corner shops, lack of social venues (pubs, community areas, cafes) mean many clients do not see people in their local environment No one walks down the street and chats to people As an organisation we have experience people who have been “forgotten” by the local community and the lack of help/support at certain times i.e. when weather is bad Real need to create community awareness and spirit – local fetes/street parties/neighbour projects Need for community development input even though areas are more affluent Reduction in barriers to running neighbourhood events (i.e. complexity of forms, risk assessment etc)</p>
	121				Issues and Opportunities	<p>Social Activities, Leisure, Art, Culture • General agreement that when one remains fit, able to drive and get about there is a plethora of social activities in the Plympton area ranging from art classes, local history, general exercise, dance etc. (Great to see pub (Brooke Inn) providing venue for Tai Chi, water colour classes – mainly attended by over 60s) • It is however a different story when one is no longer able to drive and is on one’s own, losing the confidence to go to such groups. Attending cultural events and theatre etc. that run in city centre again becomes a barrier to many older isolated people • Although Plympton area is better than some there is a lack of promotion of city centre events • Many of our clients have not been into the city centre for a long time</p>

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	122				Green space designation - Can you identify any additional green space you would like to see protected?	<p style="text-align: center;">Green Spaces</p> <ul style="list-style-type: none"> • Many agree that Plympton is a lovely area to live in. it is green and has easy access to the moors, all of which can be access easily if one is mobile and has transport <ul style="list-style-type: none"> • Most of our clients have not been on the moors for a long time – we organise trips and drives to let them gain access • Green areas must have a part that is available to less mobile and plenty of benches in those parts – this is a real must.

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Plymstock Toolkit	1	Heather Eastmond			Site allocations/ suggestions	<p>Hi I have identified land that would be suitable for multiple self builds in Oreston I have been unsuccessful in purchasing any due to the impact this would have on the potential planning consent being agreed for future development of the quarry. The owners are Wain Homes, based in Exeter I believe. The land is at the bottom of Lower Saltram, Oreston. Should this be followed up, it would be appreciated if i could be contacted with a view to purchasing a plot. with thanks Heather Eastmond</p>
Plymstock Toolkit	2	Mike Eastel		PP website	Infrastructure	<p>very little evidence of improving/removing the bottle neck on Laira Bridge with the junctions of Finnigans Way and Embankment Lane. With the new large developments at Saltram Meadows and Sherford and other proposed building works this area, which is already is now clogged up for good parts of the day, will become even more difficult to travel in. At main travel times it can take 20 mins to get to the city centre, equivalent to being halfway to Exeter, which is 10 times further away! There seems to be less resorces put in this area for maintaining the road system to an acceptable standard compared to other pats of the city. This, I believe, is a decision taken on party political lines!</p>
Plymstock Toolkit	3	mr andy anderson	Friends of Radford Woods		Site allocations/ suggestions	keep Radford quarry green space
	4				Green space designation - Can you identify any additional green space you would like to see protected?	Keep Radford quarry as it is for wildlife and a nice place to go for a peaceful walk
Plymstock Toolkit	5	Mr Michael Calder	National Trust		Infrastructure	<p>National Trust Redacted.pdf</p> <p>In establishing capacity in the Eastern Corridor Growth Area regard will need to be had to the setting of Saltram and the Saltram Countryside Park. The Setting of Saltram Park – A Historic Landscape Assessment: Part One; The Parks Agency, Dec 2006) was submitted in October 2014 to form part of the evidence base for the Plymouth Plan. The North Plymstock Area Action Plan (2007) identified the ‘Land North of Hazledene Quarry’ for potential long term development (Policy NP16). The Plymouth Plan has now suggested that this site “will, in the long-term, become deliverable and may be relied upon by the Council in future iterations of the SHLAA” (Housing need and supply topic paper, July 2014; page 30). The Plymstock Toolkit states that the scope for Sherford to grow back towards the city is only dependent upon future mineral extraction plans (page 5). However, the Inspectors report into the soundness of the North Plymstock AAP (dated 19 June 2007) stated that: “even if.... need is established, the Policy should make it clear at this stage that the need would be accommodated only if important criteria such as the sustainability of the development in that area and the effect on the essential setting of Saltram House, Park and Garden are able to be met” (para 3.48). Policy NP16 was amended before adoption of the Area Action Plan in 2007 to make clear that any development would need to provide for the protection of both the countryside park and the setting of Saltram. In the Plymouth Plan Part One (2011- 2031) the Trust supports Principle 7 of Policy 40, that the “high quality landscape setting of the city” is to be identified and its role for “leisure, visual amenity, historic importance”, and in “setting the city’s limits to growth will be recognised.” It is critical that the importance of green wedge to west of Sherford – as a key cultural and environmental asset – is fully recognised. Agricultural grazing is important to the integrity and biodiversity at Saltram, but also to the coherence of the landscape. There is a limit, stemming from size of the area annexed by Sherford, and the pressures from increased urbanisation, at which agricultural grazing is no longer viable. It is important that this key cultural and environmental asset is not undermined by going beyond that limit, and that the boundary of the Saltram Countryside Park is reviewed in this context.</p>
Plymstock Toolkit	6	Ross Simmonds	Historic England		Land availability - Which sites do you think are simply not suitable for development?	<p>Historic England Redacted.pdf</p> <p>Development on the former refuse site to the South of Saltram ("Saltram Meadow" now) is acceptable in principle but should seek to have no impact on the Saltram Estate. The long 'ride' alongside the Plym estuary from Laira Bridge to the former refuse site should be restored and so could be considered for CIL or SIO6 or part o f the benefits from development.</p>
Plymstock Toolkit	7	P G Curtis			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>Luscombe Mave on behalf of PG Curtis Redacted.pdf</p>
Plymstock Toolkit	8		Sherford New Community Consortium		Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>CMYK on behalf of the Sherford New Community Consortium.pdf</p>
Plymstock Toolkit	9	Graham Wilson	Plymouth Cycling Campaign		Infrastructure	<p>Plymouth Cycling Campaign - strategiccyclenetwork.pdf</p> <p>On behalf of Plymouth Cycling Campaign, may I please make proposals as listed below. Firstly, I attach PCyC Business Case for Cycling that includes Plymstock and secondly please see PCC Strategic Network (SCN), also attached. We are concerned that cycle routes throughout Plymstock are currently not attractive for people to cycle because they do not feel safe. There are no linked up cycle routes for travelling to school, work, shopping or leisure. We ask that you include provision to rectify this and our Business Case is the justification. We have studied PCC Strategic Cycle Network (SCN) and, in principle, we support it but the problem is that it lacks detail for future cycle routes in Plymstock. These are our proposals:</p> <p>The A379 is shown on SCN as a cycle route but currently few cyclists use it because they do not feel safe at junctions and too many cars are parked regularly in the cycle lanes, thus forcing cyclists into car lanes. We believe it lends itself very well indeed for upgrading to a European Style Cycle Expressway without affecting existing and future motor traffic. This can be achieved by creating segregation within the highway and changing junctions to Dutch style similar to elsewhere in Plymouth. Please see our website for more details: http://plymouthcyclingcampaign.co.uk/current-campaigns/the-sherford-plymouth-cycle-expressway/</p> <p>Safe joined up cycle lanes and multi use paths elsewhere</p> <p>20mph speed limits where these are likely to be justified between cyclists and motorists, including provision of speed limiters</p> <p>Please can you include our submission and thank you in anticipation</p> <p>Kind regards Graham Wilson, Chair, PCyC Expressway Working Party http://plymouthcyclingcampaign.co.uk/</p>
	10					<p>As a general comment a lot of the so called green areas from what the name suggests are not green. eg the grave yard around Plympton Church Some are pieces of un tended waste ground and of little use to anyone.eg The space eas of Sandy Road is a narrow strip of land with trees and inaccessible except to the most adventurous. A check on these small areas should be undertaken to weed out the non green ones. Also most of these types are not known , even locally as available to the public. As the Council is selling smaller plots for development a number of these unattractive areas could be sold to fund the enhancement of some of the other sites such as for buggy and wheelchair access ,though I suspect this sell off may be a personal opinion. There seems to be a dearth of allotments available could some of the smaller unused Council lands be set aside for this?</p>
	11					<p>What is noteworthy for Plympton and Plymstock is no use is made of the SW Coastal Path, the National Cycle Route and the main rail line. These should be connected to the local transport network and well signposted.</p>

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Plymstock Toolkit	12	Mr Ray Fairchild	Local Access Forum	Plympton and Plymstock Comment	Infrastructure	The unused marshalling yards at Plympton together with the Council land and the National Trust could be combined to create a transport hub linking buses, trains, cycles, access to Saltram for locals ,visitors and the new town with park and ride . A station, access to Saltram and access to Plym Bridge. This would help relieve transport congestion into and out of Plymouth as well as enhancing access to Saltram and Plym Bridge and possibly allow cyclists to part cycle part train it to work. The old disused railway line going north from here could also be utilised to also give access to the Plym Valley Railway and Plym Bridge. Might even be possible to have a river link to Mount Batten and even The Barbican.
	13					A doctors surgery could also be located here (The unused marshalling yards at Plympton together with the Council land and the National Trust) with a pharmacy as there is in The Broadway, with plenty of parking and bus access spreading availability to patients in the area.
	14					The current Park and Ride is woefully inadequate as cars park all over as there is not enough space. With the P and R moved south the promised café could be located near the toilets to improve the access to Plym Bridge and Cann Woods. Similarly the old station site at Plympton could be opened with a small park and ride south of the line with bus stops to improve local transport to the City.
	15					Although a number of schemes to improve such as Deep Lane and Voss Farm interchanges are listed how is that the building of additional housing has gone ahead before these infrastructures have been put in place? Congestion is already increasing before the major developments have taken place. The safety of the citizens should come first as at the crossing at Billacombe Road
	16					Although Saltram Countryside Park is listed nothing is currently happening. As this would enhance the area and improve the lifestyle of Plympton and Plymstock and the City as a whole and assist its tourist attraction it is time it moved on.
	17					I see very little on the Toolkits about linking access to outside the City to expand the access of its citizens towards the new town via cycle or walking or eastwards towards the nearby villages such as Sparkwell or through Stoggy Lane. The current ROW to Sparkwell is just a very muddy mess. Some joint plans with South Hams may be of benefit to both areas
	18					Although the re instatement of the bridge across Hooe Lake has been mooted its completion before the entire housing developments completion would be advantageous providing a circular route for those using the park to the south and also for cyclists and other walkers. Also connections to the SWCP and NCP and between some of the adjacent local green areas could be sign postec
Plymstock Toolkit	19	Colin Woodman	CTC - the national cycling charity		The Eastern Corridor Strategic Growth Area and planned infrastructure for the area	The new bridge over the Laira currently only provides a recreational route as it has poor connectivity to utility desire line! Even when it is extended to Saltram Meadow it will have limited use in encouraging a modal shift unless there is a good connection across the Pomphlett junction to Plymstock, Oreston and Hooe. It is essential that attractive cycling provision is established along the whole of the A379 (Billacombe and Elburton Roads before the Sherford development is built in order to counter the establishment of yet another car focused transport habit It is remarkable that the Plymstock toolkit does not mention this
Plymstock Toolkit	20	Mr G Parsons	Sport England		Infrastructure	All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are: Specific Sites Staddiscombe For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy
Plymstock Toolkit	21	Tim Phillips	Plymouth Community Homes		Issues and Opportunities	Many PCH homes are surrounded by private properties with 2/3 cars and they park outside. No parking available, buses have to mount pavements because of poor parking and the pavements are breaking down because the buses are going over them. Agree that there should be more affordable housing in the area.
	22				Land availability - Which sites do you think are simply not suitable for development?	None
					Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Site allocations We are pleased to note that most of the sites earmarked for our housing development plans have been incorporated into the Plymouth Plan. There is one omission to note within the Central plan – that of the potential Colin Campbell Court redevelopment which would involve at least one of our blocks of flats. Within some of the Draft Plan toolkits, the intended use of land has been put forward and we put the following forward: Ashery Drive, Plymstock-Up to 8 new homes.
					Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	None
Plymstock Toolkit	23	Mr J.E. Cole			Infrastructure	With the increase of New houses built at the entrance to Hooe Lake it would be an advantage to build a footbridge utilising the two existing supports of the old railway. This would complete the south west footpath! Also consider a new bridge/road over the Plym to take traffic out of Plymstock and connect to the A38. Other cities have had funding to build new bridges. Mr J.E.Cole
Plymstock Toolkit	24	Mr Joe Keech	Devon County Council		The Eastern Corridor Strategic Growth Area and planned infrastructure for the area	Devon County Council has worked on an ongoing basis with both Plymouth City Council and South Hams District Council on strategic development projects to the east of Plymouth. This is undertaken currently through the Sherford Delivery Team and will need to continue in future to ensure a collaborative approach to strategic planning and delivery across the administrative boundaries. The strategic importance of Langage Industrial Estate is noted. Given the potential for further expansion in this area, further consideration should be provided to the future of the site in order to ensure that the supporting transport infrastructure, particularly at Deep Lane Junction and Voss Farm, can be appropriately planned. It would be helpful to outline aspirations for Langage in terms of its strategy for types of employment and how this will be supported by housing and infrastructure. This will require joint discussions with the County Council and South Hams District Council. The context for employment at this site should be considered with the wider employment aspirations for the areas outside of Plympton to make sure it also meets these local employment needs. Drakelands is a strategic mineral working area within South Hams (for reference see the submission version of the Devon Minerals Plan). Any future growth in this area should ensure that it does not have inappropriate impacts on the operations of the quarry, including potential expansion areas.
	25				Infrastructure	The material provided for the Part Two consultation, including the Plymstock Toolkit, includes no mention of mineral safeguarding despite it being an influence on the scope for other forms of development in Plymstock. The Land Availability map within the Plymstock Toolkit shows the existing mineral allocations from the North Plymstock AAP (i.e. NP13 and NP15) without explaining their purpose, risking the misinterpretation that they are allocations for built development.
	26				Issues and Opportunities	Many of the issues and challenges set out here reflect those raised in the Plympton Toolkit. A number of the issues listed here relate to transportation and education. Wider strategy/strategies for this infrastructure would be helpful to consider how provision will be planned for and provided in a coordinated way. The County Council would need to be a part of such discussions
	27				Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	Hand Drawn Homes on behalf of Pillar Land Securities Ltd Redacted.pdf Jenny Cliff and Sutton Road Sites - SK01.pdf Jenny Cliff and Sutton Road Sites - SK02.pdf

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Plymstock Toolkit	28	Colin Woodman	CTC - the national cycling charity		Infrastructure	<p>High car ownership has been identified as a problem and it is the city policy in the 2014 Plan to change this and increase the modal shift from cars to cycles especially for travel to work. Improving permeability will have a positive effect in making walking and cycling journeys shorter than those by car and I hope this improved connectivity can be achieved. I presume that the "enhanced pedestrian and cycle provision from Pomphlett roundabout to The Ride" will be on the old railway. For the vast majority of the people of Plymstock this will only be of use if they can cross the A379 to get to it. It is disappointing that this does not seem to have been considered. It is also disappointing that the Plymstock toolkit does not mention the need for attractive cycling provision along the whole of the A379 (Billacombe and Elburton Roads before the Sherford development is built in order to counter the establishment of yet another car focused transport habit. A cycle and footbridge connecting Oreston and Turnchapel will greatly improve travel by walking or cycling and make it more convenient than by car. It is not clear what "traffic signal improvements along Eastern Corridor route" will be. Most of the current signals can be extremely discouraging to cyclists (and pedestrians) as there is a very limited time for them to cross a junction. Coming south across The George junction, using the cycle track and obeying all the signals, took me 6 (six) minutes! The improved signals at the junction of Finigan Road and Billacombe Road, showing "green cycles" throughout the time it is safe to cross instead of for only 6 seconds, should be used as standard. What benefits for cyclists will there be at a "Deep Lane grade separated gyratory interchange"? Will it facilitate cyclists moving between Plympton and Sherford or be purely for the benefit (and encouragement) of car use</p>
Plymstock Toolkit	29	Mr and Mrs John Lane			Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>Land at Elburton Site Summary v2.pdf Land at Elburton Location Plan.pdf Land at Elburton Site Plan.pdf LAND AT ELBURTON, PLYMOUTH POTENTIAL DEVELOPMENT SITE SOUTH EAST OF BROOKWOOD ROAD, ELBURTON, PLYMOUTH</p> <ol style="list-style-type: none"> The site is as shown on the 1:250 Ordnance survey plan provided shown edged in blue (WT Lane Trust) and green (Mr & Mrs T Lane). To our knowledge there are no legal or ownership disputes in respect of the land. Mr and Mrs J Lane are beneficiaries and trustees of the WT Lane Trust. There are no tenancies or other third party interests in the land which may hold up development. Location: Grid Ref SX539,530. The land is situated off Brookwood Road on the southern edge of Elburton. There are three access points leading onto Brookwood Road, two of which are suitable for vehicular access and the third pedestrian. Agent's contact details : Mr TP Yonge MRICS, FAAV, Michelmore Hughes, 26 Fore Street, TOTNES, TQ9 5DX Reasons why the site offers a sustainable location for development : Contiguous to existing development boundary Access: Good access available via three entrances leading onto Brookwood Road two of which are suitable for vehicular access and the other for pedestrian access. Transport: Bus stop less than 50 metres away. Facilities: Shops and schools within 800 metres. Cycle route: Sustrans cycle network passes through the site giving a sustainable cycle route to Plymouth. Topography: The site is gently sloping with a south west aspect and can be developed without the need of major excavation works. Land Designations: The site is bounded on the east and south by the proposed Sherford Park which provides a natural barrier to further development spread. The site is not within an AONB or other statutory designated area. Services: An overhead mains electric grid terminates on site providing easy access to the Grid. A South West Water sewerage treatment plant is situated nearby which can be accessed through land owned by Mr and Mrs Lane. Potential development opportunities : The site is most suited for residential development providing between 70 – 80 dwellings. Timeframe : Available in the short term.
Plymstock Toolkit	30		Co-operative Group Ltd		Infrastructure	<p>Pegasus Group on behalf of co-operative group ltd PLYMSTOCK Redacted.pdf</p>
Plymstock Toolkit	31	John Abraham			Infrastructure	<p>Under the Plymouth Plan Pt2 - Plymstock Area Plymstock Toolkit - one of the headings is 'Look at ways to improve pedestrian and cycle permeability within and between neighbourhoods'. Under this category I am suggesting Hooe Lake Bridge. A bridge across the entrance channel to Hooe Lake linking Oreston and Turnchapel has been planned for at least 15 years. When the housing estate on the site of the old timber yard on the East side of the channel was developed the former railway line was cleared as a pedestrian/cycling path. A gap was left between the houses to access a pedestrian/cycling bridge which would be constructed on the existing piers of the old railway line. Subsequently various PCC administrations have looked considered the scheme, without action. Now the importance of reinstating this bridge is more important. There has been a massive development of residential housing in the quarries to the West side of Hooe Lake. This has generated an increase in motor traffic in the Radford area of Plymstock and on the A379 Laura Bridge. Completing the cycle path link to the Pomphlett roundabout would provide an almost flat link into the new cycle expressway to the city centre and to NCN27 via Saltram, Plympton and the Plym Valley. If there is a necessity to allow yacht masts to pass occasionally a section of the bridge may have to lift or swivel, but this would be a minor inconvenience compared to the environmental and health benefits of completing this walking and cycling route.</p>
Plymstock Toolkit	32	Steve Statham	St. Luke's Hospice		Issues and Opportunities	<p>The plans are difficult to assess at the printed scale and not easy to access and enlarge on the web site, as noted in our meeting. The role of St Luke's and its current facilities should be supported by the Plymouth Plan and by recognition in the Toolkits. Its role should be noted in the Issues and Opportunities schedule and the above two area maps should therefore demonstrate either the Health or Well Being icon or one similar. This may well apply to other similar facilities in the City.</p>
	33				Personal growth and esteem	<p>We note that there is a separate map for Social Enterprises but not for specific charities such as St. Luke's Hospice which is a larger organisation with greater and wider impact than many Social Enterprises that are listed, yet does not feature specifically in the plan. Either a separate plan of non SE's should feature or combine significant community organisations with the SE plan. We believe a charity of the scale of St. Luke's Hospice, providing such a significant contribution to the Plymouth community and economy deserves to be recognised in the Plan. This could be perhaps represented in the above Area toolkits with a Care Provision icon (standard or a more specific one). It is noted that whilst St. Luke's appears as a registered Social Enterprise on the Plymstock toolkit map on page 24, it is not. Through this consultation with several departments at Plymouth City Council, it is evident that there is clearly a need, before the next stage of consultation, to clarify the definition and significance of the Community Assets map. Once this has been done, we can comment further on this and the Social Enterprise map and perhaps a Charitable organisations map. The information in the Plymouth Plan needs to be based on a wider representation than a single umbrella organisation such as Plymouth Octopus Project, as there are many significant bodies who are not members of POP.</p>
Plymstock Toolkit	34	Mr Andy Anderson	Friends of Radford Woods		What stage are we at?	<p>Notes from 2 meetings held in Plymstock - Friends of Radford Woods and Plymstock Forum Redacted.pdf</p>
Plymstock Toolkit	35	Mr Steele	Plymstock Forum		What stage are we at?	<p>Notes from 2 meetings held in Plymstock - Friends of Radford Woods and Plymstock Forum Redacted.pdf</p>
	36					<p>"Burrow Hill should be designated as a green space and Jews Wood, Playing Fields off Dean Cross should be kept. Radford Park and Arboretum should be designated. "Burrow Hills and Play Field off Dean Cross Road needs protection." "Burrow Hill – ancient burial site is a green space – can it be protected / designated?"</p>

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	37				Green space designation - Can you identify any additional green space you would like to see protected?	"Hooe dip area near Royal Oak and Children's playground plus Radford Arboretum and Quarry to be preserved." "Radford Arboretum needs to be designated as a nature reserve."
	38					"Village Green status should be granted to land off Radford Dip and returned to being accessible space for the community." "Applications for Village Green status at Radford Dip should be approved for local amenity." "Amenity land located in Radford Dip (Westcombe Crescent) needs to be designated as a green space not for development." "Furland Field off Furland Close needs to be designated green space and registered as such"
	39					"Jews wood needs protection."
	40					
	41					"Look after green spaces especially ones with footpaths going through them e.g. Erme Plym Witch is used a lot by ramblers also there is a lack of grass cutting last year which meant the paths became overgrown."
	42				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	"There are several derelict buildings on Plymstock Road near Dean Cross. Can these be reclaimed after a certain length of time so the properties can be redeveloped? They are not fit for habitation now."
	43					"We need wilderness areas to be left alone: good for wildlife, good for humans and well-being."
	44				Green space designation - Can you identify any additional green space you would like to see protected?	"The coastal area of the Sound should be protected as no-one visits Plymouth to look at a Developed Sound – Tourism would be affected." "Why isn't Downham Park classed as a green space – it is classed as brownfield at present?" "Downham Park should be preserved for public use." "Please protect Downham Park." "Dawnhorne Park to be designated a green space – possibly a play park."
	45	mr andy anderson	Friends of Radford Woods			
	46					"A second bridge is needed over the Plym" "How about a bridge connecting with Cattedown / Coadside? Round Shapters Road area?" "Improve cycling and pedestrian connections between Hooe and Oreston – re-install bridge between Barrats and Hooe to Cavanah's development." "What is the plan for future access from Plymstock to the City Centre, we need another crossing somehow. Simply trying to expand the current bridge is not enough. In 25 years' time we will need to have something in place."
	47				Infrastructure	"Laura Bridge / Gydinia Way can't cope." "The present road system is already struggling. For example a burst pipe along the embankment caused the traffic to back up in Hooe. It took in excess of 50 mins to cross Laura Bridge." "How will Laura Bridge cope with extra traffic once Sherford is built? Where will residents of Sherford work?" "More green routes for bikes and runners etc. Laura Bridge is excellent – the new bit but needs expansion." "Laura Bridge will still be a pinch point." "Nurse shortage at GP surgeries. Roads from Hooe to Laura Bridge over used already what about 2016 and 20 years plus??" Laura Bridge needs to be held until bridge is expanded / replaced." "Laura Bridge – we really need to know if PCC doesn't care – we need a free park and ride and good public transport so people have viable alternatives to using their cars." "There is really only one major route into the city centre from Plymstock – Laura Bridge. It does not appear to be mentioned in this plan but must be because it is a massive access problem now." "What about a free park and ride for Plymstock to include bike lockers and places to hire bikes, plug in electric cars etc. Laura Bridge is a complete bottleneck. Something must be done the traffic is awful now"
	48					"A pedestrian access to Morrison's please – it's dangerous – if you're on foot there's going to be a fatality."
	49				Healthcare and Employment	"This summer in Dean Cross Surgery I couldn't get a locum appointment, it took 2 weeks for an appointment."
	50	Mr Steele	Plymstock Forum			"This summer in Dean Cross Surgery I couldn't get a locum appointment, it took 2 weeks for an appointment."
	51	mr andy anderson	Friends of Radford Woods		Housing Issues	"Plymstock etc already overpopulated in comparison to the wider Plymouth Area." "Population on Westside of River over Laura Bridge is less densely populated and is bearing far less of a burden for the planned and already being built houses. Which would mean the Plymstock area would be even more over populated." "Current plans for housing development in Plymstock represent 25% of the planned population growth for Plymouth. This means the area is carrying the 'brunt' of development." "Plymstock cannot take any further population increase with Sherford and all other current housing developments." "Plymouth student population have pushed out Tenants into other outer areas – people on low incomes are not being provided for..." "An increase in our population will put stress on current services, especially fire, police and social services. Is Sherford included in the quota for growth 22,700 homes? If it isn't it should be because it will have a significant impact on this area" "Concern over population growth where are these people going to work? Go to school? Get health care? Can sewerage services cope?" "Can Plymstock provide police, sewerage, fire services, and social services to an increasing population? They can't cope now!"
	52	Mr Steele	Plymstock Forum			"Plymstock etc already overpopulated in comparison to the wider Plymouth Area." "Population on Westside of River over Laura Bridge is less densely populated and is bearing far less of a burden for the planned and already being built houses. Which would mean the Plymstock area would be even more over populated." "Current plans for housing development in Plymstock represent 25% of the planned population growth for Plymouth. This means the area is carrying the 'brunt' of development." "Plymstock cannot take any further population increase with Sherford and all other current housing developments." "Plymouth student population have pushed out Tenants into other outer areas – people on low incomes are not being provided for..." "An increase in our population will put stress on current services, especially fire, police and social services. Is Sherford included in the quota for growth 22,700 homes? If it isn't it should be because it will have a significant impact on this area" "Concern over population growth where are these people going to work? Go to school? Get health care? Can sewerage services cope?" "Can Plymstock provide police, sewerage, fire services, and social services to an increasing population? They can't cope now!"
	53	mr andy anderson	Friends of Radford Woods			"Road – Rail access, SEWERAGE, WATER supply and GP Surgeries?" "Can Plymstock provide police, sewerage, fire services, and social services to an increasing population? They can't cope now!" "How can sewerage system cope with extra housing?" "Concern over population growth where are these people going to work? Go to school? Get health care? Can sewerage services cope?" "Facilities for people moving into the area are really important. It's key to think about local employment opportunities, affordable housing options, transport, connectivity with an airport, an airport (!), Park and Ride, Drainage, Sewerage systems." These new developments cause erosion of land. And we are very concerned about the impact of high tides and rainfall on risk of flooding and the inability of the sewerage system to deal with run-off water and on several occasions we have seen sewerage coming up and flooding different areas.

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
Plymstock Toolkit	54	Mr Steele	Plymstock Forum	Notes from two meetings held in Plymstock: Friends of Radford Woods – 34 attendees and Plymstock Forum – 31 attendees	Infrastructure	“Road – Rail access, SEWERAGE, WATER supply and GP Surgeries?” “Can Plymstock provide police, sewerage, fire services, and social services to an increasing population? They can’t cope now!” “How can sewerage system cope with extra housing?” “Concern over population growth where are these people going to work? Go to school? Get health care? Can sewerage services cope?” “Facilities for people moving into the area are really important. It’s key to think about local employment opportunities, affordable housing options, transport, connectivity with an airport, an airport (!), Park and Ride, Drainage, Sewerage systems.” These new developments cause erosion of land. And we are very concerned about the impact of high tides and rainfall on risk of flooding and the inability of the sewerage system to deal with run-off water and on several occasions we have seen sewerage coming up and flooding different areas.
	55	mr andy anderson	Friends of Radford Woods			“Why not have a helipad at Roborough?”
	56	Mr Steele	Plymstock Forum			“Why not have a helipad at Roborough?”
	57	mr andy anderson	Friends of Radford Woods		Housing Type and Tenure	“Stop building 4 bed luxury housing and build more units for single people.”
	58	Mr Steele	Plymstock Forum			“Stop building 4 bed luxury housing and build more units for single people.”
	59	mr andy anderson	Friends of Radford Woods			“More accommodation is needed that is suitable for the Elderly.”
	60	Mr Steele	Plymstock Forum		Green space designation - Can you identify any additional green space you would like to see protected?	“More accommodation is needed that is suitable for the Elderly.”
	61					“Burrow Hill should be designated as a green space and Jews Wood, Playing Fields off Dean Cross should be kept. Radford Park and Arboretum should be designated. “Burrow Hills and Play Field off Dean Cross Road needs protection.”
	62					“Burrow Hill – ancient burial site is a green space – can it be protected / designated?” “Hooe dip area near Royal Oak and Children’s playground plus Radford Arboretum and Quarry to be preserved.” “Radford Arboretum needs to be designated as a nature reserve.”
	63					“Village Green status should be granted to land off Radford Dip and returned to being accessible space for the community. “Applications for Village Green status at Radford Dip should be approved for local amenity.”
	64					“Amenity land located in Radford Dip (Westcombe Crescent) needs to be designated as a green space not for development. “Furland Field off Furland Close needs to be designated green space and registered as such”
	65					“Jews wood needs protection.”
	66					“Look after green spaces especially ones with footpaths going through them e.g. Erme Plym Witch is used a lot by ramblers also there is a lack of grass cutting last year which meant the paths became overgrown.
	67					Land availability - Which sites are suitable for development and which help to meet the needs of your community? “There are several derelict buildings on Plymstock Road near Dean Cross. Can these be reclaimed after a certain length of time so the properties can be redeveloped? They are not fit for habitation now.”
	68	Green space designation - Can you identify any additional green space you would like to see protected?	“We need wilderness areas to be left alone: good for wildlife, good for humans and well-being.”			
	69		“The coastal area of the Sound should be protected as no-one visits Plymouth to look at a Developed Sound – Tourism would be affected.”			
	70		“Why isn’t Downham Park classed as a green space – it is classed as brownfield at present?” “Downham Park should be preserved for public use.” “Please protect Downham Park.” “Dawnhorne Park to be designated a green space – possibly a play park.”			
	71	mr andy anderson	Friends of Radford Woods		Infrastructure	“What plans are there to provide resources, i.e. doctors, dentists, extra healthcare for the massive developments in the Saltram and Billacombe areas?”
	72	Mr Steele	Plymstock Forum			“What plans are there to provide resources, i.e. doctors, dentists, extra healthcare for the massive developments in the Saltram and Billacombe areas?”
	73	mr andy anderson	Friends of Radford Woods		Green space designation - Can you identify any additional green space you would like to see protected?	“What is the status of the green space / Play Park in Hooe (opposite the school)? Should this be community green space or similar or a registered park?”
	74	Mr Steele	Plymstock Forum			“What is the status of the green space / Play Park in Hooe (opposite the school)? Should this be community green space or similar or a registered park?”
	75				Infrastructure	“A second bridge is needed over the Plym” “How about a bridge connecting with Cattedown / Coxside? Round Shapters Road area?” “Improve cycling and pedestrian connections between Hooe and Oreston – re-install bridge between Barrats and Hooe to Cavanah’s development.” “What is the plan for future access from Plymstock to the City Centre, we need another crossing somehow. Simply trying to expand the current bridge is not enough. In 25 years’ time we will need to have something in place.”
	76					“A pedestrian access to Morrison’s please – it’s dangerous – if you’re on foot there’s going to be a fatality.”
	77	mr andy anderson	Friends of Radford Woods		The Eastern Corridor Strategic Growth Area and	“Concern about our link to A38 via Sherford Road, and access to Deep Lane Junction.” “With the Sherford development what is planned for roads transport in and out of the area?” “Free electric transport from Sherford to discourage car usage.” “Transport – Sherford gave a golden opportunity for a dedicated link to the city.” “We are very concerned about the ability of the bridge to cope with existing traffic let alone when more is due to come through because of Sherford and new developments – what about a tunnel?”

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	78	Mr Steele	Plymstock Forum		planned infrastructure for the area	<p>"Concern about our link to A38 via Sherford Road, and access to Deep Lane Junction."</p> <p>"With the Sherford development what is planned for roads transport in and out of the area?"</p> <p>"Free electric transport from Sherford to discourage car usage."</p> <p>"Transport – Sherford gave a golden opportunity for a dedicated link to the city."</p> <p>"We are very concerned about the ability of the bridge to cope with existing traffic let alone when more is due to come through because of Sherford and new developments – what about a tunnel?"</p>
	79				Infrastructure	"On the Plymouth bound lane at the Range – Traffic turning right to enter the range becomes a danger to others."
	80	mr andy anderson	Friends of Radford Woods			"On the Plymouth bound lane at the Range – Traffic turning right to enter the range becomes a danger to others."
	81	Mr Steele	Plymstock Forum			"Radford Park. Radford Woods, Radford Quarry, must all be designated green spaces."
	82	mr andy anderson	Friends of Radford Woods			"Radford Park. Radford Woods, Radford Quarry, must all be designated green spaces."
	83					"The fields behind Candish Drive should be protected as green space and for a buffer with Sherford."
	84	Mr Steele	Plymstock Forum		Green space designation - Can you identify any additional green space you would like to see protected?	"The fields behind Candish Drive should be protected as green space and for a buffer with Sherford."
	85	mr andy anderson	Friends of Radford Woods			"Only one small area of designated green space for the whole of Plymstock. Areas which are not designated but are green areas are essential to preserve the one area which is a green space and therefore should be designated as green space. This is the LOCAL NATURE RESERVE."
	86	Mr Steele	Plymstock Forum			"Only one small area of designated green space for the whole of Plymstock. Areas which are not designated but are green areas are essential to preserve the one area which is a green space and therefore should be designated as green space. This is the LOCAL NATURE RESERVE."
	87	mr andy anderson	Friends of Radford Woods			"Well Field at Mount Batten – protect it!"
	88	Mr Steele	Plymstock Forum			"Well Field at Mount Batten – protect it!"
	89	mr andy anderson	Friends of Radford Woods		Infrastructure	<p>"A park and ride is essential as indicated in a survey several years ago!"</p> <p>"A park and ride for Plymstock is essential"</p> <p>"If the park and ride was free more people may see it as an economic alternative to car travel."</p> <p>"A park and ride is essential as indicated in a survey several years ago!"</p> <p>"A park and ride for Plymstock is essential"</p> <p>"If the park and ride was free more people may see it as an economic alternative to car travel."</p>
	90	Mr Steele	Plymstock Forum			
	91	mr andy anderson	Friends of Radford Woods			"There should be no more development on any green space within Plymstock only on the outskirts."
	92	Mr Steele	Plymstock Forum			"There should be no more development on any green space within Plymstock only on the outskirts."
	93	mr andy anderson	Friends of Radford Woods			"Please protect Jennycliffe Park and park below St Lukes and turn it into designated green space."
	94	Mr Steele	Plymstock Forum		Green space designation - Can you identify any additional green space you would like to see protected?	"Please protect Jennycliffe Park and park below St Lukes and turn it into designated green space."
	95	mr andy anderson	Friends of Radford Woods			"We need to protect Mount Batten Park which was given to the people of Plymouth."
	96	Mr Steele	Plymstock Forum			"We need to protect Mount Batten Park which was given to the people of Plymouth."
	97	mr andy anderson	Friends of Radford Woods			"If we have more people living in the area we need more green space and green areas and nature."
	98	Mr Steele	Plymstock Forum			"Should we be more concerned with well-being and sustaining the future rather than an imagined shortish term economic fix without scientific evidence? I wonder how well you have been advised."
	99	mr andy anderson	Friends of Radford Woods			"If we have more people living in the area we need more green space and green areas and nature."
	100	Mr Steele	Plymstock Forum		Infrastructure	<p>"If no swimming pool is built at Sherford what happens?"</p> <p>"If no swimming pool is built at Sherford what happens?"</p>
	101	mr andy anderson	Friends of Radford Woods		Green space designation - Can you identify any additional green space you would like to see protected?	"Is the cricket and recreation park in Dean Cross Road being protected from development?"
	102					"Is the cricket and recreation park in Dean Cross Road being protected from development?"
	103	Mr Steele	Plymstock Forum			<p>"Laura Bridge / Gydinia Way can't cope."</p> <p>"The present road system is already struggling. For example a burst pipe along the embankment caused the traffic to back up in Hooe. It took in excess of 50 mins to cross Laura Bridge."</p> <p>"How will Laura Bridge cope with extra traffic once Sherford is built? Where will residents of Sherford work?"</p> <p>"More green routes for bikes and runners etc. Laura Bridge is excellent – the new bit but needs expansion."</p> <p>"Laura Bridge will still be a pinch point."</p> <p>"Nurse shortage at GP surgeries. Roads from Hooe to Laura Bridge over used already what about 2016 and 20 years plus??"</p> <p>Laura Bridge needs to be held until bridge is expanded / replaced."</p> <p>"Laura Bridge – we really need to know if PCC doesn't care – we need a free park and ride and good public transport so people have viable alternatives to using their cars."</p> <p>"There is really only one major route into the city centre from Plymstock – Laura Bridge. It does not appear to be mentioned in this plan but must be because it is a massive access problem now."</p> <p>"What about a free park and ride for Plymstock to include bike lockers and places to hire bikes, plus electric cars etc. Laura Bridge is a complete bottleneck. Something must be done the traffic is awful now"</p>
	104	mr andy anderson	Friends of Radford Woods		Infrastructure	<p>"What play space will developers be asked to provide where space allows? What play space will be available in Sherford? Will it be fit to meet needs in the next 25 years?"</p> <p>"Is a primary or secondary school going to be built in Sherford to take the children from there? Our secondary schools are almost at capacity."</p>
	105	Mr Steele	Plymstock Forum			<p>"What play space will developers be asked to provide where space allows? What play space will be available in Sherford? Will it be fit to meet needs in the next 25 years?"</p> <p>"Is a primary or secondary school going to be built in Sherford to take the children from there? Our secondary schools are almost at capacity."</p>

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	106	mr andy anderson	Friends of Radford Woods			"Public loos required near Hooe Green."
	107	Mr Steele	Plymstock Forum			"Public loos required near Hooe Green."
	108	mr andy anderson	Friends of Radford Woods			"Manned Police Station in Plymstock."
	109	Mr Steele	Plymstock Forum			"Manned Police Station in Plymstock."
	110	mr andy anderson	Friends of Radford Woods		Green space designations - Can you identify new green space to plug the gaps?	"Improve the play park and football pitch in Hooe – great location opposite school within close range to loads of people but not nice at the moment – it causes 'Play park traffic' when parents are driving to access play!"
	111	Mr Steele	Plymstock Forum			"Improve the play park and football pitch in Hooe – great location opposite school within close range to loads of people but not nice at the moment – it causes 'Play park traffic' when parents are driving to access play!"
	112	mr andy anderson	Friends of Radford Woods		Infrastructure	"Install designated bus lanes to make travel on buses more attractive because they'll be faster." "We need a fast bus service from the city to Exeter Airport, many Londoners would think nothing of this journey to access planes."
	113	Mr Steele	Plymstock Forum			"Install designated bus lanes to make travel on buses more attractive because they'll be faster." "We need a fast bus service from the city to Exeter Airport, many Londoners would think nothing of this journey to access planes."
	114	mr andy anderson	Friends of Radford Woods		Infrastructure	"Improve usability / cyclability of south-west coast path from Hooe to Oreston – could be good for cyclists and walkers but currently not even accessible with a pram." "Plymstock has a very high proportion of car use compared to cycling yet we also have a high proportion of people cycling to work. We need further sustainable transport facilities and infrastructure." "Very poor uptake of sustainable modes of transport due to badly developed offer (no cycle tracks / or cycle tracks don't lead anywhere.)"
	115	Mr Steele	Plymstock Forum			"Improve usability / cyclability of south-west coast path from Hooe to Oreston – could be good for cyclists and walkers but currently not even accessible with a pram." "Plymstock has a very high proportion of car use compared to cycling yet we also have a high proportion of people cycling to work. We need further sustainable transport facilities and infrastructure." "Very poor uptake of sustainable modes of transport due to badly developed offer (no cycle tracks / or cycle tracks don't lead anywhere.)"
	116	mr andy anderson	Friends of Radford Woods		Infrastructure	"More local promotion of car sharing is needed. What about a tram service? Solar sky ride service?" "Transport – The main roads in Plymstock can't cope with the current volume of traffic – current roads need repair i.e. Radford Park Road." "Route from Plymstock to city already congested before further development done... need realistic planning for transport."
	117	Mr Steele	Plymstock Forum			"More local promotion of car sharing is needed. What about a tram service? Solar sky ride service?" "Transport – The main roads in Plymstock can't cope with the current volume of traffic – current roads need repair i.e. Radford Park Road." "Route from Plymstock to city already congested before further development done... need realistic planning for transport."
	118	mr andy anderson	Friends of Radford Woods		Employment and Education	"Less work in Plymstock means more people commuting. More business here or promote ability to work from home?"
	119	Mr Steele	Plymstock Forum			"Less work in Plymstock means more people commuting. More business here or promote ability to work from home?"
	120	mr andy anderson	Friends of Radford Woods		Housing Type and Tenure	"City centre student accommodation development and use of HMO's has pushed home owners out of the city centre into Plymstock."
	121	Mr Steele	Plymstock Forum			"City centre student accommodation development and use of HMO's has pushed home owners out of the city centre into Plymstock."
Plymstock Toolkit	122	Polly Baynes			Infrastructure	Hi I am writing to support the re-opening of the cycle bridge across Hooe Lake. I live in Turnchapel. Opening this bridge would make it feasible for many more people from this area to cycle to work in town and also open up a cycle route straight on to the moor. It would allow children from the new developments on the Plymstock side of the lake to access the sea and all the facilities at Mount Batten without needing to use a car. As more and more houses are built in this area, it becomes increasingly important to ease congestion on the roads.

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
South Toolkit	1	Mr Andrew Cheal			Environmental Matters	The peninsular section of Stonehouse suffers a large amount of anti social behaviour late at night, and it damages what is identified as a key area of development to this plan. There is no CCTV and the policing is too sparse to contrc dangerous driving, drug dealing and prostitution. This means the area cannot be an ideal location to visit, despite the success of Royal William Yard, or the beauty of Devil's Point
	2				Infrastructure	Union Street is in dire need of infrastructure support - investment in a number of the historic buildings, as well as establishing a really useable area, such as a shopping hub, not just a 'community area'. Until the area is attractive and truly useable in a practical sense then it will continue to be a troublesome and unattractive space right by so much which we should be showcasing about Plymouth
	3					Union Street is in dire need of infrastructure support - investment in a number of the historic buildings, as well as establishing a really useable area, such as a shopping hub, not just a 'community area'. Until the area is attractive and truly useable in a practical sense then it will continue to be a troublesome and unattractive space right by so much which we should be showcasing about Plymouth
	4				Issues and Opportunities	Union Street is more than a key community hub - it is a site of a number of historic and beautiful buildings all crumbling or being misused. The site is close to a number of key developments and success stories - Millbay, City Centre and Royal William Yard - and its condition of neglect undermines them all
South Toolkit	5	Ben Squance			What stage are we at?	Hi Instead of building more houses, why aren't some of the rundown and abandoned buildings looked at for conversions? Studio Apartments could easily be created in some of the old buildings which would relieve some of the housing need, especially for single people/couples without children that are looking. Some of them could even be designed to help 'Plymothians' who are homeless back into sheltered housing of their own, or for our service men and women who need housing after leaving the services. There is currently a 111 room building with function suites, kitchens, reception area standing vacant and in need of attention. Why not issue a compulsory purchase order for the ex Quality Hotel which is currently a dangerous building solves the issue of it being target for arsonists and offenders and fixes an eyesore on the Plymouth horizon. This could then have a building manager on the front desk, and workers within the building creating jobs at the same time. The function rooms could then be hired out creating income, or even providing classes for those who live in the building who are looking to get back into work. Im also sure if the conversion of such a location was made for service personnel or homeless there would be government and charity grants to help with the cost, offsetting it from the council/taxpayer. You could even go back to its original name the Mayflower Post, or something related to the Mayflower in readiness for the 2020 celebrations - in which a descendant of our family was involved in helping the Mayflower and the settlers his name being Squanto/Tisquantum. Regards Ben Squance
South Toolkit	6	Mrs Elizabeth Liggins			Infrastructure	Comment from Mrs E Liggins Redacted.pdf
South Toolkit	7	Wendy Rees			Green space designation - Can you identify any additional green space you would like to see protected?	Comment from Wendy Rees Devil's Point and Millbay path.pdf
South Toolkit	8	Ross Simmonds	Historic England		Land availability - Which sites do you think are simply not suitable for development?	Historic England Redacted.pdf Not to labour the point but the central area somewhat underplays the post war Abercrombie estate. We are supportive, in principle of significant change to the fabric of the centre but change needs to properly recognise its importance, be understood and parameters put in place.
South Toolkit	9	Mr Ray Fairchild	Local Access Forum		Infrastructure	Without a huge investment and major knockdown and rebuild then PCC are significantly constrained in what road improvements they can achieve. Other major cities have wide roads, overpasses and underpasses to reduce congestion. I do something similar in Plymouth would require infrastructure changes far beyond the means of the city. What about a water bus (end to end)? New coach station – too small, access not easy Royal Parade is a divider – consider re-establishing under-pass Plymouth's strength is location but access from afar [is the issue that needs addressing] Friary cycle path – continue to centre I note significant (60km+) travel to work figures from 2011 Census Close West End shops and move market. Other comments/considerations Sutton Harbour becoming cramped; University campus too crowded; Must preserve green space; Don't build on flood plain
	10					
	11					Devils Point CP around to entrance to the approach to the Longroom. Since it seems the access road to the CP is shown as accessible green space and also the walking path to Eastern Kings then it makes sense to continue it around t where the road upto the Longroom is closed since it is an accessible route until that point
	12					Corner of Bath Road and East end of Union Street There is a small area of accessible greenspace in this area, that is not marked. Since similarly small areas are shown then so should this area.
	13					North East Side of Stonehouse Bridge This is the southern extremity of an excellent walking/cycling path linking from Stonehouse Bridge to MillBridge and Victoria Park. It is GreenSpace as much or more so than some other identifier areas.
	14					Cattedown Ex Railway Line between Shapters Road to near Howards Quay. The railway line in this area was removed many years ago and since then there is a 5 to 10 m wide tract of inaccessible green space that could have so easily been used as a cycle/walking path. It may be deemed to be brown field but it looks very green to me
	15					Railway Land to east of Tothill Road Viaduct Bridge. There is a significant area of disused land, arguably green space than could be shown on the map but is currently just a blank on the map
	16					Embankment Lane / Bridge Road. There is an area of what visually appears to be unused (greenspace??) land in this area, this has not been identified as green space on the map. I can only assume this is because it is planned for other development and as such considered as brownfield site The Western Corridor
South Toolkit	17	Colin Woodman	CTC - the national cycling charity		Infrastructure	Cycle access from the west into the City Centre is poor. The Sustrans "NCN" route is not suitable for utility use, being devious and hard to follow. The constraints here are partly from topography. Stonehouse creek has been filled in but there are still only 3 crossing points and there is a steep climb to cross the ridge along which North Road runs. So people are funnelled across Stonehouse Bridge and into Union Street which has heavy motor traffic. The other constraint is the need to cross Western Approach. The solution to encourage riding to work is a route along Stonehouse High Street and King Street with a good crossing of Western Approach into Frankfort Gate. Regarding the Boulevard and the Western Approach / Union Street junction the city must avoid reproducing the errors of Charles Cross and make them attractive to cyclist: Good community spirit in Stonehouse. Close to the sea. Culture/leisure facilities close-by. Oldest wall in Plymouth within the Stonehall enclave. Devonport Park People and families have strong connections in the area
	18				What is special about the area?	

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South Toolkit	19	Tim Phillips	Plymouth Community Homes		Issues and Opportunities	<p>Union Street splits Stonehouse into two – Durnford Street v King Street (as an example). Profound problems with drug use and ASB - gangs coming in from elsewhere. Plan states low-density but where PCH properties are, it is high-density. Won't this also increase as there is more student accommodation being built? Parking problems in Prince Rock/Cattedown Nightlife causes problems i.e. Union Street. Drinking problems, "red light" area – sex workers in and around our homes. Union Street is dead, empty unit, very run down. Palace Theatre has been allowed to rot but the building is beautiful and should be restored. Teats Hill – deprived area and may benefit from regeneration. Agree that Devonport needs a supermarket food store for choice and access – not all can manage the bus costs to get to shop. Stonehouse creek – could be used as an outdoor gym to promote physical activity in the area. Improved policing in Devonport - previously provided via DRC Take down boundary wall around South Yard to open up neighbourhood</p>
	20			Infrastructure	<p>Quay at Stonehall – belongs to PCC and desperately needs to be refurbished Close to city centre so good bus routes, access to shopping facilities and access to fresh food (Lidl and Aldi amongst others). Lot of high-end dining options that our residents would not be able to access due to cost (social isolation). Waller communities at Royal William Yard / Old Hospital Site prevent our tenants from accessing. Marlborough Street needs revitalising</p>	
	21			Land availability - Which sites do you think are simply not suitable for development?	<p>Boons Place – what is the plan for this?</p>	
				Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>Colin Campbell Court has been omitted. Cottage at Stonehall Flats needs demolition and land to be handed back for resident use as a green space. English Heritage has blocked demolition applications.</p>	
22	Green space designation - Can you identify any additional green space you would like to see protected?	<p>Land between High Street and Waterloo Close near Affinity Sutton new development.</p>				
South Toolkit	23	Mr Joe Keech	Devon County Council		Infrastructure	<p>The South of Plymouth area is one of the key areas of the city in terms of strategic infrastructure provision as it houses the international ferry terminal, the bus and coach station and the start/finish of the Devon Coast to Coast cycle route The County Council would support the retention and improvement of these facilities which play a role in strategic connectivity for the wider County and beyond Land outside Drakes Circus- CC13</p>
South Toolkit	24		Drake Circus Limited Partnership		Land availability - Which sites are suitable for development and which help to meet the needs of your community?	<p>The land to the north of Drakes Circus, identified as Proposal CC13, has been identified in the City Centre AAP (2010) for development potentially including offices, cultural, residential or hotel. British Land continue to explore opportunities to develop a hotel on this site and consider that the Plymouth Plan Part Two should reflect both this intention and the existing site allocation. The Plymouth Hotel Market Study (2014) prepared by Colliers International, and the draft GVA City Centre Development Strategy (2014), recognise that there is a lack of quality, upmarket, branded hotel supply. These studies identify that there are signs that demand for City Centre hotel bed spaces could increase into the future and that there is the potential for new hotel supply in the form of a 4 star hotel. This need was identified in the Plymouth Plan Part One to enhance Plymouth's profile as an international city and to fill a current gap in the provision in the city's visitor accommodation offer (Strategic Objective 6 and Policy 33). Part One also found that many accommodation providers are at full capacity between June and the end of September, and that this is "stifling the opportunity to further grow the staying and overseas visitor markets which are key to overall economic growth and additional jobs." British Land's aspiration to bring forward a hotel on the land to the north of Drakes Circus (CC13) demonstrates their continued investment in the City Centre and will provide an important town centre use to support the future tourism in Plymouth.</p>
South Toolkit	25				What is special about the area?	<p>Our Client is pleased to note the positive approach which Plymouth City Council have taken in protecting the vitality and vibrance of the City Centre in the Plymouth Plan Part One, and hope that this approach will be reflected in the detailed site allocations to be prepared following this consultation</p>
South Toolkit	26				Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>GL Hearn on behalf of M</p>
South Toolkit	27	Stephen Gwilliam	M&G Real Estate		Issues and Opportunities	<p>An issue and challenge identified is the low population density compared to other city centres in the country and the housing which is available is mostly terraced, flats and shared housing. M&G consider the need to provide higher density housing in the City Centre is justified and would support that there is a need to provide more accommodation that is specifically focused on providing appropriate accommodation for the high proportion of younger people in the area. The document notes that the higher proportion of younger people (aged 16-30), most likely due to the close proximity of Plymouth University, one of the largest University's in the country in terms of number of students, is a further issue and challenge highlighted. The context of this is not made clear, but M&G consider that facilities should be provided within the City Centre that accommodate and meet the needs of the existing and future population. In addition the document also highlights that housing tenure imbalances should be addressed when considering new housing developments in the west and ways should be explored to introduce residential into the City Centre. M&G consider the need to introduce more residential uses into the City Centre is a key challenge and should be appropriately considered when allocating types of development to future City Centre sites. M&G support the need to explore new opportunities for mixed-use development to expand the leisure/sports facilities on offer and the night-time economy. M&G consider this to be an important challenge for Plymouth's City Centre and support the need to create an improved night-time economy offer. M&G consider that further detail should be provided to infrastructure and bus services within the south of the City Centre. The approved application permitting British Land to redevelop Bretonside Bus Station for commercial leisure purposes has resulted in the planned relocation of the Bus Station to the former Mayflower West Car Park in the north of the city centre. M&G consider that ensuring key bus services and routes throughout are key to the City Centre's 'health' as these are important drivers of footfall, In particular services which encourage footfall from and to the south (along Royal Parade) should be particularly encouraged to support the less prime retailing pitches.</p>

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South Toolkit	28	Colin Woodman	CTC - the national cycling charity		Infrastructure	<p>The ambition to "improve connectivity with city centre and other communities." Is welcome but it is not clear how this is to be done. It should conform to the Plymouth Plan 2014 (see page 16) and encourage a step change in modes of transport.</p> <p>Theme 3 'Green city.' 16</p> <p>5. A transport system is provided that delivers a step-change in walking, cycling, and public transport as the travel modes of choice for journeys in the city. I trust these improvements are intended to include cycling as the means of transport in which case cycle friendly routes are needed. If the intention is to increase travel to work these routes need to be direct and fast. Riding on the pavement and having to stop at every side road will not be helpful.</p> <p>"Direct, convenient and safe" is the standard requirement.</p> <p>The route through the Brentor Road development is an example of what should not be done. It is "all round the houses" because the planners did not require permeability (as requested by CTC at the time).</p> <p>It is badly signed both inside the estate (off the direct track and hidden by bushes) and on the way in and out from Grenville Road (signs inconspicuous and inconsistent).</p> <p>Improvements to Cattedown, Charles Cross and North Cross roundabouts.</p> <p>Over the 3 years 2011 – 2013 18% of collisions involving injury to cyclists were on roundabouts.</p> <p>The great majority of these involved cars entering the roundabout with the standard excuse "I looked but did not see".</p> <p>If these improvements are to encourage cycling they must include measures to increase the safety of cyclists using them,</p> <p>The fundamental requirement is to reduce the speed of vehicles entering the roundabout and improve the ability of drivers to see circulating traffic. This can be done by using "continental design" with entry angles close to 90 degrees.</p> <p>Royal Parade (cycle and bus access) I assume this means limiting car access and welcome it.</p>
South Toolkit	29	Jon Turner	Sutton Harbour Holdings plc		What is special about the area?	<p>SHH Covering Letter Redacted.pdf SHH PBA Economic Case for Investment Sutton Harbour Vision July 2014.pdf SHH PBA Sutton Harbour Fisheries and Marina Activities - July 2015 Final Re... Redacted.pdf SHH Report - Former Plymouth Airport Site - Socio-Economic Impact -pdf</p> <p>"Need for improved connectivity (p3): Main access point for visitors</p> <p>Embankment Road provides the main access point for visitors to the City, up to 80% arrive via the Embankment. First impressions are important; Plymouth's waterfront is largely hidden from view.</p> <p>When referring to water connectivity Sutton Harbour needs to be specifically referenced, not just the Barbican para 2 page 3 as both National Cycle Network and the Coastal Footpath run through this area.'</p> <p>Plymouth's historic waterfront (p3): Add Sutton Harbour, the birthplace of modern Plymouth in para 3 page 3</p> <p>Para 4 should include reference to the National Marine Aquarium at Sutton Harbour</p> <p>Mix of industrial uses (p3): Add reference to Plymouth Fisheries which has national, regional and local importance as the 2"d largest fish market in England, and emphasise its importance</p> <p>Other places to expand (p3): In order to deliver Plymouth's ambitious growth agenda the Former Airport Site (FAS) can deliver a significant number of benefits including: <ul style="list-style-type: none"> at least 1,600 new homes the site can deliver 360 permanent jobs and 340 construction jobs create almost £60m GVA over 10 years generate council receipts of £12.8m and £3.1m in New Homes Bonus and CIL generate annual income of £3.1m in Business Rates and £12.8m in Council tax Plymouth City Council would directly benefit from the proceeds of developing this site and depending on market conditions could receive a capital receipt of well over £50m, which would significantly help to protect services in the future. (Source: Regeneris Consulting: Redevelopment of the Former Plymouth City Airport Site, Assessment of Socio Economic Benefits, September 2015).</p>
	30			Issues and Opportunities	<p>Historic Areas: Sutton Harbour needs to be included (with Barbican) as the birthplace of modern Plymouth</p> <p>City Wide Events: Destination Sutton Harbour, e.g. Transat. Events have positive effects on an area by making it more desirable, increases trade for businesses operating there. This currently only captures the negative not the positive.</p> <p>Explore the opportunities for more leisure/sport: Expansion of the marina? Do more to support the marine focused companies based here to encourage people to get onto the water- dinghy sailing, paddle boarding, sailing etc.</p> <p>Foodstore location: There is a requirement for convenience and main foodstore in the East End</p> <p>Housing: Additional housing numbers is required to address the tenure imbalances around Sutton Harbour and the 1 immediate area</p>	
	31			City Centre and Waterfront Strategic Growth Area		
	32			Infrastructure	<p>Sutton Harbour to be included as a Strategic Regeneration Area as the Harbour is equally as important to Plymouth's growth ambitions as the City Centre, Millbay and Devonport</p> <p>The area of Sutton Harbour is already one of the success stories of Plymouth. It is home to the second largest fresh fish market in England which supports 656 jobs, while marina operations support more than 200 jobs combined. The marina and harbour elements of our business create approximately £28 million Gross Value Added (GVA) for the local economy every year through our daily operations and events held at Sutton Harbour, such as the annual Classic Boat Rally and Pirates Weekend.</p> <p>(Source: PBA Report: Sutton Harbour Fishing and Marina Activities in Plymouth, Economic Assessment, July 2015).</p> <p>Additional Infrastructure Project (p6):</p> <p>The Mayflower Bridge (replacement of the existing swing bridge adjacent to Mayflower Steps): this should not be solely SHH pic's responsibility. The Environment Agency has no requirement to assist in replacement as it is not a flood defence but benefits members of the public who have no direct relationship with Sutton Harbour nor the business operations in the area.</p> <p>Potential Flood improvements are also required for Sutton Harbour</p> <p>Eastern Gateway (the access to Plymouth Fisheries):</p> <p>access from Gdynia Way to the Harbour Car Park, Sutton Road and waterfront intersection by road, cycle, boat and pedestrian</p> <p>Improve junctions and signage from Marsh Mills, Embankment Rd and Gdynia Way to Sutton Harbour and Barbican.</p> <p>Increase the provision of water taxi access points in Sutton Harbour</p> <p>Include the Boardwalk Sutton Harbour: Planning Ref: 14/02332/FUL.</p>	
	33			Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	<p>Sites that have been missed: Eastern Gateway (to include a combination of SHAAP SH09 and SH08 and part of SH07)</p> <p>retail hub, hotel and residential development, food and leisure office, car parking, student, convenience retail, private rented sector, moorings and extension/conversion of Harbour Car Park (SHAAP SH08).</p> <p>this proposal should also include improved urban realm space, 'pop up' interventions and cultural performance space</p> <p>Sugar House (former Boat yard site, East Quay (SHAAP SH07)): hotel and residential development, food and leisure office, car parking, student, retail (including convenience retail, private rented sector)</p> <p>this proposal should also include improved urban realm space, and cultural performance space</p> <p>Sutton Wharf (including Tin Quay House): commercial retail leisure, office parking, 'pop up' interventions' and cultural performance space</p> <p>North Quay harbour edge: food and beverage and car parking retail/kiosk outlet and 'pop up' interventions' and cultural performance space</p> <p>The Horse Wash, North East Quay: retail, leisure, office, hotel, apartments, residential, student and private rented accommodation</p> <p>Brunswick Place: commercial, hotel, residential, student and private rented accommodation</p> <p>China House: car park, food and beverage, retail, kiosk</p> <p>Quay Point: retail, leisure and food and beverage 'pop up' interventions' and cultural performance space</p> <p>Vauxhall Quay and Sutton Jetty: retail, leisure, hotel and residential</p>	

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						North Quay House (SHAAP policy SH03): hotel, office, residential, student and private rented accommodation The Vision for the Harbour and the adjoining Barbican, Coxside, Cattedown and Bretonside areas will, when implemented, deliver: create c.236 new homes; provide c.36,000 square meters of new office space; support more than 900 permanent jobs; create around 420 construction jobs; represent c.£75m of investment in construction; add £34 million GVA to Plymouth's economy every year; deliver £1.8m in business rates for Plymouth City Council (Source: PBA Report Sutton Harbour Vision: The Economic Case for Investment, July 2014)
South Toolkit	34	Almuth Lauch	EyesUp Design		Infrastructure	Derry's roundabout / confusing, even dangerous traffic lights: Literally just metres before entering the roundabout there's a set of traffic lights. Once they show green, I'd expect this gives me green lights to enter the roundabout safely. Instead, suddenly I have to respond to traffic coming from the right (from within the roundabout) which comes as a total surprise. Suggestion: either get rid of the traffic lights or get rid of the 'roundabout' as having these 2 situations mixed together makes it confusing and dangerous.
South Toolkit	35		Co-operative Group Ltd		Infrastructure	Pegasus Group on behalf of co-operative group ltd SOUTH Redacted.pdf
South Toolkit	36	Mrs Lynn Fearon			Green space designation - Can you identify any additional green space you would like to see protected?	The following should be preserved The Entire Hoe area is Plymouth's jewel in the crown. This extends all the way up Armada Way to North Cross. It is a wonderful walk. Mount Wise is the second jewel. The Greenspace in RWY on the left going in must also be preserved. The open space, wild flower garden at Drake Circus should remain as such. It is a real asset. Beaumont Park has huge very old trees.
	37				Housing Type and Tenure	There seems to be no overall plan for accommodation in the City Centre. Too many huge student accommodation blocks are going up. The city centre is dead in the evenings and while that might change in term times the students are away for 4 months in the Summer, when we should be attracting tourists. There is need for further good restaurants in Armada Way and residents to be living above some of the shops.
	38				Infrastructure	There is desperate need for more 'upmarket' shops in the centre, to stop those who have money to spend going to Exeter and Bath. The shopping area is too big at present. I would love to see the Pannier market up next to Armada Way with big car park behind it and medium sized conference centre at the west end to take 400/ 500 people. There is no lecture theatre or any venue of this size in Plymouth that can take over 200 people, not even in the university, too big a gap between that and 1,000+ at the Pavilions. It could bring so much income to the centre, particularly conferences during the week.
	39				Infrastructure	There appears to be no consideration, with all the developments planned as to how vehicles are going to move around the city. I am not convinced the Bus Station is in the right place from this point of view, with further traffic lights in Mayflower St. The Bretonside development will bring hundreds of people to the city to North Cross roundabout seems to work very well to me but Charles Cross needs complete rethink and buses should not stop on the north side of the Mall and then cross 3 lanes to go up North Hill. It is crazy. They stop on Royal Parade and outside University, why the need for the Mall north as well? cinemas and restaurants but I see or hear no mention of a car park. Where will cars park for this and the History Centre and how will they ever arrive along a choked Exeter Street or North Hill? Finally where are the day trip coaches going to stop now Bretonside has gone? There is desperate need for rejuvenation of the Hoe toilets. There are 8 female toilets with one old stainless steel washbasin with one cold tap and nowhere to put anything down!! What an introduction to Plymouth!
	40				Infrastructure	Cruise Terminal I think this would be great for Plymouth and bring in hundreds of tourists without cars
South Toolkit	41	Mr and Mrs Nicholas/ Geraldine Farrell			Infrastructure	The Central Market: Many of the city-centre buildings erected after the war have outlived both their usefulness and attraction, however some are worthy of historic preservation, such as the central blocks housing House-of-Fraser, BHS etc., provided they are well maintained. However others, like the Central Market and environs, have suffered dilapidation and can only be rescued by change of use, as per our section above, or by major restoration. A special case is the Central Market which has special historic worth and is patronised by many people seeking cheaper goods than in the regular shops or special services which could not be sustained in a conventional shop premises. It would be nice to see the Central Market preserved, and if the surrounding area were given over to student accommodation, it might receive extra rejuvenation.
South Toolkit	42	Graham Devine	Royal Institute of British Architects		Infrastructure	RIBA - Plymouth City Centre West End Debate Report Redacted.pdf
South Toolkit	43	Fairfax Luxmoore	Friends of Devonport Park	This feedback is taken from a Friends of Devonport Park meeting attended by 20 people in the café at the Park.	Land availability - Which sites do you think are simply not suitable for development?	Protection for land along Richmond Walk footpath i.e. Blagdons Boat Yard and Mount Wise Marina to remain in current use.
	44				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	"Should the land at Stonehouse Barracks come available ensure that the community is consulted as to its future use. This goes for all MOD land. Use the chance to extend the Eastern Kings Walkway round the point and through the port of Plymouth."
	45				Green space designations - Can you identify new green space to plug the gaps?	"Mountwise is now a Local Wildlife Site as well as a geological SSSI – is this on the map?"
	46				Green space designations - Can you identify new green space to plug the gaps?	"More green space in the city centre, especially in the West End"
South Toolkit	47	Mr Andy Anderson	Friends of Radford Woods	Notes from two meetings held in Plymstock: Friends of Radford Woods – 34 attendees and Plymstock Forum – 31 attendees	Green space designation - Can you identify any additional green space you would like to see protected?	"The coastal area of the Sound should be protected as no-one visits Plymouth to look at a Developed Sound – Tourism would be affected."
South Toolkit	48	Mr Steele	Plymstock Forum			"The coastal area of the Sound should be protected as no-one visits Plymouth to look at a Developed Sound – Tourism would be affected."

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South West Toolkit	1	Mrs Karen Pilkington			What is special about your area?	The Blockhouse Park, the views, the convenient location to access Cornwall, Stoke shopping centre, and the community engagement in areas like St Levans Road Park are all special about our area: The cobbles still on the back lanes are special, and the amount of back lanes and opportune space for creatively minded designers make our part of the city a blank canvas for some innovative new ideas to enhance city living. - We have many split tier properties because of the steep hills in the area, which could produce some excellent design ideas in affordable housing stock if planners would be far sighted enough!
	2				Issues and Opportunities	An alternative grocery shopping experience combined with much better forms of transportation - walkways, cycle paths, cycle hire, improvements to the train service that already exists; could entice more people into the area who are looking for alternative ways of urban living, attracted by the cheap housing stock. I would like to see compulsory and free residents parking to prevent dockyard users parking in residential streets. I would like to see schemes to support residents make better use of their back lanes - as play areas for children, back yard gardens, car free areas to enjoy and so on
South West Toolkit	3	Sharon Goldstone			Green space designation - Can you identify any additional green space you would like to see protected?	There are no designated greenspaces at all within this area! There are three tiny SSSI's within the southwest corner of this area. There are large areas which have no accessible green space within 400m. The area designated SW6 as a potential site for development must be made a designated greenspace as a matter of urgency. To even think of destroying this space is a travesty. Some of the areas shown as accessible green space are actually private land and only accessible to residents. Many residents (and their children) have no grass in their tiny gardens/ yards and no grass nearby.
	4	Paul Russell			Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Just read the plan bit in stoke shopper then went on website ,, first i knew of it! So here are a few comments. SW6 this green square is ripe for development as starter homes even though i walk my dog there every week. It is a waste as it is very rarely used apart from youngsters consuming white lightening and leaving their litter behind.with devonport park just a few yards away it is not needed for green space but the developers could be encouraged to make further developments in devonport park.
	5		Travel to work	I am a bus user with a free pass yet i am convinced the bus stops are too frequent 1/3 could go Increase one way roads to help parking and make it easier to have more cycle path:		
	6		Green space designation - Can you identify any additional green space you would like to see protected?	Pollard or copice trees lining roads eg stuart road and plant more trees in small parks eg stoke damerall park. replace rampant budlia with other butterfly liking shrubs and trees.		
	7		Personal growth and esteem	Have poster displays near main though fares with council info on. Encourage all pubs with screens to have a council 'advert' displayed a couple of times a day when sport is not being displayed.		
8	Land availability - Which sites do you think are simply not suitable for development?		I would urge against developement of SW6 between Devonport Road and Paradise Road. I think that all greenfield sites in the city should be preserved. There are fantastic views of the water and as a city, the views of our natural harbour are our biggest selling point. The number of objections to the proposal of developement of this land indicates this is a widely held view. It is mentioned that the need for more housing in this part of the city is likely to be small so I would caution against developement here. Once developement has taken place, we will never restore these views. The field is bordered by listed buidings East and West and forms part of an important historical vista. I think it very important that we preserve as much of the city's heritage as possible. In terms of what to do with the site, there seems to be differing views as to how the field is currently used and what should happen to it. I would urge that whatever happens, it remains a green site			
South West Toolkit	9	sells			Land availability - Which sites do you think are simply not suitable for development?	I would urge against the developement of the land between Devonport Road and Paradise Road (SW6). This provides stunning views of the water and I think the natural harbour is Plymouth's greatest asset. I think that it would be a great mistake to develop the few green areas we have left in the city, once they are developed we will never get them back. The document above details that growth within this area of the city is predicted as being small so there does not seem to be any urgent need to build more houses. The land is bordered by listed buildings east and west and this provides an iconic vista which has been preserved for over 100 years. I think it very important that Plymouth preserves this important part of its heritage. It is used for recreation and sport but there is no doubt it could be enhanced for use by everyone. However it is used in the future, I would urge it remains a green site
	10		Green space designation - Can you identify any additional green space you would like to see protected?	The map shows how little green space is available in this part of the city. I would urge all the green spaces are preserved and not developed. The predicted growth in this part of the city is small so I can see no need for developement. Once the green sites are developed we will never get them back.		
	11		Land availability - Which sites do you think are simply not suitable for development?	Please refer to the almost 200 objections to the sale of the land at Paradise Rd at the end of 2014. I continue to feel that this land is a haven for the community and should be preserved as a green space. The land is widely used for recreation, is a relatively tranquil site with beautiful views to the sound and Mt Edgcombe and is of great historical significance as the central area around which Foulston designed St Michael's Lodge and Albemarle Villas, all listed buildings. The Old Technical College, a Victorian addition to the area, is also listed. The land is also significant for the various birds, hedgehogs and insects that inhabit it and could be further developed for bees and butterflies and continued use by all the public.		
South West Toolkit	12	Dianna Sells			Green space designation - Can you identify any additional green space you would like to see protected?	I would like to see the land at Paradise Rd (SW6) protected as a green space within the city because it is beautiful, with beautiful views, providing a tranquil haven for the community and is widely used for recreation. SW6 is of great historic significance due to it's proximity to listed buildings - Foulston designed Albemarle Villas, St Michael's Lodge and St Michael's Terrace around this land. The Victorian Old Technical College is also listed and building on SW6 will destroy the vista originally created by Foulston. The land is also home to many grass species and is used by birds, insects and hedgehogs. This land is subject to an application for village green status and as the only objector to this application was Plymouth City Council, I hope that this application will be approved shortly. This will see the land preserved for future generations of Plymouthians to enjoy and preserve an historic spot in our city.
South West Toolkit	13	Mrs Karen Pilkington			Infrastructure	much better cycle paths away from busier roads. reopening of the path over the viaduct at camels head as a cycle/walking path access to the waterfront more one way systems with cameras to enforce better stations with more undercover areas, train timetable apps and ways to motivate more local residents to use the train
	14		Site Allocations/ Suggestions	empty pubs should be repurposed for community areas with a mix of some affordable housing Applications for house conversion to flats should be subjected to better planning with help available for developers to understand the needs of families. No more poor quality ill thought out bodge		
	15		Allotments and play space - How do these play spaces meet the needs of your neighbourhood?	Parks are underused by the community with the exception of dogwalkers. There are no cafe facilities, unusual or exciting areas to tempt children in, a serious lack of older children activities - skate parks, bmx areas, many green spaces have no play areas at all (moorview, keyham) If we had safer routes to parks, more parents may be encouraged to allow their children out to play with friends. Built up areas could do with mini play spaces close by, maybe back lanes could be closed off when not used for bin collections, and residents could be encouraged to look after these spaces.		

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
South West Toolkit	16	Mr Kevin Tole			Land availability - Which sites do you think are simply not suitable for development?	<p>Land Availability</p> <p>Although I have been led to believe that the sites marked on the Plan (SW1 – 5, under SHLAA 2014, and SW6) these are not readily searchable under the SHLAA designation of the site and there is no detail as to what is either planned or envisaged for these 6 sites. I have submitted a specific objection to SW6 under the Designated Green Space form. As to the other 5 sites, without knowing what is planned it is difficult to raise comments. There are however many small sites which might attract development for the building of 1 or more houses throughout the South West area.</p> <p>An area that does need addressing carefully is the area East, North East and North of Stoke Damerall School – see map.</p> <p>The boundaries of this area are ill-defined and the usage appears to be irregular. Some areas are definitely allotments and these should not be lost. There is at least one sub station and there appears to be an ill-defined area behind the Bus depot and below the school grounds, also the area to the rear of the houses on Mileshouse Rd up to the Business Park appears to be ill defined</p>
	17				Green space designation - Can you identify any additional green space you would like to see protected?	<p>Designated Green Space</p> <p>By this I understand committed and recorded Green Space on which future building WILL NOT BE ALLOWED. There are many notable areas which will be delineated within these comments which need to be added to the list of Designated Green Space as they are primary important community resources which are used by the majority of the local community and offer all the value which cannot be financially evaluated.</p> <p>The only areas marked on the South West area map of Designated Green Space are three dock areas within the dockyard under ‘Special Area of Conservation’ status. These areas are not currently accessible to the public.</p> <p>The role of Designated Green Space would appear to be to provide extra protection for that area and the designation can be over and above the ascription of SAC’s (Special Area of Conservation) or SSSI’s (Special Site of Scientific Interest) as well as protection under Listed Building, Schedule of Ancient Monuments and Conservation Areas. Access (or inaccess as the obverse) does not appear to be an issue. So there are a number of factors at play in the further designation of Green Space and many issues that need to be taken into account. Not the least of these is the identification of areas under Central Government directive for future development. Therefore the further direction of designated Green Space needs to be done with care , however this should in no way devalue the views and the usage of areas by the local population.</p> <p>As such it would seem illogical that an area like the Blockhouse in Stoke should be recorded as Accessible Green Space, not Designated Green Space, but at the same time to contain a Scheduled Ancient Monument (Mount Pleasant Redoubt) within a Conservation Area. The complete area of the Blockhouse Park needs to be a Designated Green Space</p>
South West Toolkit	18	Mrs Karen Pilkington			Housing Type and Tenure	<p>the trouble with rented older terraced properties is that they have often been poorly looked after with damp and inadequate kitchens and downstairs bathrooms, requiring much more money spent to heat properly than other types of properties.</p> <p>We have an urgent need to sympathetic landlords who are able or are forced to keep their properties up to acceptable standards, including keeping gardens maintained.</p> <p>We also need more social housing built to prevent families and young children been put into short term tenancies</p>
	19					<p>the trouble with rented older terraced properties is that they have often been poorly looked after with damp and inadequate kitchens and downstairs bathrooms, requiring much more money spent to heat properly than other types of properties.</p> <p>We have an urgent need to sympathetic landlords who are able or are forced to keep their properties up to acceptable standards, including keeping gardens maintained.</p> <p>We also need more social housing built to prevent families and young children been put into short term tenancies</p>
	20				Travel to work	<p>The recent death of a cyclist travelling home from the Dockyard was shocking</p> <p>There are many cyclists in the Dockyard and there should be much better cycle pathways connecting the Dockyard entrance points with the main routes, with much more allowances for cyclists.</p> <p>Surely this is a consideration for Babcocks csr policy, as they should be in a position to finance such cycle routes to work.</p> <p>Congestion, illegal car parking are all issues caused by Babcocks employees so surely the firm has a part to play, enforced by the Council, to alleviate these issue</p>
South West Toolkit	21	Mr Ray Fairchild	Local Access Forum		Healthcare and Employment	St Levans Road Surgery is shut
	22				Infrastructure	<p>Re-establish trains and local stops</p> <p>Bus routes through Stoke Village – area congested/polluted air</p> <p>School parking is a problem</p> <p>Pedestrian lights upset traffic flow – try alternative crossings</p> <p>Need east-west and north-south cycle paths leading to town centre</p>
	23				Green space designation - Can you identify any additional green space you would like to see protected?	<p>Maintain existing parks</p> <p>Penlee/Collingwood Areas have access but are (?) privately owned</p>
	24				Key area features	Historic Environment – why are there so few Conservation Areas in this area?
South West Toolkit	25	Tim Phillips	Plymouth Community Homes		What is special about your area?	Blockhouse Park is the highest point and has the best views.
	26					<p>Higher concentration of social housing. Well connected with bus routes Most homes are within 10 minutes of local shops in Keyham, Ford and Stoke</p> <p>Promote the use of train from Devonport station into the city centre.</p> <p>Parking is a big issue - pavements blocked by cars. Morice Town Home Zone needs refurbishing as tired now, planters need maintaining. Morice Town not enough parking and used by Dockyard employees. North end of Royal Navy Avenue needs environmental improvement between the houses and highway. External appearance of the Wolseley road gateway including the external appearance of Wolseley Road Flats. Traffic congestion in Stoke Village especially at peak times.</p>
	27					Infrastructure
	28				Land availability - Which sites do you think are simply not suitable for development?	None
					Land availability - Which sites are suitable for development and which help to meet the needs of your community?	Suitable – Cross Hill, St Levan Road site, Cambridge Road need to ensure sufficient parking
					Land availability - Are there any sites that are not shown on the map that you think we should be assessing?	PCH garage sites in Ford – Need refurbishing or used for development

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South West Toolkit	29				Green space designation - Can you identify any additional green space you would like to see protected?	Park by Herbert Street pub – only green space in very densely populated area.
South West Toolkit	30	Colin Woodman	CTC - the national cycling charity		Infrastructure	The works being considered in “developing the City Centre and Waterfront Strategic Cycle Network and their connections to the City Centre” should conform to Plymouth Plan Part 1. For example Theme 3 'Green city.' 5. A transport system is provided that delivers a step-change in walking, cycling, and public transport as the travel modes of choice for journeys in the city. Cycle routes intended to encourage journeys (e.g. travel to work) must be direct and convenient. The Sustrans/NCN route from the Torpoint Ferry is an example of a route that is not direct or convenient. Redevelopment of Wolsley Road. Wolsley Road is a major travel route that should be made cycle friendly. (A convenient direct and safe route) The consultation document did take this into account in part but did not face up to the need for a through route. South of Beacon Park Road cyclists were directed onto the pavement (= now get off and walk
South West Toolkit	31	Almuth Lauch	EyesUp Design		Infrastructure	Milehouse roundabout / pedestrian lights: Just trying to get across from Wolesely Rd to Central Park takes about 5 minutes of mostly useless waiting, if pressing the buttons and waiting for green signal (which I should be doing to set a good example to my toddler). I could get across much faster by just watching the traffic and going with the flow, unfortunately with red lights. Suggestion for improvement: Pedestrian lights should automatically switch to green whenever it is safe to cross (i.e. crossing traffic has green lights). This could be applied to any other traffic lights where lights change periodically thus creating periods where it'd be safe for pedestrians to cross anyway. This could also save money. Wherever traffic lights only change on demand, pelican crossing who 'notice' pedestrians wanting to cross could intercept.
	32					Milehouse roundabout / traffic lights: Current situation - traffic lights from Milehouse Rd switch to green, cars START to get across onto Outland Rd, there have to STOP again to wait for traffic from Alma Rd Suggestion: The timing of signalling should be improved and fine-tuned to eliminate the start&stop which creates unnecessary fumes and pollutes the air, in favour of a smooth flow of traffic (i.e. once you have green lights to get into the roundabout, you'll have a green wave being able to get across and out of that junction in one go)
	33					Bottom of Ford Hill; Top of Ford Hill / Pedestrians to cross junctions: There is no pedestrian lights and crossing requires careful watching of traffic and knowledge of how the particular traffic lights change. With cars not reliably signalling when turning, one has to guess even more when it's safe to cross. Lots of children have to cross these junctions as schools are nearby. Less physically able people would feel more reluctant when having to cross. Suggestion: Traffic lights with combined pedestrian lights which change automatically. When cars turning left while pedestrians have green light, a yellow light could be flashing to make turning drivers aware of possible pedestrians crossing.
	34					St. Levan Rd outside Job centre / no facility for pedestrians crossing: As traffic can get very heavy getting safely across the road can get very difficult especially for people less physically able Suggestion: A pedestrian crossing would give people a designated spot and the confidence to cross safely. It wouldn't necessarily stop traffic more than it already happens as drivers stuck in thick traffic on St. Levan Rd onto the roundabout already allow drivers out of Bartholomew Rd.
	35					ESSO petrol station (St. Levan Rd - Wolesley Rd roundabout) / entering or exiting petrol station by Johnson's Cleaner/funeral director's end or just trying to walk by: This end can pose a danger to pedestrians walking by as traffic in the roundabout is indicating, but it is not clear, if they are wanting to exit the roundabout onto St. Levan Rd or actually turn into the petrol station. Also for traffic in the roundabout it can pose great difficulty as cars might have to break when someone is exiting the petrol station unsolicited thus creating a jam in vehicles, or when someone is trying to enter into the petrol station there, but a car is blocking that entrance. Suggestion: Creating a one-way-system in the petrol station, meaning, turning this end into ENTRY only, and the other entry/exit onto Wolsley Rd into EXIT only, would provide more clarity at least for cars. It still wouldn't change the problem for pedestrians completely, but would alleviate the situation as no cars would be exiting there anymore and traffic would only have to be watched from one direction.
South West Toolkit	36		Co-operative Group Ltd		Infrastructure	Pegasus Group on behalf of co-operative group Ltd SOUTH WEST Redacted.pdf
South West Toolkit	37	Fairfax Luxmoore	Friends of Devonport Park	This feedback is taken from a Friends of Devonport Park meeting attended by 20 people in the café at the Park.	Green space designation - Can you identify any additional green space you would like to see protected?	“Albermarle Field– Incredible Edible Ecosystem” “Albermarle Feld should be for a community edible garden. Possibly attached to Deriford Farm Park.”
	38				Infrastructure	“Sufficient parking o the City College Site to accommodate the Goschen Centre re-location c. 1600 students and staff... As increased congestion on local roads and increased littering in local roads by students.”
	39				Green space designation - Can you identify any additional green space you would like to see protected?	“It's really important that we protect existing trees, hedges and wildlife and think about how we can provide more – it is so important to healthy living. Please protect the following spaces:- Allotments between Sylvan Court, City College and Fitzberg Terrace Green space by Brickfields / Kings Road Albermarle Field “Use Albermarle Field as a nature reserve.”
West Toolkit	1	Miss S.R Allen			Infrastructure	Comment from Miss SR Allen.pdf
West Toolkit	2	Ron Clarke			Personal growth and Esteem	Comment from Mr R Clarke_Redacted.pdf
West Toolkit	3	Mr G Parsons	Sport England		Infrastructure	Specific Sites All formal sports green space including playing fields should be protected by the Plymouth Plan (informed by the adopted Playing Pitch Strategy). Key sites to protect and key projects for football are: 3G in the West area (MAP is the suggested location) Trevanegue Gardens – possible asset transfer and need to improve changing pavilion - PPS Priority 3 For other pitch sports in Plymouth (i.e. cricket, rugby and hockey), the key sites and key projects are identified in the recently adopted Council Playing Pitch Strategy Yes.
West Toolkit	4				Issues and Opportunities	Land ownership causes issues with keeping our neighbourhoods clean and tidy. There are areas where private ownership outweighs PCH properties however PCH is still responsible for the land
	5				Infrastructure	Barne Barton / St Budeaux / Kings Tamerton. No large supermarket provision – possible issue with access to healthy food in corner shops. Possible issues with access to shops in other areas for people with no private transport. School off Arden Grove – parent's park their cars on PCH land and churn it up. Can something be done about turning this into a parking area? Buckfast Close – remove Devon hedge to allow cars better access. Cayley Way – PCH owns two properties but we own the playground and have to maintain it. Doesn't service the social residents – survey carried out to confirm that other residents are using it. Access to Barne Barton is tricky. Public transport availability is good. Improved management of nature reserves as they encroach on some of our residents' gardens.

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West Toolkit	6	Tim Phillips	Plymouth Community Homes		Land availability - Which sites do you think are simply not suitable for development?	None	
					Land availability - Which sites are suitable for development and which help to meet the needs of your community?		Scott Hospital – is suitable but access to the site may need improvement.
					Land availability - Are there any sites that are not shown on the map that you think we should be assessing?		
	7			Green space designation - Can you identify any additional green space you would like to see protected?	Nature reserve off St Pancras Avenue		
					Green space designations - Can you identify new green space to plug the gaps?	None	
West Toolkit	8	Mr Joe Keech	Devon County Council		Infrastructure	This area includes the strategic energy from waste facility at North Yard. Any proposals in this area should not affect the operation of this facility which provides strategic waste management services for the South Devon area.	
West Toolkit	9	Colin Woodman	CTC - the national cycling charity		Infrastructure	<p>The Plymouth Plan 2014 presents an ambition for developing cycling in the city For example – Theme 3 'Green city.' 16</p> <p>5. A transport system is provided that delivers a step-change in walking, cycling, and public transport as the travel modes of choice for journeys in the city.</p> <p>Policy 13: 4. Delivering a strategic cycle network and facilities for cyclists which encourage both recreational cycling and the greater use of cycling as a primary mode of transport.</p> <p>The West Toolkit is limited to stating that there is a “low % of cycling to work” and refers to topographical difficulties that are not unique to the area.. It should include at least – St Budeaux By-pass.</p> <p>The inadequate (ride on the narrow footway) cycle route from Weston Mill to the Mowhay Road crossing to be developed to the standard now provided NE of Mowhay Road. Wolseley Road.</p> <p>There are 2 areas to consider –</p> <p>South from Weston Mill ensure good provision for purposeful journeys in both direction as part of the area enhancement plan.. From Weston Mill to St Budeaux. Besides the need to link communities it has to be realised that this is the main route for cyclists going to and from the Tamar Bridge. It is a problem that should be highlighted for some action rather than just ignored.</p> <p><i>Identify works to develop other sections of the Strategic Cycling Network (which are mainly on level ground)</i></p>	
West Toolkit	10	Almuth Lauch	EyesUp Design		Infrastructure	<p>Milehouse roundabout / pedestrian lights: Just trying to get across from Wolesely Rd to Central Park takes about 5 minutes of mostly useless waiting, if pressing the buttons and waiting for green signal (which I should be doing to set a good example to my toddler). I could get across much faster by just watching the traffic and going with the flow, unfortunately with red lights.</p> <p>Suggestion for improvement: Pedestrian lights should automatically switch to green whenever it is safe to cross (i.e. crossing traffic has green lights). This could be applied to any other traffic lights where lights change periodically thus creating periods where it'd be safe for pedestrians to cross anyway. This could also save money. Wherever traffic lights only change on demand, pelican crossing who 'notice' pedestrians wanting to cross could intercept.</p>	
	11					<p>Milehouse roundabout / traffic lights: Current situation - traffic lights from Milehouse Rd switch to green, cars START to get across onto Outland Rd, there have to STOP again to wait for traffic from Alma Rd</p> <p>Suggestion: The timing of signalling should be improved and fine-tuned to eliminate the start&stop which creates unnecessary fumes and pollutes the air, in favour of a smooth flow of traffic (i.e. once you have green lights to get into the roundabout, you'll have a green wave being able to get across and out of that junction in one go)</p>	
	12					<p>Outland Rd - Peverell Pk Rd / traffic lights: Being on Outland Rd coming from Home Park, when the traffic lights are showing red, it is not clear which lane they are for (straight ahead or turning right). Traffic lights for different lanes don't always change at the same time.</p> <p>Suggestion: Red lights should feature the arrows as well as the green lights</p>	
	13					<p>ESSO petrol station (St. Levan Rd - Wolesley Rd roundabout) / entering or exiting petrol station by Johnson's Cleaner/funeral director's end or just trying to walk by: This end can pose a danger to pedestrians walking by as traffic in the roundabout is indicating, but it is not clear, if they are wanting to exit the roundabout onto St. Levan Rd or actually turn into the petrol station. Also for traffic in the roundabout it can pose great difficulty as cars might have to break when someone is exiting the petrol station unsolicited thus creating a jam in vehicles, or when someone is trying to enter into the petrol station there, but a car is blocking that entrance.</p> <p>Suggestion: Creating a one-way-system in the petrol station, meaning, turning this end into ENTRY only, and the other entry/exit onto Wolseley Rd into EXIT only, would provide more clarity at least for cars. It still wouldn't change the problem for pedestrians completely, but would alleviate the situation as no cars would be exiting there anymore and traffic would only have to be watched from one direction.</p>	
West Toolkit	14		Co-operative Group Ltd		Infrastructure	Pegasus Group on behalf of co-operative group ltd WEST Redacted.pdf	
West Toolkit	15	Mrs Jackie Knapman		The West Toolkit was passed around to local residents who commented.	Issues and Opportunities	<p>Jackie and John - W.pdf</p> <p>An area of outstanding beauty for me has been the Tamar Bridge car park. Over the years my neighbours and myself have used this area to picnic and to just drink in the view. In fact, many people come in cars to enjoy the view. This is being gradually eroded. Trees have been planted which year by year reduce the views. The picnic tables that were sited on the Normandy Hill side have been taken away and not replaced. More & bigger buildings have been allowed and now the plan is to close the public toilets. If you were to spend any time here you would see how many people in just the course of one day use these toilets. The whole area will become one big toilet as those caught short on their journeys into and from Cornwall will be going in the bushes and trees</p>	
	16				Infrastructure	Barne Barton estate could do with a dentist and a doctor. Even a laundrette would be help for to use people who have been forgot. Promise were made that a doctor and even a gym would happen when we move into. Empty remarks made by people who just want our money.	
	17				Land availability - Which sites are suitable for development and which help to meet the needs of your community?	The old state cinema, then Skittles Building, on Victoria Road is an eyesore and could be demolished and affordable housing put there or even a decent park for the kids.	

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West Toolkit	18	Mrs Jennifer Weeks			Infrastructure	<p>I have attended the exhibition at Hope Baptist Church to see the proposed plans for improvement of the Outland Road/ Weston Park Road junction and the Tor Road junction. I am pleased that something is at last being proposed to tackle this junction. The amount of traffic using Ham Drive to join Outland Road has increased greatly and the delays at the lights in the Outland Road junction has become quite unacceptable.</p> <p>It took me 20 minutes to get from my home in Honicknowle Lane to Morrisons store and this was not during the rush hour. I think if more thought had been given to the amount of heavy transport using Ham Drive and Honicknowle Lane in order to reach to industrial estate at Burrington Way a slip road would have been included in the plans when the Parkway was constructed. This would have prevented the amount of heavy transport and coaches having to go through a mainly residential area. The slip road could have been situated near the YMCA possibly going through what is the YMCA car park. The junction between Ham Drive and Honicknowle Lane presents difficulty for the drivers of the many articulated vehicles which have to use this junction in order to reach Burrington Way. A slip road from the Parkway near the flyover in Honicknowle Lane would have alleviated this problem.</p> <p>I would appreciate your comments on the matters I have raised. Mrs Jennifer Weeks</p>

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City-wide comments	1	John Mulley				<p>Hi, I am hoping to become an enabling developer in the context of the Right to Build Act 2015.</p> <p>I am currently putting a specialist team together to design and deliver a mix of housing (Anticipate 20 to 100 units).</p> <p>The business model would include open market / self build plots / custom , shell stage and affordable all on the same site.</p> <p>The strong design will be enhanced by mature landscape planting and we intend to include sustainable features and head towards Zero carbon. Might even include free electric car as a prize for the development community we create.</p> <p>My research seems to show a need for this type of mixed scheme but I accept this will prove difficult to achieve. (Legals?Finance? etc)</p> <p>Do you have a site allocation plan? and could you see this type of development in your local plan.</p> <p>Any help would be great and I would be happy to meet to discuss the above. Thanks John Mulley</p>
City-wide comments	2	Anneli Harrison	Office of Rail Regulation			<p>Office of Rail Regulation redacted.pdf</p> <p>Dear Sir/Madam</p> <p>Thanks for your e-mail of the 21.10.15 in regard to the Plymouth Local Plan Part Two. We have reviewed your proposals and supporting documents & note that your proposals do not affect the current or (future)operation of the mainline network in Great Britain.</p> <p>It might be helpful if I explain that the office has a number of key functions and duties in our role as the independent regulator of Britain's Railways. If your plans relate to the development of the current railway network including the operation of passenger and freight services, stations, stabling and freight sites (including the granting of track and station access rights and safety approvals) within your administrative area, we would be happy to discuss these with you once they become more developed so we can explain any regulatory and statutory issues that may arise.</p> <p>I have attached a copy of our localism guidance for reference, which can be found at: http://www.railreg.gov.uk/upload/pdf/localism-guidance.pdf</p> <p>Kind regards A Harrison Planning Executive</p>
City-wide comments	3	Sally Parish	Highways England			<p>Highways England Redacted.pdf</p>
City-wide comments	4		Rentplus			<p>Tetlow King on behalf of Rentplus Plymouth Rep Redacted.pdf</p> <p>Tetlow King on behalf of Rentplus RPT M15 National.pdf</p> <p>Tetlow King on behalf of Rentplus Brandon Lewis Letter 9 November 2015 Redacted.pdf</p>
City-wide comments	5	Ann Skulsky				<p>Public Transport A new approach is needed to public transport which has become so infrequent in the evenings that less and less people are using it, giving the providers an excuse for removing the evening service. The city centre does not stop functioning when the shops close. People are still working in buildings cleaning, restocking, servicing and maintaining them. If one cannot expect at least an half hourly bus on their regular route then they turn back to using cars with the associated pollution, congestion from parking on the streets etc. People will use the buses if they don't have to wait 90 mins between a service. The introduction of evening, and even daytime, mini buses which they have in lots of European capital cities should be considered. If the the current providers don't want to improve the existing evening service then it should be offered to private carriers.</p>
	6					<p>Rail Transport Redevelopment of the lines closed by Beeching would give fast access to areas outside Plymouth and lessen the congestion on the roads. The mainline to London via Dawlish should be properly maintained and the necessary engineering carried out to secure the line where it is affected by its proximity to the sea. It cannot be more viable or cost effective to develop a whole new new with the associated disruption to land and people. If Plymouthians were capable of building the Breakwater in 1814, surely in 2016 this coastal route, with all the fabrics and technology we have today, can be secured</p>
	7					<p>Housing The number of new houses proposed seems to grow every day. Developers should look to the continental provision for city housing. Blocks of well designed flats 3-4 storeys high with pleasant entrance lobbies, a private accessed green space around the flats where people may enjoy the outside, and underground parking. Flats should all have balconies and windows should be ceiling to floor to bring the outside in.</p> <p>If flats are increasingly built without dining spaces because people are too busy to cook, the model of house on it's own plot and garden is not necessary for many so long as there is pleasant garden green space around their apartment where the can sit.</p>
	8					<p>Green Space There are some green spaces which are just plain grass and not public land. However, there are green spaces such as old railway track beds and banks which sport a myriad of trees, shrubs and wildlife and these areas should be preserved fro the developers because once gone there will be no future opportunity for such areas to naturalise because they will all have been built on! Wildlife need continuous corridors between which to move. In building here and there reduces their movement and habitat.</p>
City-wide comments	9	Mr Justin Milward	Woodland Trust			<p>Woodland Trust.pdf</p>
City-wide comments	10	Mr Kevin Tole				<p>Kevin Tole city wide.pdf</p>
City-wide comments	11	Mr Richard van Rooijen				<p>Thank you for giving us the opportunity to take a look at the proposals</p> <p>At first sight, it does seem more than a little ambitious and incredibly costly. However, given time and the necessary finance, most should be achievable.</p> <p>There are two points which seem to be conspicuous by their absence.</p> <p>1. The diabolical state of our City's roads needs fixing before anything else is attempted.</p> <p>2. There appears to be an overabundance of pedestrian and pedal cycle schemes to the detriment of those of us who have no option through age, disability or lack of convenient public transport but to use our car</p>
	12					<p>Parking on almost every street in the city needs to be looked at with inconsiderate and illegal parking made a priority and parking arrangements on existing and proposed new roads must be sufficient to cope with those vehicles already parked and those for properties yet to be built.</p> <p>In closing, up until 1997, I was an avid walker, often clocking up over 1000 miles each year (mostly across the moors). An accident at work in that year left me with severe mobility problems and I have been reliant on my car ever since. Just walking from my car to my front door becomes increasingly difficult. I have no axe to grind with pedestrians or cyclists but I am very anti positive discrimination in all of it's forms</p>
City-wide comments	13	Mrs Cynthia Rowley				<p>The railway line at Dawlish/Teignmouth will always be liable to being undermined by the increasing severity of weather which is forecast due to increased global temperatures. The train service we have from Plymouth to anywhere out of the South West is not fit for purpose.Trains are always crowded and with too few carriages. They are not at all clean, too often not on time and it takes too long to get anywhere,which was not the case when we had an air service. We are also "at the end of the line "when it comes to decent.modern trains- not a good situation to be in.</p> <p>We have no motorway into Plymouth as the only motorway into the South West ends at Exeter. This leaves us at a severe disadvantage as the so called "Express Way" is so often "out of order" due to accidents closing it</p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
City-wide comments	14	Guy Gibson	Network Rail			<p>Dear Sir/Madam,</p> <p>Thank you for providing Network Rail with the opportunity to comment on the "Toolkits" that have been prepared to highlight issues that should be addressed in the emerging Plymouth Plan Part Two. At this early stage of plan preparation Network Rail do not have the resources to assess the high number of issues raised in these Toolkits and related potential development sites and greenspace designations etc. However, as a rail line passes through the plan area Network Rail would still wish to be consulted on future draft policies, development allocations, green space designations etc. that may impact on the rail network. When assessing planning policies and development options the following comments set out below may be of use and should be taken into account where relevant.</p> <p>In relation to proposals to alter the main train station, referred to in the central area toolkit, it is considered that any alterations should be carried out in accordance with the draft "Joint Master Plan" for the station which is currently being prepared by Network Rail and Plymouth City Council (it is understood that Mr Mark Brunson, Head of Strategic Development Projects, is the council's lead officer on this joint project):</p> <p>Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.</p> <p>Network Rail is required to monitor new policies and development allocations that may have an impact on rail services and/or safety of existing infrastructure. For instance the safety of level crossings is a major concern which can be impacted in a variety of ways by planning proposals. In addition, where proposed policies and allocations require rail improvements, the funding of these improvements also require careful consideration. These two issues are dealt with in more detail below.</p> <p>Level/Pedestrian Crossing Safety</p> <p>Development proposals affecting the safety of level/pedestrian crossings is an extremely important consideration for emerging planning policy and related housing allocations to address. The impact from future development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.</p> <p>As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services. Therefore the location of proposed new development is an important consideration for Network Rail and should form part of any initial appraisal of future development sites.</p> <p>Please note the Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway:</p> <p>Schedule 4 (j) of the Town & Country Planning (Development Management Procedure) Order 2015 requires that... "Where any proposed development is likely to result in a material increase in volume or a material change in the character of traffic using a level crossing over a railway (public footpath, public or private road) the Local Planning Authority prior to granting approval must consult: The operator of the network which includes or consists of the railway in question and the Secretary of State for Transport".</p> <p>Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and the developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed.</p> <p>Funding of Rail Improvement</p> <p>Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.</p> <p>The likely impact and level of improvements required will be specific to each station and each development meaning standard charges and formulae may not be appropriate. Therefore in order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a site allocation or planning application that this quantifies in detail the likely impact on the rail network.</p> <p>To ensure that developer contributions can deliver appropriate improvements to the rail network we would recommend that Developer Contributions should include provisions for rail.</p> <p>We therefore ask that the council should consider the following:</p> <p>A requirement for development contributions to deliver improvements to the rail network where appropriate.</p> <p>A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.</p> <p>A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.</p> <p>Kind Regards Guy Gibson</p>
City-wide comments	15	Mrs Corine Dyke	Natural England			<p>Natural England consultation response</p>
City-wide comments	16	Graham Wilson	Plymouth Cycling Campaign			<p>Plymouth Cycling Campaign - strategiccyclenetwork.pdf Plymouth Cycling Campaign Expressway Business Case 6 December 2015 Final.pdf</p>
City-wide comments	17	Mr John Skinner				<p>The comments made are specific to the North and North West Sections as identified but the same principal applies to the WHOLE of the plan. That is, Plymouth should seek to expand or build further housing etc ONLY within the limits of the present Unitary Authority area. Any "vision" to encroach or expand beyond that area is inappropriate, unwanted and is unnecessary.</p>
City-wide comments	18		South West HARP Planning			<p>Tetlow King on behalf of South West HARP Planning Consortium Redacted.pdf</p>
City-wide comments	19	Mr Ray Fairchild	Local Access Forum			<p>Plymouth Local Access Forum - Plymouth Plan Part 2 feedback updated 17 12 14.pdf</p>
City-wide comments	20	Trevor Willis	Plymouth University			<p>Dear Jessica</p> <p>Many thanks for your time discussing this over the phone. I am writing to confirm how the University will be contributing to the process for the Plymouth Plan Part Two.</p> <p>It is clear from the categories listed that there are many areas in which the University will have an interest. I have distilled that into the list below. Please accept this email as confirmation of our wish to engage more fully with the City Council as the consultation enters its next stage during Summer this year. It will be our intention to hold a workshop discussion here at the University in the near future to explore these categories more fully and provide you with a meaningful contribution. I will be discussing with Paul Barnard the way in which we might be able to work together on that.</p> <p>Abercrombie awards; Accommodation (staff); Administration (computer systems); Alcohol licences; Apprenticeships; Building design; Child care; Climate change; Coasts and coastal protection; Community Infrastructure Levy (CIL); Conservation areas; Development (planning applications); Education and learning; Employment; Environment; Fitness, wellbeing, sports and recreation; Houses in multiple occupation; Land and premises; Library facilities; Marine conservation and environment; Parks and open spaces; Partnerships; People, communities and living (including public realm); Planning (land use); Planning policy; Regeneration; Travel and transport; Voluntary organisations; Waste management; Young people.</p> <p>From my reading so far, I have noted two omissions – although there may be something I did not spot. Having been through the toolkits on your web portal, I would comment that there do not appear to be any specific references to higher education students (as an important part of the city community) or what I would generally term innovation (which might cover science, technology, enterprise and research). I would suggest that these do have an important bearing on land in the city, so if there is not an intention to add/change the categories then we will make sure that such references are woven in to the responses we make.</p> <p>I trust this is helpful and look forward to working with your team further on it.</p> <p>Kind regards Trevor</p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
City-wide comments	21	Colin Woodman	CTC - the national cycling charity			<p>As a cycling representative I am responding with a focus on the issue of Travel to Work and land use in the proposals for transport infrastructure</p> <p>In the "Toolkits" recurring themes are difficulties of steep valleys and the development of Transport Corridors. The line of the "corridors" is defined by using the most friendly gradients and to the east are limited to the 2 bridges over the Plym.</p> <p>Cyclists, particularly when making a time critical trip like a journey to work or school are constrained to a greater extent by gradient issues so good cycling provision must be proved as an integral part of the transport corridors – there is no realistic alternative.</p> <p>The first cycle facility in Plymouth was provided as reaction to the high level of cyclist casualties on The Embankment (A374) in 1988. Cyclists were allowed (and encouraged) to ride on the footway. This has reduced casualties but is not a great encouragement to cycling to work.</p> <p>Similarly, because of the high casualty rate on the new junction the cycling facility at Manadon was fitted over the designed pedestrian ways</p> <p>These examples should not be taken as models for the future. Cycling provision in Plymouth should now conform to official recommendations, using the best possible standards and not "do minimum" approach.</p>
	22					<p>As stated in the 2014 Plan (Policy 22-1) it should be "exemplary"</p> <p>"Traffic Signal Improvements" is a recurrent theme in the toolkits.</p> <p>It is not clear what improvements are envisaged but the current signals can be extremely discouraging to cyclists (and pedestrians).</p> <p>Coming south across The George junction, using the cycle track and obeying all the signals, took me 6 (six) minutes!</p> <p>The improved signals at the junction of Finigan Road and Billacombe Road, showing "green cycles" throughout the time it is safe to cross instead of for only 6 seconds, should be used as standard</p>
City-wide comments	23	Mr G Parsons	Sport England			<p>Dear Sir/Madam, Thank you for consulting Sport England on the Plymouth Plan part 2 document (eight place based toolkits). We note that this document is an 'issues and options' consultation. We also note that our comments to the Plymouth Plan part 1 were positively received and changes were made to the final document by the Council.</p> <p>1. Evidence base: Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of national, regional and local policy as well as supporting local authorities in developing the evidence base for sport. The Government's National Planning Policy Framework (NPPF) is clear about the role that sport plays in delivering sustainable communities through promoting health and well-being. As such, Sport England wishes to see local planning policies that seek to protect, enhance and provide for sports facilities based on robust and up-to-date assessments of need in accordance with paragraphs 73 and 74 of the NPPF.</p> <p>Sport England's view is that, in order to meet the requirements of the National Planning Policy Framework (NPPF), this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches.</p> <p>We note the recently adopted Playing Pitch Strategy but raise concern that there does not appear to be a robust and up to date evidence base for sport and recreation in Plymouth</p> <p>Sport England provides comprehensive guidance on how to undertake both pieces of work:</p> <p>Playing Pitch Strategy (recently completed by the Council)</p> <p>http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/playing-pitch-strategy-guidance/</p> <p>This guidance document provides a recommended step by step approach to developing and delivering a playing pitch strategy (PPS). It covers both natural and artificial grass pitches. Sport England believes that to ensure there is a good supply of high quality playing pitches and playing fields to meet the sporting needs of local communities, all local authorities should have an up to date PPS. By providing valuable evidence and direction a PPS can be of significant benefit to a wide variety of parties and agendas.</p> <p>Assessing needs and opportunity for sports provision (Indoor and Outdoor) also known as Built Sports Facility Strategy</p> <p>http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/</p> <p>This guide is complimentary with the PPS guidance providing the recommended approach for assessing the need for pitch provision. Sport England believes that providing the right facilities in the right place is central to enabling people to play sport and maintain and grow participation. An assessment of need will provide a clear understanding of what is required in an area, providing a sound basis on which to develop policy, and make informed decisions for sports development and investment in facilities.</p> <p>The evidence base for sport and recreation should directly link into the development of the Plymouth Plan and an Infrastructure Delivery Plan for CIL. This work will also give credibility to statements regarding sport e.g. "lack of diversity sport facilities" (North West toolkit, 2015) and "lack of sports facilities in Ham/Pennycross" (West toolkit, 2015).</p> <p>It is Sport England's policy to challenge the soundness of Local Plan documents which are not justified by;</p> <ul style="list-style-type: none"> - an up to date playing pitch strategy (carried out in accordance with a methodology approved by Sport England) - an up to date built sports facilities strategy (carried out in accordance with a methodology approved by Sport England). <p>By up to date Sport England means undertaken within the last 3 years for a Playing Pitch Strategy (recently completed), and within the last 5 years for a Built Facilities Strategy (currently out of date).</p> <p>As such the Plymouth Plan does not currently enjoy a complete evidence base for sport, and is in danger of being considered unsound.</p> <p>Action – complete the sport and recreation evidence base and devise a strategy for the delivery of sport and recreational land and buildings:</p> <p>2. Policy Development</p>
	24					<p>Sound policy can only be developed in the context of objectively assessed needs, in turn used to inform the development of a strategy for sport and recreation. Policies which protect, enhance and provide for sports facilities should reflect this work, and be the basis for consistent application through development management. Sport England is often not prescriptive on the precise form and wording of policies, but advises that a stronger plan will result from attention to taking a clearly justified and positive approach to planning for sport. In this way, planning authorities will be able to demonstrate that their plan has been positively prepared (based on objectively assessed needs in accordance with paragraph 73 of the NPPF), is consistent with national policy (reflecting the NPPF), is justified (having considered alternatives) and effective (being deliverable). As above, without such attention there is a risk that a local plan or other policy document could be considered unsound.</p>

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments		
City-wide comments	25	Mr G Parsons	Sport England			<p>3. Active Design</p> <p>Sport England along with Public Health England have recently launched the new Active Design Guidance, October 2015 which we consider has considerable synergy with the approved Plymouth Plan part 1 and the emerging part 2. It may therefore be useful to provide a cross-reference (and perhaps a hyperlink) to www.sportengland.org/activedesign. Sport England believes that being active should be an intrinsic part of everyone's life pattern. As such, Sport England would expect to see the principles on Active Design embedded in any subsequent Local Plan policy.</p> <p>Through an analysis of the current health agenda and urban design principles and good practice, the term ACTIVE DESIGN has been adopted to describe ways in which master planning can promote healthy environments through creating healthy environments through creating conditions for participation in sport and physical activity and the use of active travel modes (walking and cycling). Three overlapping Active Design objectives (the 3 'As') have been identified that should be promoted by master plans: improving accessibility ; enhancing amenity and increasing awareness .</p> <p>The Ten Active Design Principles</p> <ol style="list-style-type: none"> 1. Activity for all : Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages. 2. Walkable communities: Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other. 3. Connected walking & cycling routes: All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, well lit, overlooked, welcoming, well-maintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport. 4. Co-location of community facilities: The co-location and concentration of retail, community and associated uses to support linked trips should be promoted. A mix of land uses and activities should be promoted that avoid the uniform zoning of large areas to single uses. 5. Network of multi-functional open space: A network of multifunctional open space should be created across all communities (existing and proposed) to support a range of activities including sport, recreation and play plus other landscape features including Sustainable Drainage Systems (SuDS), woodland, wildlife habitat and productive landscapes (allotments, orchards). Facilities for sport, recreation and play should be of an appropriate scale and positioned in prominent locations. 6. High quality streets & spaces: Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage. 7. Appropriate infrastructure: Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity. 8. Active buildings: The internal and external layout, design and use of buildings should promote opportunities for physical activity. 9. Management, maintenance, monitoring & evaluation: The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of active design initiatives and to inform future directions to maximise activity outcomes from design interventions. 10. Activity promotion & local champions: Promoting the importance of participation in sport and physical activity as a means of improving health and well-being should be supported. Health promotion measures and local champions should be supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities. <p>The developer's checklist has been revised and can be accessed via www.sportengland.org/activedesign</p> <p>Action - Sport England would encourage new development in Plymouth be designed in line with the Active Design principles to secure sustainable design and increase participation through walking and cycling. This could be evidenced by use of the checklist.</p> <p>There is also a suggested 'model' Local Plan policy for Active Design in the recent guidance which the Council should consider and could use in the development of the Plymouth Plan.</p>		
	26							<p>4. Allocations (draft)</p> <p>Lastly, as you may be aware, Sport England will oppose development resulting in the loss of playing field land or formal built sports facilities unless its loss is justified by a robust and up-to-date assessments of need. Any loss of sports provision should be incorporated into formal policy such that it may be considered through the policy making process and scrutinised at Examination in Public. As such, should any policy seek to allocate any existing playing field land or formal built sports facilities for redevelopment, we would strongly urge the Council to discuss this directly with Sport England. You will also be aware that Sport England is a statutory consultee on planning applications affecting playing fields.</p>
	27							<p>Access to high quality sports provision at MOD sites and other 'private' providers (including education) needs to be considered in the development of a sporting strategy for both playing pitches and other sports facilities.</p>
City-wide comments	28	Cllr Steve Ricketts				<p>Dear Plymouth Plan Team,</p> <p>Here are my thoughts at this stage but acknowledging that the process of consultation will continue...</p> <p>Commercial/community hubs like shops and food outlets etc should be supported by the Council. We want a sustainable community.</p> <p>There are too many HMO's in the Ward and we need to protect family homes – Planning decisions should be made on these streets to reflect this.</p> <p>The Article 4 direction needs to be strengthened by removing percentages from the policy. Each individual case should be looked at on its own set of circumstances as was originally intended. This will protect the infrastructure of our streets.</p> <p>Mutley Plain needs investment</p> <p>Improved field sport/sports facilities in the area</p> <p>Protect and invest in Central park</p> <p>The bridged pedestrian and cycle connection to Central park is a point of contention for many local residents</p> <p>We don't need any more inappropriate cycle schemes. Well thought out schemes should be considered</p> <p>The Council needs to look at the issue of 'Studentification' and look to keep our communities around the University sustainable.</p> <p>We do not need any more inappropriate student development – The Council needs to work with The University to get accurate figures on the amount of student accommodation we need. As it stands I believe that we have more student accommodation than we have students.</p> <p>The withdrawal of the University campus student block planning applications suggest that the Council need to work with The University to look at how many students actually want or do live on the campus or in the surrounding area. The University should be an arena for academia not a giant halls of residence.</p> <p>A position that purpose built student accommodation is the answer to releasing housing stock back to family homes is a very simplistic view on the issue. The fact is, is that many 2nd and 3rd year students want to live in houses and there will always be a demand for this. The cost of living in a house is often significantly cheaper and houses are quieter places to get study done etc.</p> <p>Local residents are still unhappy with the proposed student block on the old Royal eye Infirmary site.</p> <p>These are my thoughts so far – I look forward to the next stage of consultation</p> <p>Devon County Council Redacted.pdf</p>		

Event Name	ID	Full Name	Organisation Details	Notes	Question/ Toolkit Page	Comments
City-wide comments	29	Mr Joe Keech	Devon County Council			<p>General Comments</p> <p>1 Although outside of the two-tier Devon local government administrative area, Plymouth plays an important role in terms of employment provision, transportation and waste management whilst its natural environment is of strategic significance. As such, the County Council would welcome involvement in strategic evidence preparation for the Plymouth Plan.</p> <p>2 Further consideration could be helpfully given to the housing requirements of Plymouth within the context of the wider Housing Market Area. The County Council has recently been involved in providing population and dwellings projections for the Exeter area SHMA. The Council would be happy to provide similar input into the evidence for the Plymouth Plan to improve consistency of approaches across wider Devon.</p> <p>3 If development is required outside of the City Council boundary, consideration will need to be given to a variety of issues including transport, education, other infrastructure and minerals. Detailed discussions will be required with Devon County Council on a number of these issues as part of the preparation of Infrastructure Delivery Plans/Schedules.</p> <p>4 In all the toolkits there is an infrastructure list for each area. It is difficult to ascertain time scales for delivery for the infrastructure, or level of priority. Some schemes are probably secured and some are aspirational but it is unclear as to what the status is.</p> <p>5 The Part One Plymouth Plan includes, in Policy 7, a commitment to "defining Mineral Safeguarding Areas in mineral resource areas so that the long term minerals are not needlessly sterilised", which Devon County Council as an adjoining mineral planning authority supports. The text following this policy notes the limestone resource in the Plymstock area, and advises that a Mineral Safeguarding Area will be defined in Plymouth Plan Part Two. In the absence of any Mineral Safeguarding Areas with the Part Two consultation, Plymouth City Council is requested to clarify how it intends to deliver mineral safeguarding through the Plymouth Plan.</p>
City-wide comments	30	Mr Geoff Wright				Geoff Wright amendment to PP1.pdf
City-wide comments	31	Almuth Lauch	EyesUp Design			Bus connectivity cross-town: Plymouth's bus routes' system appears to be star-like with connectivity into the city centre and therefore along its axes, while cross-connectivity is very challenging or near impossible without going into town first and changing there. And even changing in town means a lot of hassle and time-consuming planning beforehand, if I'm not very familiar with the different routes and times of best change
	32					Accessibility / Getting around by bus: This is particularly difficult for someone new to the city as one has to know the route and exactly where to get off in order to reach the desired destination. Our city is regularly full of people who are not familiar with the locality (students for example). Suggestion: Every bus stop should be uniquely named. Routes should be published with the full listing of bus stops (and times). Real street maps showing all the bus stops should be available, so people could look up the destination address and then choose the most suitable bus stop and number. This would make using the bus a lot more frustration and stress free
	33					Public transport: Plymouth would benefit from a unified approach to communicating bus availability to its residents and visitors. With so many different bus companies and all of them doing their own displays, communication and prices it is hard to fully understand and get the best use out of it
City-wide comments	34	Mr and Mrs Nicholas/ Geraldine Farrell				The role of Plymouth: It is accepted by most that Plymouth is sadly and rapidly losing the race, to be the leading and most attractive southwest city for shopping and 'atmosphere', to Exeter!! In fact many Plymothians prefer Exeter for their shopping. So, as part of the 'Plymouth Plan', the Council needs to review who we are, what we want, and where we want to be going as a city. The dockyard is a tenuous asset, Marine Projects is currently struggling, and we seem to have put far too much store in the university as our prime asset, as opposed to Exeter who seem to have placed other developments alongside their own university, but not at the expense of most everything else. Our only real shopping asset is the Drake Centre, and it's immediate environs, whilst the western end of the city centre is visibly declining at a fast rate of knots (look at the area of the 'markets', Union Street and Western Approach). If we can't claw back some of the attractions lost to Exeter (and we seem to have few ideas up our sleeves) then perhaps we should be looking to allow the University to expand student accommodation the west city-centre, both to 'tidy-up' the dilapidation of the existing buildings, and to relieve pressure on residential areas to free-up much needed 'family' housing stock
	35					Traffic lights: The reader once saw a brochure for Perth, Australia, entitled 'The City of Light'. Sadly, when driving around Plymouth, one is tempted to label it similarly, but in our case as 'The City of Lights', due to the unbelievable number of sets of traffic lights! We recall not long ago someone speaking in the media on behalf of rural dwellers, arguing that they should be given a special allowance due to using more fuel than city-dwellers. However we would argue the opposite – it is city-dwellers who deserve a special allowance, not only for the extra fuel they use, but also for the extra wear-and-tear on brakes, clutch, and gearbox, due to constant stopping and re-starting which in Plymouth reaches epidemic proportions if the lights happen to be predominantly against one!! Can't we do something to reduce the impact of traffic lights, e.g. thinning them out a bit, or making them part-time and/or introducing orange-flashing lights during off-peak times (as in Germany) so one does not have to suffer the crushing frustration of hitting a red light at night and then having to sit until it turns green with nothing appearing from the side road(s)? – a total waste of time not to mention the added carbon-footprint and waste of fossil fuel! These lights are on the increase, due to relentless ever-increasing springing-up of new businesses, out-of-town facilities, fast-food outlets etc, so, with the ever-increasing numbers of cars on the roads, things are just going to reach choking point if money is not spent on alternative road-infrastructure
City-wide comments	36	ms janet wise		This feedback is taken from a Plympton St Maurice Plymouth Plan Meeting – Organised by the Labour Party. It was a well-attended evening meeting with approx. 20 people in Plympton Guildhall.		<p>Plympton St Maurice Plymouth Plan Meeting.pdf</p> <p>The plan doesn't separate out housing or industrial developments. They need to be separated so we know what is being proposed. The keys on the maps about development could be clearer and with a glossary of planning terms.</p>
City-wide comments	37		PCC Social Inclusion Unit			<p>There are two mosques in the city at North Road East PL4 6AW and Greenbank Avenue PL4 8PS</p> <p>Both Mosques that are in Plymouth suffer from the fact that they are oversubscribed and there is not enough space for everyone to pray at the same time. The Muslim population of Plymouth has more than doubled according to Government statistics from 2001 it was 885 to 2011 to 2078. There is very limited parking for both Mosques and this causes problems for people using the Mosques and households in the surrounding areas. There are not enough prayer space for women in North Road East Mosque and limited space in PIETY at Greenbank Avenue. Neither Mosques have facilities for carrying out burial rituals which involves washing the body before it is placed in the coffin. With Plymouth becoming a growing multi-cultural society these needs will have to be addressed in future planning through the allocation of a site or identifying a development where this use can be included to respond to the following policies in the Plymouth Plan - http://www.theplymouthplan.co.uk/policy/so-1/t-2 and http://www.theplymouthplan.co.uk/policy/so-4/p-12 and http://www.theplymouthplan.co.uk/policy/so-6/p-3</p>
City-wide comments	38	Phil Baker	West Devon Borough Council			West Devon Redacted.pdf
City-wide comments	39	Phil Baker	South Hams District Council			South Hams Redacted.pdf
City-wide comments	40	Fairfax Luxmoore	Friends of Devonport Park			Friends of Devonport Park.pdf
City-wide comments	41	mr andy anderson	Friends of Radford Woods			Notes from 2 meetings held in Plymstock - Friends of Radford Woods and Plymstock Forum Redacted.pdf
City-wide comments	42	Mr Steele	Plymstock Forum			Notes from 2 meetings held in Plymstock - Friends of Radford Woods and Plymstock Forum Redacted.pdf
City-wide comments	43	mr andy anderson	Friends of Radford Woods	Notes from two meetings held in Plymstock: Friends of Radford Woods – 34 attendees and Plymstock Forum – 31 attendees		"Development should make more than a token contribution to infrastructure. Planners are too soft when negotiating with contractors and things that are promised are not delivered."
City-wide comments	44	Mr Steele	Plymstock Forum			"Development should make more than a token contribution to infrastructure. Planners are too soft when negotiating with contractors and things that are promised are not delivered."
City-wide comments	45	mr andy anderson	Friends of Radford Woods			"Will the plan bring more industry into the City to provide employment for the extra residents?"
City-wide comments	46	Mr Steele	Plymstock Forum			"Will the plan bring more industry into the City to provide employment for the extra residents?"
City-wide comments	47	Fairfax Luxmoore	Friends of Devonport Park			

Appendix II: Sites nominated for local green space designation

Site ID	No. of Reprs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
1	1	Abbotsbury Way Community Orchard	Area recently planted as a community orchard centered around SX 45961 57872	This area is extensively used by local children and has recently been planted as a community orchard. As such it has recreational value. It would be a good site for a wildflower meadow.	Continued management by PCH	West
2	1	Alexandra Park	The area is Alexandra Park Keyham and the adjacent garden of the local community and learning centre and the allotments immediately to the north of Parkside	The area is an important leisure space and amenity for the local community of Keyham. It has inspiring views over the Dockyard and Tamar and out over St Budeaux and beyond towards Kit Hill and Cornwall. It is used by most of the local children and used extensively during school holidays and in particular during the summer. Many people use it to exercise their dogs. It is generally well maintained and cared for by the local community. It is maintained by the Parks and Gardens Dept. of the Council. It is an area where people can escape and take time to relax in the open. It is used as a congregational area by the community during festival periods ie Guy Fawkes night, New Years Eve night, Midsummer's Eve night. The allotments are very important and productive and give much pleasure to those that run them. The Gardens associated with the learning Centre are private but should not be lost. The basketball area to the extension beside Parkside is used by local teenagers and it is important that they have an area they feel is their own.	The Learning Centre Gardens are owned and managed by the Learning Centre. The allotments are run by an Allotment Association. The Park is managed by the city Parks and Gardens Dept. There is a great deal of local love for this area.	South West
3	1	Amados Close Amenity Green Space	Green space between Amados Close and Woodland Drive below field and Hardwick Wood.	It is only a small space but is used and has been used historically as an area which local children play. Has hedges, a couple of trees and a dog bin which enables dog walkers using woods to deposit waste and prevents fouling of the surrounding areas.	Currently managed by local council ie bin emptied and grass cut occasionally.	Plympton
4	1	Amados Hill and Hardwick Woods	Amados Hill and Hardwick Woods - Situated on the south side of the Merafield estate. Amados Hill faces north and Hardwick Woods straddle the hill north east of the A38 and Saltram Park.	The site has historical relevance. Old roads are still discernible within it with walled infrastructure still visible. There is also the remnants of an orchard. Being an old woodland it has a good ground cover of wild flowers in the spring. Many people use the tracks through the woods to walk their dogs, jog, walk, play, and observe nature. The site can be very tranquil, notwithstanding the hum from the A38, and affords fantastic views over Plympton and on to Dartmoor. There is a lot of wildlife here including birds of prey, burrowing mammals, many smaller passerine birds. Amados Hill is now a neglected pasture and so is home to a progressive community of flora and fauna.	I cannot provide this I'm afraid as I'm just a member of the public concerned about the future security of these green resources.	Plympton
5	1	Aylesbury Crescent Triangle	Aylesbury Crescent Triangle, play park, orchard space already supported by Jonathan Dreaan previously.	With the support of Stepping Stones to Nature, Whitleigh Big Local and St Peters Primary school we successfully planted a varied orchard in the space. It has protection from the wind from surrounding houses and was earmarked for potential sustainable uses in 2011. It provides the local residents a fantastic community space that is largely wasted. It really is the perfect space for developing a 'community garden' or 'producing allotments'.	Whitleigh Edibles is going to become a stand-alone venture, we are looking for permission for land use or alternatively lease (2 year minimum), currently working on a plan with Big Local, Unltd and Princes Trust to put together a full business plan and model for distribution (possibly Tamar Grow Local), having confirmed use of the land required (15m sq minimum) I am more than likely to receive all of the funding I am asking for. The space itself will become food producing, working towards incorporating permaculture ethics (sustainable/conservation) into the business plan I have been able to think about developing a space where local schools and community groups can access for improving their health/education of local food production and the food itself. There would be edible hedges, berries for seasonal foraging, then the space is prime for events and publicising new spaces in the future. As this is becoming more of a reality, I am in conversations with Lottie Bod (LINE) from Woodfields Primary School to gauge their response on a proposal for an adjacent allotment they would be welcome to use for education purposes. Any advice on this would be appreciated.	North West
6	1	Beaumont Park	Beaumont Park			Central
7	2	Blockhouse Park	Blockhouse Park (The Mount Pleasant Redoubt and Park. Latitude 50.381819 Longitude -4.168126)	Recreational area for the children of the Stoke area. Historical in as much of how and why the redoubt was built.	Stoke STARS and Friends of The Mount Pleasant Park are an association that have been put in place to ensure management of the said space. Currently the group is using the Youth and Community centre within the parks borders to promote local activities.	South West
			Blockhouse Park	The highest point in the area with far reaching views. The fortifications are historically significant. The park is extensively used by local people for dog walking and exercise. The children's recreation area is popular. Parts of the park, formerly the site of a scout hut and allotments have been allowed to get overgrown and are a sad loss to the community	The local residents and traders association are actively campaigning to improve the amenity	South West
82	1	Boringdon Close Park	Boringdon Close Park (Jessops Park) PL7 4RB (SX 52708 57001) Boundaries Public roads and school borders	Play space and public area close to local school	current management to continue	Plympton
			Boringdon Fields (Green field site (fields) situated north of Plymtree drive and SouthView Park Plympton And east of Plymbridge road - Plympton PL7)	This beautiful field area has been accessed by local people exercising their dogs, walking with families and children playing for as many years as I've lived in Plympton (44 years). The fields form a natural boarder for the Plympton area with an abundance of wildlife including deer, foxes, feeding grounds for the local birds of prey (which can often be seen hunting in the fields) and all manner of small mice. The views toward Plymouth Sound and Saltram House are breathtaking and should be preserved for the local community to enjoy, equally this field area is clearly visible from many areas of Plympton and it would be a tragedy to allow this land to be built on owing to its height and formation of a green belt view. Within this area is The Triumphal Arch and an attached lodge structure both listed Grade II*, and are included by English Heritage on the Register of Buildings at Risk at priority level C, how fabulous for this whole area to be linked and open to the local population to enjoy the rich history of the area. Much of this land was originally a deer park for Boringdon, wouldn't it be great to allow the deer that already exist in the Plymbridge wood area this land and to share it with them. The Woodford area as a whole has very little open green space, with residents crying out to preserve what they do have but being thwarted by developers, this would be a wonderful space for local people to enjoy and could be further developed in conjunction with the national trust to highlight its historical importance.	There is a Plympton committee working together to develop plans for the area to fit with the Plymouth plan, this group could work with the local community, businesses and Saltram to plan for this site.	Plympton
			Boringdon fields. Woodford Plympton.	These fields which lyndon homes are seeking to develop on offer green space, something which is lacking in the Woodford community. These fields are used regularly by dog walkers and walkers with children who seek some adventures and offer significant recreational value. Green space within the Woodford area is very limited, this area offers a tranquil environment which is often rich in wildlife	I propose this area should be protected and managed by a community group.	Plympton

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
8	6	Boringdon Fields	Boringdon Fields (Land at Boringdon behind Plymtree Drive, Meadow Way & South View Park where Linden homes have recently been refused an permission to build 280 new homes with access off Plymbridge Road, Plympton.)	This Green Space is currently used by a tenant farmer and generations of local people have unofficially had access to the land for many years, using it for recreational purposes due to the severe lack of green space in the Woodford area. The Grade 2* Triumphal Arch is nearby, as is Boringdon Hall (Grade 1 Listed), Plymbridge Woods (National Trust) and Boringdon Deer Park (Scheduled Ancient Monument). It is an area of outstanding natural beauty, which is currently undeveloped, with far reaching views and adjoins Boringdon Golf Course. The ridgeline is highly visible and forms a green belt around Plympton. Due to its location there is no noise from traffic etc so it is very tranquil and light pollution is low. There are many ancient hedgerows which are rich in wildlife and this land supports many species, some endangered or protected.	It is hoped that PCC will include this land as Green Space in the Plymouth Plan to protect it from development. Following an application by Linden Homes to build 280 houses (which was rejected by Plymouth Planning Dept November 2015) the Community pulled together to fight the application and showed the Council just how important this land is to them. As the land is not owned by PCC, management of the land would be the responsibility of the land owner.	Plympton
			Land at Boringdon, Plympton, Plymouth behind Plymtree Drive, Meadow Way and South View Park. Grid reference: Easting 253537 Northing 57480	BEAUTY Prominent important ridge line. Highly visible from many areas of Plymouth. Is considered a visual asset by the community, National Trust and English Heritage. Far reaching, outstanding views of Plympton, Saltram, Plymouth, the Embankment and across Plymouth Sound to Rame Head. To the north of the site there are also fine views towards the southern fringes of Dartmoor. Currently undeveloped but used successfully and with sensitivity by tenant farmer. Bordered on north boundary by Boringdon Golf Course. Setting for Historic Monument the Triumphal Arch which is a Grade 2 listed Building Important hedgerows, ancient trees, wildflower areas and natural beauty. HISTORIC SIGNIFICANCE The historic importance of this site has been	HOW SPACE WILL BE PROTECTED IN FUTURE Support from PCC by including in the Plymouth Plan as Green Space. Support of interested parties, possibility of closer cooperation with the National Trust with links towards Boringdon Hall to the east and Saltram Countryside Park/ Plymbridge Woods to the southwest and west. Support of the local community. Many of whom have contacted Plymouth City Council recently stressing the importance of this land to the community and expressing a desire to retain it as green space. Establishing as a recreational area, informally for walking, cycling and even as a bridle path on designated route or routes within the site. HOW SPACE WILL BE MANAGED IN FUTURE Management of the land will be the responsibility of the owner but with the land owner's agreement the local	Plympton
				increasingly recognised in recent years. In the 2007 Saltram Park Assessment Survey clear links are established between the current Saltram Estate and the land that was owned by the Parker family in the 18th Century. The remains of carriage and brideways between Boringdon Hall (Grade 1 listed and once Parker owned) can still be identified onto Plymbridge Road, to Plymbridge onto Saltram House (Grade 1 listed). The Triumphal Arch was not just a spectacular folly but also marked the extent of Parker influence and served as a picnic and viewing point for the family and visitors. It should become so again. This is particularly significant since Plymouth City Council is working actively with the National Trust to further develop the Country Park. This is a great opportunity to revive the historic significance of part of Plympton that has become partly forgotten and neglected. The view from this site and towards it from Crabtree were appreciated and colour sketched by J M W Turner in 1813. Much has changed in the landscape since then but the basics remain and we should act now, before all the natural landscape beauty of this area is irretrievably lost. Boringdon Deer Park (Scheduled Ancient Monument) is to the north beyond the golf course English Heritage have pointed out possible links of this site to the Iron Age Hill Fort at Cann Woods. Historically this land has usefully absorbed water run off to help prevent flooding in the area. RECREATIONAL VALUE This land is certainly the only facility of its kind in the Plympton St Mary area, in that it meets so many of the criteria for Local Green Space designation. Parts are already used informally by the local community for recreational purposes i.e. dog walkers, walkers. Social Benefits - Connected visually and socially with the community and the natural environment that surrounds them, and has already provided a rallying call for the local community. Health Benefits to provide informal exercise opportunities in an area not currently easily or legally accessible. To a degree this land, if left undeveloped but to a degree managed, usefully complements the Boringdon Golf Course amenity. TRANQUILLITY These fields adjoin Boringdon Golf Course. Plymbridge (National Trust area) and Boringdon Hall (Grade 1 listed building) are nearby. This area is largely unspoilt and away from buildings, road noise, railway lines and other sources of noise pollution. Looking north from this site provides easily one of the best areas in Plymouth for astronomical observation since, in comparison to much of this urban area, light pollution is low RICHNESS OF WILDLIFE Ecological Benefits. This area supports many species including commuting bat colonies, dormice, insects, reptiles including	community might be able to get involved, perhaps with partnership from interested parties that can provide advice and resources. Some discussion with the National Trust has begun in a limited way and more is planned in the new year. They are aware that this application is being submitted on behalf of the Plympton St Mary Neighbourhood Forum. There is currently a tenant farmer operating on the site which generates income for the land owner. Plympton St Mary Neighbourhood Forum will encourage community involvement including local businesses such as Boringdon Golf Course and Boringdon Hall and promote use of the site for leisure purposes. Plympton St Mary Neighbourhood Forum will also continue to seek involvement by National Trust/English Heritage/Council for the Protection of Rural England/ Devon Wildlife Trust and others to retain the character of the space. We will apply for funding and local grants to enhance the area. Our vision is to create a high quality informal recreational area for the local and wider community to enjoy and to conserve this important Green Space as an Accessible amenity. The current Plymouth Plan Plympton Toolkit demonstrates how much this type of amenity is sadly and remarkably lacking in the Woodford/Boringdon area. It is also to be hoped that this Local Green Space application, if approved, will help to protect this area from future development.	Plympton
			Regards Plympton Plan reference PT2 land off Boringdon Park	The current terrain acts as a natural soakaway in times of heavy rainfall The Green ridge can be seen from the main road leading into Plymouth. Thus enhancing the view of the main corridor into the city for tourists and local residents. It helps to break up the urban sprawl of properties/housing estates towards the city Area of outstanding natural beauty, home to numerous wildlife etc Setting for the historic Triumphal Arch which is a grade 2 listed building	Support from PCC and voluntary groups for example, Woodland Trust More deciduous tree planting to help future heavy rainfall/climate change	Plympton
			Land off Plymbridge Road, Boringdon. PT2. The Boringdon area wanted for development and further green areas around and across the ridge at Plympton.	Beauty - provides a green corridor along and above the major route into Plymouth, making this more attractive and inviting than the slopes of housing estates i.e. it enhances the 'image' of the city. Full of deer, butterflies, bats and birds such as nightjars in summer. Reports on this area of Plympton have suggested over-building resulting in flooding and measures such as more tree planting to provide natural soaking of water and only small infill developments on lower ground and brown sites. Recreation - provides opportunity to develop a great outdoor space for walking, cycling, wildlife appreciation - if new developments are being provided with this then surely existing residents and council tax payers are entitled to the same, especially as your assessment of this area is high employment and home ownership and therefore much council tax revenue.	This possible valuable green area for residents throughout the city, but particularly those living in the eastern areas, should be funded by the Council along with organisations such as the National Trust etc and then possibly supported by local groups and residents. On entry to this area of the city is already spoiled by the Hemerdon Mine site and the power station, this other highly visual green areas need to be preserved and maintained.	Plympton
83	1	Boringdon Primary School Playing Fields	Boringdon Primary School playing fields PL7 4HL		current management to continue	Plympton
9	1	Boxhill Gardens	Area bounded by Honicknowle Lane, Box Hill Gardens and Ham Woods. Centred around SX 47016 58018	This area is well used by pupils at All Saints school when walking to and from school. It provides a recreational area for dog walkers and others. The recently planted trees at Box Hill Gardens increases the amenity value and the area would benefit from wild flower meadow planting. It provides an inviting entrance to Ham Woods.	PCC and community groups. Plymouth Tree Partnership have an interest in the newly planted trees and Friends of Ham Woods would be willing to assist in this area.	West

Site ID	No. of Reqs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
10	1	Brickfields	The open green space known as Brickfields bounded by Devonport Hill and Kings Rd running all the way up to Fore St on one side and on the other side by the Cumberland Centre, Brickfields Sports Centre and Albion Stadium	<p>Beauty: The openness of the space is one of its prime merits together with its position offering views across the Tamar to Cornwall. Its beauty was enhanced by the establishing of the wild flower meadow up on the top of the rise and it provides a natural extension of the green spaces abounding it from Devonport park, through to Stonehouse Creek and Richmond Walk. This is an green asset not to be lost and should remain an integral part of the city's green infrastructure. Historic significance: This area has huge historic significance which will be quite lost if it is ever built on. As part of the 'green arc' it delineates the area of open land lying landwards from the Devonport Lines, the fortified walls that surrounded the naval base to protect it from a land based attack. The area had to be kept clear and open so that sight lines could easily reveal any threat to the security of the Dockyard. With the number of regiments based in and around the Dockyard it acted as the main parade ground and many of these are well documented. A prime example is the photo used by local historian Chris Robinson on the cover of his 'History of Devonport' which came out at the time of the regeneration of the area. With so much of Devonport lost to bombing in WW2 it is vital that areas such as Brickfields are preserved as part of the city's heritage. Recreational value: It has always been an area where local people not to mention students from City College can go to relax, play ball games, walk, jog, fly kites. It benefits from its open character which creates a feeling of freedom from structure - a feeling more and more rare in urban settings where we are surrounded by buildings and enclosed. Tranquillity: As a large open expanse of green, natural vegetation with wonderful views towards Mt Edgcombe via Stonehouse Creek, it epitomises a tranquil setting, somewhere people can wander and offload the stresses and strains of urban living by communing with nature. Such experiences are well known to improve mental health by inducing a sense of peace and tranquillity. Richness of wildlife: I am sure this land has never been built on and therefore would have a species rich grassland. It is bordered on one side by extensive mixed hedging which together with other more scruffy margins offers valuable habitat for birds and small mammals, especially hedgehogs which are endangered. Recently a large area was earmarked as a wild flower meadow and that has been a joy to watch develop and flourish providing nectar for bees and other insects. The site is a valuable green link in the 'arc' which runs from New Passage Hill via Devonport Park and Albermarle Field right round to Mutton Cove, known to provide a vital link in the ability of birds and mammals to live and thrive.</p>	<p>Future Management: The land is currently owned and maintained at a basic level by Plymouth City Council. This would continue. Other options might include:</p> <ol style="list-style-type: none"> 1) The use of sheep to graze the grass and wild flower meadow area as a cost effective way to save on mechanical mowing possible linked in to outreach activity from the new city farm at Derriford. 2) Hedge planting and maintenance could devolve to a local volunteer led hedge management group whose members are trained in traditional cutting and laying techniques and where the wood thus harvested can provide fuel for those volunteers. 3) The possibility of the formation of a Friends group which could collaborate with the Friends of Devonport Park and seek HLF funding for the training of volunteers in green space management techniques to preserve and enhance the area. 	South
120	2	Broughton Close	The large wooded area below Broughton Close) off Lockington Avenue			Central
11	1	Cann Lodge	NW18 Cann Lodge	Beauty Historic- Lodge and carriageway to Cann House. Recreational Tranquillity Wildlife Close to village	Conservation Area Policies	North West
12	1	Careswell Avenue	Central Reservation, Careswell Avenue. Centered around SX 45915 57731	This space has recently been planted with Cherry trees and daffodils. This provides a spectacular site of great recreational value. At the top end of this site are several mature trees providing a valuable wildlife habitat.	PCC	West
13	3	Central Park	<p>Central Park file:///Users/geraldscott/Desktop/Local%20Greenspace%20nomination.docx Central Park to include the following areas shown on the Proposals Map of the Area Action Plan adopted in 2008: The whole area covered by proposal CP04 Park enhancements (shown in green) The area covered by proposal CP04. 12 New Allotments (shown in hatched olive) The Life Centre Field, Cottage Field and Gilbert Lane being the main areas of natural infrastructure left after completion of the Life Centre in 2012. These areas were part of proposal CP01 Life Centre and Social Centre (shown in yellow with pecked lines). The nominated site includes part of Zoo Field where planning permission was granted for a development at Higher Home Park in 2013. Work has not started on the development and permission is expected to lapse on 19th September 2016. Although spoil from a previous development was deposited there, it could easily be removed and the site returned to its previous state. It is therefore included in the nomination. Even in its current condition, the field 's hedgebank forms an important ecological corridor; a fact that was noted in the 2013 planning application.</p>	<p>The Area Action Plan adopted in 2008 contains several references to Central Parks outstanding attributes as an urban park and to its historical significance. They include the following: 2.3 As the name suggests, Central Park sits centrally within Plymouth and is surrounded by many residential neighbourhoods. These include Beacon Park and Pennycross, Peverell, Mutley and Stoke. For many local residents the park is on their doorstep and it has a particular importance in their lives. The park also has a citywide profile as the venue for the city's sporting activities. It is home to Plymouth Argyle Football Club and is a host for the many amateur competitions held on the outdoor sports pitches and facilities. It is also a place for informal recreation and childrens play and is a landscape rich in wildlife. 2.5 The parkland was acquired in the late 1920s and its purchase and improvement was enabled by the then Ministry of Health, which at the time widely promoted the link between public health and recreation. 2.6 Thomas Mawson and his family practice of landscape architects were commissioned to conceive a design for the park which would promote active recreation and sport in contrast to the style of formal Victorian pleasure gardens that preceded this period. A comprehensive plan was drafted and approved in 1928. 2.8 Central Park is a cherished environmental asset for the people of Plymouth and at the heart of this strategy for change is the protection and enhancement of the park's valuable green spaces, wildlife habitats, and landscape quality including its rare views towards the city, its neighbourhoods and Plymouth Sound. While the park has obvious natural qualities there are very real issues that face the park and prevent it being a high quality destination befitting a premier city park. 3.2 Central Park will continue to be a unique environmental asset for the City and will be a destination that has successfully enhanced its landscape and wildlife qualities to create a quality and distinctive parkland for the people of Plymouth and future generations to enjoy. 3.3 By 2021 Central Park will be firmly established as one of the highest quality urban parks in the country. At its heart will be the Life Centre. This high quality sports and leisure complex will be a major landmark on the approach to the City Centre from the north and will be the centrepiece for the newly refurbished Central Park. As with the original intent for the park back in 1928, the Life Centre will have a strong focus on health, providing state-of-the-art active leisure facilities for the people of Plymouth, hosting regional events, attracting audiences and providing investment to the city. However, the Life Centre will achieve much more. It will provide facilities for arts, education and culture and the environment and provide a base and much-needed facilities to help the community enjoy the wider park. •</p>	<p>A Masterplan exists for the park's development which includes several opportunities for generating income from existing and new assets to enhance the park. An Advisory Group has been set up to guide the plans implementation. There is an active Friends Group which runs a monthly volunteer session and liaises with other organisations that offer volunteering opportunities.</p>	Central

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			Central Park (The areas nominated is the greater area of Central Park, Milehouse Plymouth. This includes the major green space of the park as well as Pounds Park and Pounds House, the allotments adjacent to Peverell Park Road, the area of Barne Park and Home Park, the allotments above Central Park Avenue. The roads bounding the area are Alma Rd to the west to the traffic lights at Milehouse, to the north east and north by Outland Rd to the corner at Peverell Park, to the east by Peverell Park Avenue, to the junction with Barn Park Rd, then Barn Park Rd, Inverdene, Ford Park Cemetery, Central Park Avenue, Holdsworth Street, then SSW to Alma Rd.)	The area constitutes what most Plymothians know as 'Central Park'. I was shocked to discover that it is not a designated Green Space and this needs to be rectified. The area has already been encroached upon and built over enough. It is time to preserve the essential beauty for the citizens of Plymouth. I was under the misguided impression that the area had been given to the citizens of Plymouth as Green Space. The area encompasses all kinds of green Space and Leisure activity areas including the home of Plymouth Argyle football club, important allotments in two areas, public pitches, playing and training areas for public team sports, a public pitch-n-putt course, the skate park and the Life Centre. The open space alone is used importantly by many families to walk and for children to explore. It also contains wild areas which need to be preserved as wild areas. It is already managed by the Parks division of Plymouth City Council which needs to continue. The area contains important as well as beautiful trees which need to be preserved. It is such an important City amenity that it should not under all but the most very pressing be encroached upon in any way. It has already been considerably diminished by the Life Centre and associated car parking space. The area is also a natural habitat for many species of birds and mammals including woodpeckers, foxes and badgers. This area was part of my growing up as it was for so many Plymothians.	The area is cared for by the Parks and Gardens division of Plymouth City Council. There are also at least two organisations associated with the allotments and there is a Friends of Central Park Group. The immediate surrounding communities take great pride in the park and the amenities it provides as well as the chance to walk in it and escape. Plymouth Argyle football club also take a leading role in preserving the essential nature of Barne Park and Home Park (however any future plans they have for expansion of the activities of the professional football club need to be carefully scrutinised). All Plymothians value this area highly and most would not want to see any further loss of the green area and would take high exception to it.	Central
				From Plymouth Plan Toolkit: Land Availability, Central Central Park I have no intention of labouring the point about developments in Central Park. As shown by the area of the park that is no longer green space, the park has changed significantly over the decades. Personally, I feel the Life Centre is of great benefit to the city. I suspect the improvement and development of the PAFC leased area also will be, if that ever happens. I feel the remainder of the park should be afforded protection from further development as a matter of priority		Central
14	1	Central Park Allotments	Central Park Allotments: adjacent to Peverell Park Road. Bounded on the other side by Central Park.	Recreational value Central Park Allotments are an extremely important site for recreation. The benefits of being active and taking exercise in a healthy environment are widely recognised. Having an allotment is beneficial in a range of ways which extend far beyond the basic appeal of being able to produce some of your own food and being attuned to the natural cycles and processes involved. For instance, during recent years the significance of these allotments in terms of the promotion of social cohesion and community development in the context of a recreational setting has come increasingly to the fore. Events and resources at the site have proved attractive not only to plot holders but also to neighbours, passers-by and the public in general. Tranquillity Geographically Central Park Allotments are not far from the centre of the city but the landscape from within the site totally belies this, with a tree filled and green vista visible from every vantage point. Careful landscaping and improvements to the wooded area at the south side of the site, including the creation of an orchard and a picnic and seating area inside an extensive margin of naturally occurring vegetation have enhanced the appeal of the allotments as a tranquil and peaceful place away from the bustle and activity of many other parts of the city. Visitors often express their surprise at just how beautiful and tranquil an environment these allotments offer. Richness of wildlife Extensive hedgerows and some areas which have been left undisturbed afford excellent habitats for a range of species. The abundant blackberries, rosehips, haws and other fruits and seeds help to sustain a wide variety of birds, many of which nest and rear their young on the site. The following species are regularly seen: blackbird, song thrush, blue tit, great tit, long-tailed tit, dunnock, wren, goldfinch, greenfinch, robin. Other species such as bullfinches, sparrowhawks and coal tits also visit. Foxes, grey squirrels, hedgehogs, voles, shrews and wood mice are among the mammalian frequenters and the following reptiles and amphibians are also found: slow worms, common frogs, common toads and palmate newts, with the frogs and newts both breeding in the small ponds which have been created around the field. The use of chemical insecticides is discouraged and accordingly insect life thrives. As well as the honey bees which are kept by the writer numerous species of wild bees, hoverflies and other pollinators are attracted by the diversity of plant life, both cultivated and growing naturally.	Future Management Central Park Allotments have an established and active Association comprising people who have already demonstrated a commitment to the maintenance of the fields for the benefit and enjoyment of plot holders and visitors alike. Continuing and gradual improvement of the fields as a community asset and resource has been ongoing in recent years. Further improvements are envisaged, subject to the availability of funds to enable this to happen. One example is the improvement of the Venn Farm field site to include better access, the repair of hedges and boundaries, the planting of more fruit trees and the preparation of an area for some beehives to be located at this part of the site.	Central
84	1	Church Close	land at Church Close PL7 4RA (SX52896 57168) Boundaries- public roads	Green space that forms part of the character of Woodford and children use them to play on.	current management to continue	Plympton
114	2	Collings Park	Collings Park			Central
113	2	Compton Vale	Compton Vale			Central
15	1	Conway Gardens	Grass area at Conway Gardens centered around SX 46609 57548	This area is extensively used as a play area for young children in Conway Gardens and Beacon Down Avenue. As it is in a cul de sac with no through traffic car speeds in this area are low and is well overlooked providing a safe play area	PCC, occasional grass cutting.	West
16	1	Coombe Farm	Coombe Farm and surrounding green space, centred on SX 46192 58638 and SX 46064 58742. This is the whole area around designations W1 and W2 in the toolkit. Bordered by the Weston Mill Bypass on one side and the A38 on the second side.	This area has ancient Devon lanes and other historical features. It includes valuable habitats such as ancient woodland and unimproved grassland and is close to a CWS (for Deptford Pinks). The area owned by PCC contains several paths and is an accessible green space which is used by dog walkers and mountain bikes amongst others. There is a cycle path going through this area. This area is a strategic green corridor for wildlife moving from rural areas to Ham Woods LNR and as such is part of the green infrastructure strategy to join up the key green spaces in Plymouth. It connects the Kings Tamerton proposed LNR to Ham Woods LNR. Friends of Ham Woods strongly disagree that this area should be developed in any way (housing, industrial or transport etc.) as it is key to the continued good ecological status of Ham Woods LNR.	PCC, local land owner and community groups. Friends of Ham Woods would be willing to assist in the management of this space. Part of this space is part of the original Ham Woods.	Plymstock
85	1	Cranfield	Land at the end of Cranfield that links up with 'Tithe Road, Woodford'		current management to continue	Plympton
			Devil's Point park. The nearest post code is PL1 3RS.	It is already identified as a green space and site of scientific interest, but I would like to see the historic elements protected. There are a number of gun and radar mounting points from the war, and older historic points of interest. It is different from the Royal William Yard (although there is a reservoir dug out by Napoleonic prisoners which supplied the Yard with water which is now abandoned), and it is more extensive than the shrubs and plant areas of scientific interest. The whole park is a historic gem	Currently the site is unmanaged, except for some low-level gardening by the council. However, given the incentive, then Urban Splash, as the lease holders on the peninsular should be maintaining the entire park including the historic elements.	South

Site ID	No. of Reqs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
17	4	Devil's Point park.	Devil's Point green areas including the reservoirs at Devil's Point (lease to Urban Splash, as part of Royal William Yard)	These reservoirs have an historical significance as they were built by Napoleonic prisoners. The reservoirs and the green areas generally are now enjoyed by local people, visitors from Plymouth, Cornwall and beyond for their natural beauty, the peace and quiet you feel when walking there, the beauty of the view, the rich wildlife. A member of the Stonehouse Residents Association (SRA) presented a diaporama of flowers found at Devil's Point at one of the SRA general meeting and he had found so many of them he could talk for one hour. Birds are also in abundance and need this space to live, breed and raise their little ones. There are also quantities of insects and some rabbits. I have seen blue tits, a kingfisher, goldfinches, black birds, house sparrows, tree sparrows, greenfinch, robins, feral pigeons and wood pigeons, seagulls, starlings, crows, magpies, long tailed tits, wren, collared doves, oyster-catchers on the rocks, etc. It is a peaceful area and the reservoirs as well as the other parts deserve to remain as they are. I would not like the reservoirs to be transformed into parking spaces for people going to Royal William Yard. Urban Splash needs to work with Citybus and other bus companies, as well as with Plymotion and other services of the council in order to solve the problem of too many cars coming into the peninsula. There is not enough parking space and there is no point in destroying yet another green space to park more cars as there will always be more cars than parking spaces. Real other solutions need to be found	Urban Splash as the leaseholder has a duty to do a t least some low level of maintenance. Why not let one of the reservoirs lie fallow for one or 2 years at a time and then let the other one and cut the grass after? I have seen similar on the green at Devonport park and it seems to work wonders. Other solutions could involve local residents and visitors as well who would be keen to preserve the space.	South
			Land at Western Kings, Stonehouse, Plymouth. Forming part of Devils Point Park, Stonehouse, Grid reference SX 246126 053361.	Beauty - Outstanding location of natural beauty adjoining Plymouth Sound. Views of Mount Edgcumbe County Park, Tamar Valley AONB and marine setting. Unique setting at the mouth of the River Tamar. Historic Significance - Nationally significant historic site for families to view departing / returning warships. Several listed historic structures including historic reservoir and coastal defences. Links to Charles Darwin and Arthur Conan Doyle. Recreational Value - Forms part of South West Coast Path National Trail and local walking route. The only informal green space on the Stonehouse peninsula. Provides walking, cycling, dog exercise and ball sport space. Tranquillity - Escape from the business from the Royal William Yard. Absence of traffic makes it the only quiet space on the peninsula. Sea / parkland views enhance tranquillity. Sense of connection with the sea and the River Tamar. Richness of wildlife - Designated SSSI. Some elements of priority habitat. Important habitat for protected floral species.	The site is managed to a basic level by PCC Parks Department. It has an active Friends Group and works in close co-operation with other community organisations (e.g. Stonehouse Residents Association, SW Coast Path Association, Stonehouse Tennis Club, Blue Sound etc.) to maintain and enhance. In 2014 the site became part of the SW Coast Path National Trail when Natural England invested £250,000 to extend the path via the Royal William Yard. As a location of national importance it will continue to attract support for its protection and management.	South
			Postcode: PL1 3RW The land stretches from Devil's Point in the west to the Artillery Tower restaurant and Stonehouse Tennis Club. It is bounded to the south by Firestone Bay and to the north by Admiralty Cottages the Royal William Yard and Stonehouse reservoir. The site is already partially designated as an SSSI and a county wildlife site. I think it deserves to be designated as a Local Green Space in addition to reflect its value to local people as a place to enjoy maritime heritage, panoramic views and open green space for recreation.	Local Significance <i>Beauty</i> the site offers panoramic views across Plymouth Sound and Drakes Island towards the Mewstone and Staddon Heights to the south, towards Mount Edgcumbe, the Hamoaze to the west and towards Devonport Dockyard and the River Tamar to the north. The site itself has an unkempt charm of open grassland and scruffy hedging which provides cover for many birds. There is visual interest from the collection of historic buildings on this site such as the blockhouse at Devil's Point and other military relics. Its charm is largely due to its intimacy with the sea the sound of sea wash and sea birds calling and skimming over the water, the sight of all kinds of boats and virtually no buildings in view. It should also be possible to access a small beach however this is currently fenced off due to storms over a year ago. Historic Significance Devil's Point Blockhouse and Firestone Bay blockhouse are features of the site and could be scheduled monuments and grade II listed. Firestone Bay Blockhouse now the Artillery Tower restaurant was built by the Edgcumbe family in the 1490s to protect Stonehouse and its harbour. They are part of a line of six Tudor blockhouses defending Plymouth. Charles Darwin's voyage on HMS Beagle departed from Barn Pool opposite Devil's Point, a plaque commemorates the voyage that inspired his theory of evolution. For centuries Devil's Point has been used by family and friends to wave off or welcome home Royal Navy warships and submarines. It is joined by steps into the Royal William Yard, a grade I listed former Royal Navy Victualling yard. Recreational Value The site offers a unique combination of recreational facilities. Firestone bay is popular with scuba divers for its sheltered water and deep diving. There is seawater swimming pool by the Artillery Tower, there is open green space for very pleasant walking with open sea views and scope for dogs to exercise, for informal picnics, ball games, bird watching and sea fishing from a jetty. It is also part of circular walk through the Royal William Yard and an extended coastal footpath. Tranquillity Devil's Point is a wonderful relief from city life with its almost complete lack of man-made structures in view. The aspect towards Mount Edgcumbe and its distinctive wooded parkland is uninterrupted by buildings or other structures There is little artificial noise - once away from the car park - to disturb the sound of the seawash and birdlife. It is a joy to watch oyster catchers, egrets, cormorants and a heron look for food on the shoreline. Richness of Wildlife the site is an SSSI and a county wildlife site - mainly for its flora - the site has 11 notable species for Devon. A nationally rare plant field eryngo <i>Eryngium campestre</i> occurs, Southern Polypody is nationally scarce and other important species include garden parsley, knotted hedge parsley, ivy broomrape and wild clary. The site is used by local people in Stonehouse, Devonport and Stoke.	The site is owned by the Ministry of Defence and managed by Plymouth City Council. The city council website shows a management statement dated 2009. The current management regime seems to consist of grass mowing, litter picking and scrub clearance. The active wildlife conservation seems unclear. The site seems somewhat neglected a section of the coast has been fenced off due to storm damage in Feb 2014. Future management could involve a friends group and could also be eligible for a heritage lottery grant to enhance the wildlife and heritage management and appreciation.	South
18	1	Devonport Green Arc or Devonport Lines	Devonport Green Arc or Devonport Lines , from Torpoint Ferry to Mutton Cove via Brickfields to include playing field adjacent to Albermarle Villas	all the above	Friends of Devonport Park and the successor organisation to Devonport Community Land Trust and Devonport Community Leisure and users such as Plymouth Albion	South and South West
19	2	Downfield Drive	All the open, grassed, north-facing hillside land in Plympton to the east of Tern Gardens and Mallard Close, behind the row of detached properties on the north side of The Ridgeway and above the stream running through the Downfield Way Valley.	Recreational and tranquillity value - provides a welcome green space locally among urban housing for people to walk through and enjoy.	Already maintained by Plymouth City Council, through summer grass mowing etc.	Plympton
			Land at Tern Gardens PL7 2HZ (SX54722 56243) Boundary Tern Gardens, houses on the north side of Ridgeway to the lane on the east side of Turret Willows	believed to bequeathed as a permanent open space by the former City Organist, the late Dr Harry Moreton.	current management to continue	Plympton
20	3	Downham Park	Downham Park (Downhorn Park, Horn Lane, Plymstock)	Historical significance and recreational value	Used daily by local children and adults. Very popular open space, central location	Plymstock
				"Why isn't Downham Park classed as a green space – it is classed as brownfield at present?" "Downham Park should be preserved for public use." "Please protect Downham Park."		Plymstock
				"Dawnhorne Park to be designated a green space – possibly a play park." "Why isn't Downham Park classed as a green space – it is classed as brownfield at present?" "Downham Park should be preserved for public use." "Please protect Downham Park." "Dawnhorne Park to be designated a green space – possibly a play park."		Plymstock

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
21	1	Drakes Island	Drakes Island and surrounding near shore waters	<p>Beauty An outstanding landmark island site formed of limestone and volcanic rock within Plymouth Sound. Its scenic significance is of great importance to Plymouth and it is a very special attribute within Plymouth Sound. It is a haven for largely undisturbed wildlife year round. Historic significance Drakes Island or St Nicholas Island has a long history going back to at least the 16th Century with the island having key roles at various times in stationing various defences of the City from foreign fleets. There are several Grade 2 listed buildings and Scheduled Ancient Monuments. Recreational value Direct recreational public access is prevented as this is now a privately owned island, but nonetheless this island site is unique to the City of Plymouth. The sea all around Drakes island, particularly in the summer, is very actively used during daylight hours by sailors, canoeists, rowers, small motorcraft, angling boats and divers with Royal Naval vessels traversing the main deep water channel. Any increase in recreation on Drakes island would need very careful management due to the richness and sensitivity of the wildlife currently present there both in summer and winter. This sensitivity must include the potential impact of any increased human activity most especially on the Little Egret winter roost and breeding colony, the large breeding Herring gull colony, Cormorant colony and wintering Lesser Horseshoe bats. Tranquillity Drakes Island is at present an exceedingly tranquil site and is largely undisturbed. I believe it has been uninhabited since 1995. The island is home to a number of bird species not found in such close abundance anywhere else within Plymouth City boundaries. During the summer the island echoes to the calls of the many breeding Herring Gull and Great Black-backed gulls, Little Egret, Cormorants and Oystercatchers all entwined with the sound of the surrounding oceans. Richness of wildlife Drakes Island is located within the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and there is a substantial eelgrass bed just off the Jetty area. Drakes Island holds a significant and important winter roosting and summer breeding colony of Little Egret. The nearby Tamar Estuaries Complex Special Protection Area (SPA) is designated for wintering Little Egret and Avocets and a large component of the Tamar Estuaries SPA Little Egret wintering birds roost on Drakes Island. Recent Little Egret roost counts from Drakes Island during the Nov 2015 to Jan 2016 period were over that of National significance for this species. Drakes Island is well utilised in the winter period with many gull species night roosting around the island but particularly along the Jetty, on the Casemates, and on Little Drakes Island. Between one to four Spoonbill have been found at times night roosting on Drakes Island during the past six winters in the company of Great Black-backed gulls. The Spoonbills have always been seen to fly up the Tamar to feed within the Tamar Estuaries Complex SPA area. Drakes Island has held the highest recorded wintering counts of Cormorants throughout Devon in recent years and a large summer breeding colony is present. The island as a whole contains over 100 pairs of coastal nesting Herring Gull (a BoCC Red listed species). Many of these nests are not far above the high tide mark or on Little Drakes island. At least two+ pairs of Oystercatcher breed on the island. Some of the other bird species recorded on Drakes Island (and not already mentioned) include Rock pipit (Breeding), Shag (Breeding), Kingfisher, Goldfinch, Sparrowhawk and Peregrine. A significant proportion of the important Lesser Horseshoe bat colony at Mount Edgcumbe are thought to be those that are overwintering in secluded sites on Drakes Island. This is</p>	<p>Drakes Island is in private ownership with future plans and investment for the islands use as a large Hotel complex. However the wildlife and varied habitats that are at present supported on Drakes Island are an irreplaceable and valuable asset to Plymouth and to Plymouth Sound. It is important to maintain and even improve the diversity of wildlife on Drakes island as this is part of our natural heritage. The distinctive wildlife using Drakes Island enhance the experience of those using Plymouth seafont and especially those out on the waters of Plymouth Sound.</p>	South
22	9	Dunstone Open Space	<p>Dunstone Open Space (Green space adjacent to Dunstone Woods, at the top of Great Churchway and Woodway, Plymstock. NB It is extremely difficult to import pictures/maps etc to this nomination form. However, this downloadable jpg marks out the area being nominated. file:///Users/benjaminstafford/Downloads/10628794_1376851282618661_1890702383414626234_o.jpg This file illustrates the space, its current designation in the Plymouth Green Space Strategy 2007-2023. For information, the picture is Fig.7 in the Background Report of the Plymouth Green Space Strategy 2007-2023.)</p>	<p>Please note that this land is currently designated as Local Green Space, Despite much objection (68-75 depending on which Council report used, from those using the space, and notwithstanding the designation, the Council approved that a piece of this space be sold for self-build development of one property. Please note that the response to these objections was "It is proposed that the development is restricted to a small proportion of the total area of the public open space (less than 1.5%) and consequently the vast majority of land will remain for public use." (Executive Decision Reference Number F19 14/15). It seems imperative that further development on this site be restricted in order to (a) comply with the existing statutory restrictions on the Council and (b) ensure that the Council's repeated assurances to service users that no further development will be carried out on this beautiful space. 1. The land is adjacent to Dunstone Woods, is at one of the highest points in Plymstock (higher than Burrow Hill) and affords views to Jennycliff, Burrow Hill, the Sound, the Citadel, Dartmoor and even as far away as Princetown. It is bounded by the back of Dunstone Road, Woodway, Great Churchway, and the allotments of Dunstone Road. As such there is no passing traffic because of the cul-de-sacs and it is a fantastic spot to walk, sit and play with far-reaching views of both the city-scape and the open countryside and sea beyond. 2. The land is crossed by a public footpath which leads right up from St Mary's Church and can be followed through all the way to Elburton and beyond. The footpath, bounded by old hedges in most places and through the woods at one point, is obviously an old thoroughfare. 3. The land is used daily from early in the morning (residents leaving at dawn report dog walkers on the field enjoying the sunrise) until dusk when the bats come out. During the summer, many people travel to the field to watch the Fireworks, aerial displays, concerts on the Hoe. There is real community feel: neighbours bring camping chairs and blankets up onto the field. It is used by local children to play and local schools and brownie/cub/scout groups use the wood and the field for recreation. Local running groups and school running groups bring runners up Woodway and onto the field to train. Dog walkers use the field all day and one of the great features of this space is that, because of the cul-de-sacs at Woodway and Great Churchway, those who are less mobile can drive up (cars and mobility scooters) and walk, enjoy the view, bring their dogs and family. There are a lot of elderly people in the area whose access to some of the other spaces is restricted. Whatever the weather, people are on the field or walking/running around it and in holidays and in the evenings/weekends there are lots of children on the field. 4. I can recommend that Council planners head up to this space on a sunny afternoon as winter is drawing in to sit on the bench at the top of the field and watch the sun set. Or in the morning as the sun comes up and the field sits above the low cloud and mist that comes through the valley, over Billacombe quarry and onto the Sound (or is it the other way around?!). Come and see elderly couples, teenagers, families with their children walking, sitting, holding hands: it's really one of those places people can take a deep breath and just watch the city below them, with the ferries and warships heading out past the breakwater, whilst doing very little. I like to end a run at the top of the field: hard work rewarded by a long look at the view. 5. The field is now the only open space adjacent to the site is most significantly designated "Local Greenspace" by Plymouth City Council Green Space Strategy 2008-2023, specifically because of the paucity of recreational space in this part of Plymstock/Dunstone/Elburton. It is therefore of recreational significance to these communities, well used by families, adventure groups (guides, scouts), dog-walkers (obviously) and also commuters given this valuable route between Plymstock and Elburton for commerce, trade and education. The greenspace is a site of beauty in that it affords a commanding view for all its users stretching from Plymouth Sound to Dartmoor which adds value to it as a place for the public to use for as variety of purposes as well as offering a atmosphere of serenity. This is a place where users can connect to the maritime heritage of this City, observing the frequent passing of Ships, Ferries and Pleasure Craft all year round. Undoubtedly there is a rich bio-diversity in this area given the proximity of the wood. Owls, Birds of Prey and hedgehogs are in abundance - the green space providing a valuable hunting ground for their sustainment. Development in areas adjoining the region (Pony Field site) identified slow worms which required the developer's protection. This was sensitively managed through an eco tone being established along Dunstone Wood. Encroachment onto the Woodway local green space would jeopardise this effort, as well as the viability of the habitat to support the species observed.</p>	<p>Please note that there is an informal but active residents' group and the space has a facebook page (Woodway Localgreenspace) and Twitter account (again search Woodway local green space). Not only have they coordinated responses to (repeated) proposals to try to develop on this land (notwithstanding the Council's stated understanding of its importance as local green space!) but also coordinated following up with the Council when it stopped mowing the field recently. The council stopped mowing it ostensibly to promote the space as a wildflower meadow but it was not actually going to be planted/managed as such and the mowings/lack of actually restricted the use of the place as detailed above. NB no consultation was carried out with the local service users and as such it was really badly received. The mowing has been resumed and the field is being used regularly as before. This has to be one of the most low maintenance but best loved spaces: it just requires a bit of mowing and someone to come and empty the dog bins! Value for money for the service users I would have thought.</p>	Plymstock
			<p>The greenspace area in question is at the top of Woodway, Plymstock (PL9 8TR and PL9 8TS). It is bounded by Dunstone Wood, dwellings on Woodway, Great Churchway and Dunstone Road. I have attached a map to this submission detailing the area in question.</p>	<p>The Woodway Local Green Space is owned and maintained by Plymouth City Council. All that is required is a grass mow very now and then (6 times a year I believe is what PCC provide - which is sufficient), emptying of the dog waste bins and care and maintenance of the benches provide for public use.</p>	Plymstock	

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			Dunstone Green	Dunstone Green, is a beautiful, well used public space. It is one of the only green spaces in Elburton and is situated next to Dunstone a Woods, which is an ancient woodland. It has wonderful views across Plymouth and The Sound and people are often seen sat on the top bench enjoying the vista. There is not a period of the day when the Green is not being used by members of the community, it is used by dog walkers, children outside playing, local scout and guide groups, the running club to name a few. It is a place where people stop and chat and brings a sense of community to the area. The area is important to wildlife, bats can be seen swooping across the field of an evening and owls can be heard nearby.	The Green is currently managed by PCC. There us a local community group, with an active facebook page. Members of the group consulted with local councillors last year, when the grass was left uncut and the Green could not be used for recreational activities. This decision was re-evaluated by the council and it was decided to return to the previous grass cutting plan. Once this was implemented the Green was once again a hive of activity.	Plymstock
			Dunstone Open Space. PL9.	The Plymouth Plan states that everyone will have access to high quality natural space within 400m of where they live. The map shown on page 9 of the Plymstock Toolkit clearly shows the significance of this open space in respect of this policy. Dunstone Open Space provides recreational facilities for many different users including dog walkers, families and youth groups (Cubs, Guides, Brownies etc). The space is also used by local schools for field trips in support of the national curriculum. The space can be easily accessed from many residential areas without needing to cross a main road enabling children to enjoy independent outside play. The location away from major roads ensures that the open space is an area of relative tranquility. The space is also easily accessed by those with mobility issues who are able to drive up to the edge of the field at the end of Great Churchway and Woodway. The land is crossed by a Public Footpath enabling access from Plymstock to Elburton avoiding most roads. Wildlife is often seen close to the open space including: bats that come out of Dunstone Woods to feed along the edge of the field, hedgehogs, buzzards, garden birds and even the occasional Sparrow Hawk. Dunstone Open Space is one of the highest points in Plymstock providing views across Plymouth, into Plymouth Sound, as far as the Moors and across to Cornwall including Cawsand Bay. During the Summer the space is often used by people taking advantage of these views to watch the annual Firework Displays.	There is an informal residents group who, in 2015, successfully lobbied local councillors and campaigned to have regular mowing of the field reinstated following a decision made, without consultation, by the Council last year to reduce the mowing to 3 times a year. The site is currently managed by Plymouth City Council requiring limited maintenance including regular mowing, the occasional attention to border hedges and small areas if shrubs located in the SE corner of the field and bin emptying.	Plymstock
			Green Open Space land at the eastern end of WOODWAY PL9 8TS adjacent to Dunstone Woods	I believe that the piece of land specified by me should be preserved as an area of recreation and tranquillity in an already overpopulated area. It is used daily by many people of all ages for a number of activities. I understand the need for more houses but to cram them in without thought of collateral damage not only to the immediate surrounding area but to the infrastructure of the parish is bordering on criminality. We have only 100 yards away from this space a new build of some 80 or so houses. We as a parish are already experiencing problems with school placings and doctors appointments. This is the last open space remaining in the area for people to use as a quiet spot, and a play area for the children. Please keep it safe from development.	We would hope in the future to provide a play park for the children of this area. We have a group WOODWAY Localgreenspace. We will strive to do all we can to preserve our little green.	Plymstock
			Dunstone Green Field below Dunstone Woods	Beauty The view of the Plymouth Sound from the field is spectacular and is extremely revitalizing! Historic Significance There is a monks way passing through the field and extends into Dunstone Woods Recreational value I walk my dog every day up on the field and the benefit I get from the relaxation is beyond words Tranquillity It is a wonderful place to escape from the noise of the main road we live on Richness of wildlife I have seen woodpeckers, hedgehogs, badgers and many other forms of wildlife	Pass over to local community to manage?	Plymstock
			Dunstone Green as per attached map and photo. Bounded by Dunstone Woods, Woodway, Dunstone Road and Great Churchway. The area should include Dunstone Wood, but I believe this protected.	The Plymouth Plan states that everyone will have access to high quality natural space within 400m of where they live. The map shown on page 9 of the Plymstock Toolkit clearly shows the significance of this open space in respect of this policy. The site is also designated 'Local Greenspace' by Plymouth City Council Green Space Strategy 2008-2023. With commanding views across the city and beyond Dunstone Green, is a beautiful, well-used public space. It is one of the only green spaces in Elburton and is situated next to Dunstone Woods, which is an ancient woodland. It provides recreational facilities for many different users including dog walkers, families and youth groups (Cubs, Guides, Brownies etc.). The space is also used by local schools for field trips in support of the national curriculum. The space can be easily accessed from many residential areas without needing to cross a main road enabling children to enjoy independent outside play. The land is crossed by a Public Footpath enabling access from Plymstock to Elburton avoiding most roads. There is a rich biodiversity in this area given the proximity of the woods. Owls, birds of prey, woodpeckers, slow worms and significantly hedgehogs are in abundance. This is of particular importance of the UK's first hedgehog reserve in Warwickshire. Perhaps Plymouth should follow their lead in protecting this endangered animal	The site is currently managed by Plymouth City Council requiring maintenance including regular mowing and bin emptying.	Plymstock
			Dunstone green field west of dunstone woods	This is a local beautiful open space overlooking Plymouth which is used daily by a wide variety of dog walkers. It abuts the dunstone woods of historical importance and acts as an important green lung for this area giving haven to woodpeckers and other woodland birds.	it's future management should be preserved by the local community to whom it is important and who currently keep it in it's current condition.	Plymstock
			The Green Plymstock	The local significance of The Green is that it provides a community, recreational space for so many people in the surrounding area. There are so many dog walkers, runner and walkers that enjoy the open space as well as the panorama views of the sound. It's where the community meet to watch events on the Hoe including air shows and firework displays .There Green also provides an open and safe play area for the many football and cricket matches that the local children organise. There is nowhere else for any of these activities to take place	The Green is managed by regular cutting of the grass and managing the dog bins	Plymstock

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23	1	Dunstone Open Space, Dunstone Woods and Dunstone Allotments	1. Dunstone Woods 2. Dunstone Park 3. Dunstone Allotments As one green space, bounded by Dunstone Road, Dunstone View and Springfield Crescent, Plymstock, PL9 8QN	Beauty - Plymstock only has 2 green spaces: Dean Cross and Radford Park. Dunstone Park and Woods provides not only a panorama of the entire city but also hilltop focal point for most south-facing homes in the city. As one of the highest points of the city, it is an essential component of the city's visual landscape. Historic significance - The park belonged to the estate of the Duke of Bedford. The estate inserted clauses in the titled deeds of the surrounding properties that the land should continue to be used as farmland, with the owners of the surrounding properties to 'provide stockproof fencing' to ensure the land could permanently continue to be farmed. The park formed a key part of the air defence of the city during WW2. Recreational value - Given the lack of green spaces in the area, the park and woods are used constantly by walkers, joggers and local families in the Plymstock area as a safe and accessible leisure space. Whether it is children flying kites or owners walking their dogs, the park is constantly used and a large part of why people chose to live in the area. The allotments continue to be in demand - against a background of disappearing allotments versus increasing interest in growing food. Tranquillity - The sense of space and place provided by the woods and park are special and essential when considering the nearest similar sized open space is the Broadway car park. Richness of wildlife - Dunstone Woods, Park and the larger trees in surrounding gardens provide the habitat for a diverse population of rare and endangered bats.	The owners of the property surrounding the park are already legally required to maintain the boundary of Dunstone Woods, Park and Allotments. The allotment users are all local people, already actively and totally responsible for managing 100% of their site, which is formally designated as an allotment and green space. Dunstone Lane Allotments currently only has 20 plots, which are all actively management, but has a current waiting list 49 residents wanting a space. One of the longest waiting lists in the city. Effectively, there is evidence that the group wants to multiply the area it manages by x 2.5. The allotment group of users can be traced back to 1931, when there were 5 allotment sites in the local area. http://discovery.nationalarchives.gov.uk/details/rd/8bf543d1-7e63-4891-bb4f-42cc052b5307 Local residents have already taken limited responsibility for maintaining and cleaning access points and features within the park, such as benches, as these responsibilities do not appear to be within the remit of the council's current regime. Similarly, the local group would like to be more actively involved in the fauna and flora management of the green space. It has already been identified that there is considerable scope of active woodland management within Dunstone Woods and a similar group to allotment users group could be established to take responsibility for the woods. As south-facing upland, it has been identified that there is scope for more sophisticated grassland management - in between the contractor's infrequent visits with a gang mower. At present, a different mix of grass and wildflowers, managed with less frequent cutting is the preferred option. Within the group, there is the capacity to oversee and deliver this management regime. Including residents with experience of working for the local authority and as a contractor, working for the council in this area. Other residents have experience developing green space and open space management plans both within the south west and across London. For example, the group includes one of the foremost voices on the development 'multi-functional space' which forms the basis of the TCPA's guidance on green infrastructure, http://www.tcpa.org.uk/pages/green-infrastructure.html Hence residents believe they are well placed to add a more formal involvement in the management of the park and woods to their existing responsibility for managing the allotments. The group would like the management of all three linked spaces to be better co-ordinated, under a single plan with specific outcomes for recreation, leisure, wildlife and events, to reflect the unique landscape character and essential need for this green space within the city and the local community. Local infrastructure have also actively participated at a local and strategic level in developing the city's Green Infrastructure Project and similar projects throughout Devon and Cornwall. Hence, the group fully supports the aim of ensuring that the natural environment is fully integrated into the development of the city on a strategic level. Nominating Dunstone Woods, park and allotments, as one site, represent the next local step for the future management of this vital green space.	Plymstock
60	1	Dunstone Open Space and Dunstone Woods	Dunstone Field and Dunstone Woods, adjacent to post code PL9 8RQ	This field and woods are a haven for wildlife. We live next to the field and there are bat nests, dormice, foxes, insects and birds. The local community use this field to walk dogs, socialise, take their children to play. The views are spectacular looking right across Plymouth Sound. A very necessary greenspace for the local community.	I am processing this form as an individual. I was only advised of a 5pm deadline today by a friend who attended a meeting last night. This information has given me very little time to prepare an action group. Please could you register this form as a designated green space application.	Plymstock
24	1	Eastern Kings Point	MOD land near Eastern King Point on the Stonehouse Peninsula. Details: this is a very large green space you can find there: on the Stonehouse	I wish that this space could be protected for ever for the green scenery, the trees, bushes and flower that are so precious to wildlife. This space meets the criteria of beauty, between the Sound and the sky, it has historical significance. It is a very much loved area that locals and people from across	At the moment, it belongs to MOD. Having it protected would enable friends of this space to set themselves up as a management group.	South
			Peninsula, in Firestone Bay, walk on the sea front past the Artillery Tower restaurant towards the east, past the Nazareth House, walking towards Millbay to Eastern King Point. On the right hand side, there is the water of Plymouth Sound. On the left hand side, you can see the land belonging to MOD. Lots of trees, green space laid to lawn, bushes, hedgerows etc. this is the space I would like to see protected.	Plymouth, Cornwall and visitors like to visit or simply walk and admire the peace, the view and enjoy time. People gather there to watch fireworks, wildlife, hear the numerous birds of all species. It is a tranquil space that is both made of the small road, the sea and the land. I have seen blue tits, a kingfisher, goldfinches, black birds, house sparrows, tree sparrows, greenfinch, robins, feral pigeons and wood pigeons, seagulls, starlings, crows, magpies, long tailed tits, wren, collared doves, black headed gulls, oyster-catchers... and so many flowers, bushes and trees. The recreational values for all ages would be wonderful and for wildlife too.		South

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
26	1	Former Blue Monkey Pub	Former Blue Monkey Pub, Crownhill Road, Plymouth, PL5 2HN	<p>Historical and Cultural Significance - The old Blue Monkey pub overlooked The Green beside St Budeaux Parish Church. The site is the perfect spot to have an information board about Sir Francis Drake, who was married in the church in 1569. There have long been international visitors to The Green to look at the church, and with Mayflower 400 approaching, now would be the perfect time to prepare for them. Also the Palmerston Forts, which surround this part of Plymouth have their only remaining intact Embankment running from behind the church, through the churchyard, and it is maintained by English Heritage, who would very much like an information board, which would be of interest to historians and visitors alike.</p> <p>Recreational value / social wellbeing - As the council own the land adjacent to the site, real community asset could be created here. Not only for international visitors, but also locals, with maybe seating and raised beds. I would love there to be a swing for disabled children - there are few in Plymouth. Millford School (for the disabled) have a raised bed in the church Community Allotments, and could be frequent visitors.</p>	<p>If the site was carefully paved, with raised beds for interest beside the seating, then maintenance would be reasonably minimal. There is a small team from the church, who for many years have kept the two flower beds neat and tidy outside the church, and also a small border in front of the church. The same team would, I think, be quite willing, with others if they would like to, maintain the raised beds (I speak fairly confidently, as I am one of the team members!). Someone with vision would need to look at the site, plus the grassed council owned areas beside it, and maybe re-think the road entrance to The Green, and probably incorporate a couple more parking spaces. As Mr Vitalli (the owner) has had two planning applications for the site refused, I am hopeful that he would consider selling at a reasonable price. I am also hopeful that the council are sympathetic to the situation and location of this very old part of Plymouth, and the fact that it is steeped in history, And Mayflower 400 looms large!</p>	North West
27	1	Freedom Fields Park	Freedom Fields Park PL4	<p>Freedom Fields Park origins date back to the celebrations and festival of the local people for the 'Incorporation of the Borough of Plymouth' by act of Parliament in 1439. As part of celebration mock battles were re-enacted by local youths commemorating the fights which took place between the native people and the invading Bretons. The fields in which these annual fights took place came to be known as 'Freedom Fields'. A second association exists also commemorating the victory during the English civil war in the mid 1600s when on site of the current park the Royalists were defeated by the Parliamentary forces which led to the end of the siege of Plymouth. Freedom Fields is the home of the 'Freedom Stone' and the Plymouth Siege Memorial. As you walk around the park you can appreciate why the Victorians liked the view so much that during the late 1800s they turned these fields into a glorious park with magnificent views. On a clear day you can see the Eddystone Lighthouse on the horizon. Historical buildings within the Freedom Fields Park The siege memorial 1891 Park lodge and public toilets circa 1985 One Victorian carron shelter 1895 One Victorian MacFarlane shelter circa 1895 The Freedom stone 2000 Michael Foot memorial 2015 Soft landscaping creates a sense of well-being and provides seasonal interest. Autumn planting of naturalised narcissi, crocus and snowdrops around the trees and in the grass areas reinforce the visual presence of the trees. The Friends group within the last 3 years planted an avenue of Chestnut trees along the perimeter of the park and another across the centre of the ornamental amelanchier trees. The Friends have also built an area behind the cafe where they grow fruit and vegetables which they sell to the local community to raise funds for the cafe and park. The Freedom Fields Park is central to city initiatives to improve the health of the local population, it's a safe environment which is extremely popular with joggers of all ages. It provides a safe play area for children as well as a basket and boules court. The park has strong local connections with the wider communities that make up Plymouth's population; this diversity is encouraged in the wide variety of celebration events and festivals that take place on the Freedom Fields Park each year. A flavour of the type of events that have taken place during the last 12 months are; Sabbath Day fight re-enactment, Friends planting day, Freedom Fields music festival, Mutley/Greenbank festival, sports day, autumn festival and community safety awareness initiative.</p>	<p>The Friends of Freedom Park recognise the historic importance of the park which needs to be maintained to green flag standard and better connections to the city centre. The infrastructure of the park including the paths, lighting, monuments, seating, signage and facilities have all been renewed and improved realising its potential for its existing and potential users. The Friends Group will try to improve the image and identity of the park, improving connections with surrounding areas, improving movement around and within the park, enhancing public enjoyment and use of open spaces. Expand activities to promote the park as an educational resource for schools etc. within the city. Further development of community led activities and event programmes. Raising the profile of national and local history. Development of organisations run by and for the local community for example the Friends group and Mind (local charity group). The park will remain in the public domain with free access to all. Programme activities and events which may identify the need for an entry fee, which will ensure that any such fee is commensurate with the target group and/or local residents' ability to pay. Regular research and customer feedback provides information central to the monitoring and development of the park. Ongoing research to ensure that the park and its facilities continue to meet user and community requirements. This research will enable the review and improvement of facilities as and when this becomes necessary. Ensure that the marketing and distribution of information is appropriate for the activity or event that is being promoted. Keep booking procedures as simple as possible. The appearance, cleanliness and general aesthetics of the park are important for customer enjoyment and sense of well being, and therefore are essential to the long-term success of the park.</p>	Central
28	2	Glen Road East Amenity Green Space	Glen Road East Amenity Green Space (Land off Glen Road next to Chaddlewood District Centre, Chaddlewood, Plympton.)	<p>1. The two fields are a place of beauty with lots of mature trees, a small stream and many wildflowers. 2. This is land adjacent to Chaddlewood House which is a listed building. 3. The local community use this space fully for children to play, people to walk dogs and just for us to enjoy the open space. 4. This is a tranquil place at the heart of a fairly built up area. 5. There are bats, crickets, many different wild birds, squirrels and much more, frogs, insects.</p>	<p>I have no evidence of this, but am sure that there could be a group that would manage and protect this area. The Plymouth Plan states that many residents should not be more than 400m from an accessible green space. This area should be kept open for the people of Chaddlewood.</p>	Plympton
			Chaddlewood Community Fields located next to Chaddlewood Community Farm and Shops.	<p>Beauty - it provides an open space to enjoy sunshine and have picnics for local families. Recreational value - The fields are used all year round by children to meet and play football away from houses. Dog walkers regularly meet up to exercise their dogs and fields have been used for community fayres for stalls and bouncy castles etc. Tranquillity - The bench is often used by the elderly to rest and enjoy watching children play. Richness of wildlife - The trees and local springs bring a wide range of birds, squirrels, frogs, bats and newts to the area.</p>	<p>Chaddlewood Community Farm are keen to keep these fields for local people and have the support of local MPs.</p>	Plympton
29	1	Glen Road Verge	Strips of open, grassed land in Plympton, alongside Glen Road, from Strode Road (at east) almost to disused Plympton Rail Station (at west) and backing onto the mainline railway embankment (Hemerdon Bank).	<p>Recreational value - provides a welcome green space locally among urban housing and road developments. Also has the local stream (from Downfield Walk) running through a tunnel under this land, eventually emptying into the Tory Brook opposite Plympton Fire Station.</p>	<p>Already maintained by Plymouth City Council, through summer grass mowing etc.</p>	Plympton
			Golden Square Colebrook Plympton	<p>Only green space in immediate area, dances held there during war which some of my neighbours still discuss, nice place to sit & reflect</p>		Plympton
			Colebrook Green Grid ref SX54083 56934 Postcode PL7 4ET	<p>Acts as a natural soakaway for rain water from Borrington Hill thus helping to prevent flooding lower down in Colebrook Important green space allowing local residents to access a green area within 400m of their property Area used extensively by dog walkers, children etc. Seating area used regularly by all members of the community. Including people who purchase food locally and use it as a picnic area. An attractive area that gives much needed green space in an otherwise densely populated residential location</p>	<p>This area could be managed by the local community in the future. Currently several local residents pick up litter on a regular basis. It is anticipated there would be support from the residents to look manage this area</p>	Plympton

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30	4	Golden Square Colebrook	Colebrook Village Green area, PL7 4AL	This provides a green oasis in the middle of an over congested and built up area and used by the locals for picnics, lunch breaks, rests whilst walking to and from the high street shops, reading newspapers etc. It's value was highlighted during recent flood scheme work as so many locals wished to know when 'the green' would be back in place. Unfortunately due to so much workings below its surface all of the original trees could not be replaced so this area would now benefit from more shrubs and flower planting - plus more seating as its third bench has never been replaced when removed a few years ago. Also dog waste bins need to be located where passerby can reach and use them without walking over wet grass and muddy areas in wet weather. Unfortunately this space is too small for more sporty activities and is surrounded by heavy traffic at times. Neighbours and I do litter picking, dog waste sorting and I'm sure would undertake planting if asked. Birds used the green for seed and worm feeding, protection and nesting in the trees. Peregrines have been known to hunt and predate wood pigeons from here, plus sparrowhawks in neighbouring garden. Jackdaws, magpies, thrushes and smaller garden birds have also been visiting this area and gardens more recently due to being driven out by tree-felling and land clearing in nearby Colebrook House.	This area is currently maintained by PCC in terms of grass-cutting and tree-trimming. This seems appropriate as according to PCC research this is an area of high employment, home ownership and therefore providing much revenue in council tax. In return it has too few GPs, school places, adequate parking and flooding concerns, and travel around the area is made extremely difficult due to congestion, terrain, and the poor state of both roads and pavements. This is particularly restrictive to the elderly, pram users and the disabled when travelling along Colebrook high street and the surrounding roads. Local residents may feel obliged to help with litter and planting, especially if the council did it's part too. The eyesore of spindly weeds this summer seen on the Marsh Mills roundabout created a terribly impression of the city and would not be welcome in residential areas (an issue brought up at recent residents meetings).	Plympton
			Colebrook Green (Golden Square) PL7 4AL (SX 54083 56934) Boundaries Public roads and road verges with domestic property	Important Greenspace as part of older Colebrook Village Recreational value - This space is valued by Colebrook residents. There are a couple of benches on the green and teenagers often meet here. Parents use this space for young children to play on. There are some mature trees but some more planting or wildflowers would enhance this space. Colebrook has a lot of industrial units and this provides a welcome contrast	current management to continue	Plympton
86	1	Great Woodford Drive	land adjoining Great Woodford Drive PL7 4NE (SX52711 56676) Boundaries public roads and residential properties on Lynwood Ave	Steep terrain. Natural planting with some seating	current management to continue	Plympton
59	2	Harewood Park	Plympton Cricket Pitch, Tennis and Bowls Club at The Ridgeway and in the heart of the community.	This area provides beauty and appropriate green space at the centre of what remains of village life and its historic past. It is used by all ages for eg sport (participation and watching), picnicking, particularly by young families and during school holidays, older children practising football and cricket or simply meeting friends, dog walking and jogging. It has seating but could do with more as many people appear to stop, watch and enjoy this space whilst walking to and from the library, Harewood House and the shopping area at The Ridgeway. It provides one of the last remaining pleasant views of Plympton, particularly across the green to St Mary's Church.	Remain financed and managed as now.	Plympton
			Harewood Park PL7 2AS (SX 53903 56548) Boundaries - Public Roads and hedgerows	Plympton Cricket Club has been here since 1961 and matches are held throughout the season. Home also to Plympton Bowls Club and to Plympton Lawn Tennis Club The sports facilities are very well used by a variety of local people of all ages. The area surrounding the cricket pitch is a popular place for informal sport, dog walking, picnics and relaxing.	The Cricket pitch, nets & bowling green and Tennis courts are maintained by the respective clubs	Plympton
31	1	Ham Woods	Ham Woods LNR Site centered around SX 46064 57715	This site is recognised as having a high value for Recreation, Tranquillity and wildlife. It is a Green Flag Local Nature Reserve	Via PCC Management Plan, Friends of Ham Woods and the local community.	West
32	1	Hartley Park and Pleasure Gardens	Hartley Park and Pleasure Gardens. The park is bordered by Reservoir Road, Higher Compton Road, and Mannamead Road.	The park is very pleasant to walk and play in, it has outstanding views of Plymouth and the surrounding area. The park has a long history - this is detailed on the friends website, along with photos and other information: http://www.reads-diy.co.uk/FOHP%20Website/htdocs/indexp.htm The park is a peaceful place to walk or sit. We have worked hard to improve the parks wildlife value, it has a good selection of trees, shrubs, hedges and wildflowers.	The park has an active friends group as referenced above, of which I am the secretary; it is owned and maintained by Plymouth City Council.	Central
111	1	Heles School Playing Fields	Heles school playing fields PL7 4PZ		current management to continue	Plympton
33	1	Honicknowle Green	Honicknowle Green, p15	Recreational value	The space is directly adjacent to the community centre, which is well used and supported by the local community.	North West
	2	Hooe Green		"What is the status of the green space / Play Park in Hooe (opposite the school)? Should this be community green space or similar or a registered park?"		Plymstock
117	2	Kneelee Gardens Green	Kneelee Gardens Green			Central
25	1	Lady Astor Garden	Lady Astor Garden to the rear of the Barbican Theatre accessed from the bottom of Lambhay St	This very attractive small well planted gated green space is a quiet retreat overlooking the Pilgrim Steps. Much used by local residents it is the only lush green space in an otherwise concrete environment and it offers tranquillity, a lawn to sit on for children, it is of historic significance being connected to the fishermen of the area and Lady Astor. With its deep shrubbery it is extremely attractive for local wildlife.	Council currently maintain	South
34	1	Lambhay Hill Jewish Burial Ground	The Old Cemetery on the Hoe (1740's - 1860's) is located on Lambhay Hill (between New Street, Castle Dyke Lane and Lambhay Hill behind Garrison Green). Lambhay Hill Jewish Burial Ground, Plymouth, Monumental inscriptions c1744 to c1874	The Hoe cemetery is undoubtedly of historical interest. By 1745 there were sufficient Jews in Plymouth to hold regular services, though they did not have their own Synagogue until 1762. Long before that date, however, one of the small community must have passed away, and burial was required. The nearest cemetery for practical purposes was London. The expense of transporting a corpse was prohibitive. It is almost certain that about 1740 a Jew died in Plymouth and Sarah Sherrenbeck (a Mrs Ann Sherrenbeck, widow of Joseph Sherrenbeck who died in London was buried in the Brady Street Cemetery on 16 June 1820), in an exercise of 'charity of loving kindness' which characterizes Jewish women, allowed him or her to be buried in a plot of land belonging to her on Plymouth Hoe. This plot was utilized again for a similar purpose and ultimately Mrs Sherrenbeck transferred it to the Plymouth Jewish community. In 1752 this land was held in trust for her by her husband Joseph Jacob Sherrenbeck. In 1758 another quarter acre of ground and a summer house with its garden, near to, and probably adjoining the garden owned by Sarah Sherrenbeck, was sold to three prominent London Jewish merchants. It is clear that by now the community was sufficiently large to need a proper burial ground with a small Ohel,(a house or tent used for burial services). This burial ground on Plymouth Hoe, the result of a number of separate land purchases, served the community until the middle of the nineteenth century when a new cemetery was bought in 1868 in Compton Gifford near Central park. Presumably there was no more land to be purchased on Plymouth Hoe because of road works and extensive building which today surround the old Jewish cemetery. I feel in time we could plant greenery etc to attract bees and butterflies.	The Jewish Cemetery will be managed by Mrs Anna Kelly (Honorary Secretary) for the Plymouth Hebrew Congregation. Hayley Kemp, community worker for Plymouth Community Homes will work with Mrs Anna Kelly and her team, to facilitate setting up a Friends of the Old Jewish Cemetery group, who will then manage and maintain the cemetery under the guidance Mrs Anna Kelly and her team.	South

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
35	1	Land at Chaddlewood	All the areas of open grassed fields/land in Chaddlewood, Plympton, adjacent to (upper) Glen Road, situated between the Chaddlewood House housing development (at south-west) and the Chaddlewood shopping area (at north-east).	Recreational value - provides a welcome green space locally among urban housing and road developments.	Already maintained by Plymouth City Council, through summer grass mowing etc.	Plympton
36	1	Land at Ernesettle	PCC Green space on Ernesettle Lane, adjoining the existing County Wildlife Site at grid ref: SX448593, post code PL5 2EY. Sites A, B and C on the attached map should all be considered to be reserved as green space in Plymouth.	The site is set in a prime location overlooking views of the River Tamar AONB and East Cornwall. It is also in close proximity to Ernesettle Battery, one of the city's ring of Palmerston Forts. It is also in close proximity to Ernesettle Ancient Woodland (one of very few undisturbed Ancient Woodlands remaining in the UK). As part of their Master's degree, two University of Plymouth students undertook surveys which looked at the conservation value of the sites, the second also making some recommendations about possible future management. Arising from these studies a paper was presented at an International Society for Experimental Biology Conference (poster attached) and one of the areas (B on the attached map) has now been identified as a potential County Wildlife Site by Devon Records Office. If properly managed, the site could certainly offer value as an area of parkland - there is much green space in this neighbourhood, but a lot of it is not accessible to residents. This area also provides a "green link" from the SSSI at Tamerton Creek/Warleigh to Ernesettle Ancient Woodland on the Ministry of Defence land at Higher St Budeaux. The site is also included on the current Urban Buzz Plymouth project by Buglife. https://www.buglife.org.uk/urban-buzz/plymouth	As mentioned above, one of the University students also included recommendations about possible future management of the site. Devon Records Office has identified area B as a potential County Wildlife Site. As Plymouth City Council owns the majority of the site, we would hope and expect that the site will be protected by the Council, or could perhaps be put into the hands of the Four Greens Community Enterprise Development Trust.	North West
37	1	Land at Pierson House	Land at Pierson House (Strip of amenity grassland on the south east corner of the Pierson House site, Mulgrave St, PL1 2RW as outlined on the Tor Ecology plan uploaded below.)	Peirson House was previously used as a residential home. It has been empty for some time and is now in a derelict condition. It has a garden to the rear which has become overgrown and is now, according to an ecological survey, an important transit site for bats and birds. It is likely to contain slowworms, despite its city location, as well as other wildlife. In the past, the garden used to be more open and the elderly residents would chat to neighbours over the fence or invite them into the garden but they put tall fences in and neighbours could no longer engage with the residents. This was sad for the residents, who were largely active and alert and also for the community. We would like to go back to having a community space where residents could get together and which would allow wildlife, including pollinators and birds to flourish. The site, being named after a former Plymouth Medical Officer of Health, has long been associated with the health and social well-being of the people of Plymouth. Part of the Plymouth Plan stresses that it is important for all citizens to live within 400 metres of green space. This is not the case for a significant area to the north of the site. This could be remedied by retaining part of the site as a communal green space. It is therefore essential to nominate part of the site to be retained as a community green space, as outlined above.	There is a great deal of collective will in the community to see a sensible development with community value on the site. There is also a great deal of expertise and enthusiasm within the Hoe Conservation & Residents Association to allow this to come to fruition. As a not-for-profit venture, it would allow a more appropriate scheme with much lower density and provision of green space to be built, rather than an ugly building filled with small one and two bedroom flats, as has been proposed. This type of development would in no way enhance the sense of local community on the Hoe. We are already in the process of applying for this site to be subject to a Community Asset transfer and this application is part of our community vision for the site. We are confident that we can raise funds for a development of suitable mixed housing, which would appeal to a wide range of prospective residents. We would sell new properties in order to fund the retention and ongoing maintenance of the community green	South
38	1	Land at Westfield Estate	All the triangle of open, grassed land in Plympton adjacent to the Westfield estate spur road leading up to the main entrance to Chaddlewood Primary / Infants School.	Recreational value - provides a welcome green space locally among urban housing and road developments.	Already maintained by Plymouth City Council, through summer grass mowing etc.	Plympton
39	1	Land North of Coombe Lane	NW17 Land North of Coombe Lane	Beauty Tranquillity Wildlife Close to village	Conservation Area policies	North West
40	1	Land off Coombe Lane	N1 Land off Coombe Lane	Beauty Tranquillity Wildlife Close to Southway	AONB Management Plan	North
41	11	Land off Lopwell Close / Looseleigh Woodland	Land off Lopwell Close / Looseleigh Woodland (Title Deed DN266930. See previous planning application refusal. 1 Lopwell Close, Derriford, Plymouth, PL6 5BP See map and TPO order attached	Beauty - green open land for all to observe with many significant trees. Gives landscape to the estate. Historic - Originally part of the Maristow/Lopwell estate. Recreational - Could be used by others in the area. Tranquility - Gives sound proofing between two rows of houses. Richness of wildlife - Trees (a number on this site are preserved), Bats (protected), birds, deer and owls reside. N.B. See previous declined planning application for this site and my objections along with other residents' objections.	1) Originally part of the Woodland Trust which protected the land from building. 2) The original owners of the land in this trust would uphold its maintenance if required. 3) Lopwell Close residents would form a community maintenance plan if required to uphold the beauty of this site and for future recreational use only if required. 4) Please note we wish to maintain this as natural open land i.e. local green space. If it was granted, the land is very much self-maintaining and it may only need grass cutting. However, even if it didn't and the grass was wild, it would still be a beautiful green belt of land within a residential area. 5) I and husband - our house looks onto this space and it was one of the reasons we chose the house - not overlooked.	North
			Land off Lopwell Close / Looseleigh Woodland (I would like to nominate the woodland to the rear of my property formally known as Looseleigh Woodland Ltd. When our estate was built by Wain Homes some years ago, they decided that the original number of houses to be built would have to be reduced due to the number of trees in the woodland with TPO's. This woodland was then split into segments and sold to the adjacent houses.)	We have lived in our property for over 10 years and obey the strict covenants on the woodland and enjoy this beautiful space at the bottom of our garden. Several years ago a piece of land went on sale but we were persuaded not to purchase by the neighbouring house occupants as it was adjacent to their garden. They wrote a letter to everyone in the locality promising not to build or ignore any covenants/TPO,s etc. Therefore 1 Lopwell Close bought the land at a very low price. Now they have put in planning permission to build a 4 bedroom house on this woodland with the intention of removing perfectly healthy trees!! 14/02285/FUL and 15/01980/FUL are the reference numbers. This cannot go ahead as the woodland has so many different species of wildlife and trees etc which must be preserved.	When number 1 put in a previous planning application there were 36 letters of complaint. All of these letters were very unhappy about a development on this very pretty woodland. Each property owning woodland tends to their own piece of land.	North

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			Land off Lopwell Close / Looseleigh Woodland (My property was purchased with a portion of woodland which forms a part of my back garden. It is my understanding that owners of houses in my area (Warleigh Crescent- PL65BS/Lopwell Close) were given the chance to purchase parts of the woodland, I believe previously known as Looseleigh woods, when the Looseleigh Woodlands company disbanded. These woodlands also border onto the already protected Southway nature reserve. I nominate the combination of all parts of these woodlands to be protected as local green space.)	These woodlands have an amazingly rich wildlife which is a real privilege for us to enjoy so closely situated to our residential area. We have frequent deer sightings in our back garden. I have seen a pair of deer, likely mates, resting as well as feeding. Later on I have seen a pair of deer, mother and young, and we have watched the young deer grow into a young male deer. Recently I have also seen a badger in our back garden from my bedroom window. We also have plenty of squirrels, rabbits and a wide variety of birds including juvenile birds such as tits, robins, black birds, finches and a pair of nuthatches that come regularly to our feeder. I have seen a juvenile green woodpecker feeding off the ground of our garden and flying around the neighbourhood. We hear owls and see bats regularly. Additionally, slow worms and little voles/mice are also commonly sighted. Other sightings include pheasants and foxes. There are many mature trees within these woodlands, some already protected by Tree Preservation Orders. It is truly a beautiful area, whatever the season and provides a natural changing landscape. We quite often sit quietly in the back garden and enjoy the tranquillity as it is a peaceful neighbourhood with low density housing. I believe there is some historical significance with, I believe, the preserved stone walls still currently standing around some properties belonging to a previously walled garden of Looseleigh House/ Lopwell House, before the area was developed to its current state. I have been unable to find out more about this aspect at time of writing. My husband and I have been living here for 5 years and initially the draw was for a green space for our two pet cats who have never stepped on natural grass in the first 2 years of their lives. We now have a young baby who we hope will be able to enjoy playing in a safe and green area, in our own backyard. These gardens/woodland provide a precious sense of spaciousness modern housing often lack. Please help us to protect our woodlands.	Each property owner is responsible for their portion of the woodland and such protection and maintenance of their part of the woodland enables the green space to be enjoyed by all in the neighbourhood. When we purchased this property and adjoining woodland, we were informed by our solicitors at the conveyancing process that the lands will be for recreation only and development is prohibited. We are keen gardeners and whilst we maintain a mostly natural garden. The area that we own personally is small compared to some of my neighbours who I know maintain their portion with professional help.	North
			Land off Lopwell Close / Looseleigh Woodland (Woodland that adjoins Southway Valley Nature Reserve in Lopwell Close, Derriford, Plymouth, PL6 5BP. (Please note Title Deed DN266930 subject to previous planning refusal).	I would like to nominate the woodland that adjoins Southway Valley Nature Reserve in Lopwell Close, PL6 5BP as local green space. The woodland area boasts a balance of both young and mature trees such as Beech, Lime, Yew, Turkey Oak, English Oak and Chestnut. The positives that these trees provide are plentiful, such as preventing local soil erosion, clean the air from pollutants, provide a canopy that can be seen far and wide that provides food, protection and a habitat for wildlife, they muffle sound and improve the health and wellbeing of local residents. Indeed a mature oak tree can provide support for over 460 species of insects, birds and mammals in shelters and hollows, as well as fruit flowers and foliage that attract a huge variety of birds and insects. The trees add to the character and appearance of the area, indeed the vista can be seen from Crownhill Fort. The woodland also accommodates some mature Rhododendrons that in early spring produce a spectacular display of red and pink flowers. The woodlands are home to several ancient and protected woodland flowers including the Common Spotted Orchid, Bluebell, Primrose, Yellow Pimpernel, Wild Garlic and Pignut. I am aware that the following species live and seek protection and also feed in the woodland of the proposed development, various species of Bat who roost in the trees, confirmed identification of the Lesser Horseshoe Bat, Frog, Newt, Slow-worm, Toad, Owl, Deer, Common Lizard, Bee, Pheasant, Green Woodpecker, Jay, Hedgehog, Fox, various small birds and mammals. The woodland provides a valuable landscape and biodiversity resource for the area containing a number of habitats including hedgerows, Devon Hedge, grassland and a stream. The woodland produces an aura of calm and tranquillity as you listen to the birdsong, breathe in the fresh air and witness the changing kaleidoscope of colour as the seasons change. It is historically documented that in 1851 Alfred Lord Tennyson visited Uplands House, which was formerly located adjacent to the woodland.	There are restrictive covenants on the woodland meaning that the covenant continues even when original parties to the covenant sell the land onto other people. No matter how old they are covenants cannot be removed or disregarded unless they are extinguished by agreement which involves some form of payment or an application to the Lands Tribunal. When the estate was built this area of woodland was left undeveloped for the reasons stated in the restrictive covenants and for the protection of the trees and wildlife habitat. Therefore the woodland should remain as such for all to appreciate. Lopwell Close residents would manage and maintain the woodland if required.	North
			Land off Lopwell Close/Looseleigh Woodland (Woodland to the rear of the following properties: 39 Warleigh Crescent; 40 Warleigh Crescent; 24 Warleigh Crescent; 22 Warleigh Crescent; 1 Warleigh Crescent; 1 Lopwell Close; (current applicants for a new build under application 15/01980/FUL, and prior application for a similar build 14/02885); 11 Lopwell Close; 15 Lopwell Close; 17 Lopwell Close; 200 Dunraven Drive; 202 Dunraven Drive.)	The woodland constituted part of the Uplands House estate, part of the woodland contains non native specimens and, although buried by builders, contained a natural pond. It has numerous trees protected by a Tree Preservation Order. The Tree Preservation Officer for PCC will have record of surveys completed by SNW Homes which identified a significant number of trees which fall under the umbrella of the Tree preservation Order. The land, formally owned by ECC Construction Ltd, was passed over as a limited Company called the Looseleigh Woodland Ltd., to SNW Homes and latterly Wain Homes of Exeter in order to provide ownership of the Woodland to the occupiers backing on to the land. In order to preserve the natural landscape and to avoid separate bidding by further building companies for this woodland, this area was segregated into individual plots; The woodland is an area of 1.98 acres with many natural trees that have remained unspoilt and also form a natural wind barrier between the prevailing South Westerly winds and the properties to the NE in Lopwell Close and Dunraven Drive. Although considered 'private' in ownership, the area has been used frequently by neighbours in adjoining properties and for friends of family to use; it is an area of tranquillity as the only interface with road is via the short open area, converted by the residents of 1 Lopwell Close as an open grassland area and amenity for playing football with neighbouring children. I witness on a regular basis whilst sitting with my wife, pipistrelle bats flying along the tree boundaries on the inside of the woodland. Light from existing houses, though an unnatural feature of the woodland, form an attraction to insects which attracts the bats as well and bats have been seen flying up to the property and over my conservatory. On a few occasions I observed a Roe deer who had taken regular residence in my garden and I attach a photo as evidence. On the side of my property, I have an area of open grassland which has a natural animal trail. In addition to cats, it has been seen to be used by a fox; Additionally, there have been observations of two woodpecker types, at the front of my property where I have had observed a green woodpecker and who resides regularly in the trees during the summer between the trees bordering 11 Lopwell Close and 1 Lopwell Close. In addition, grey squirrels are frequent (annoying) visitors to the bird feeding station and there has also been a spotted woodpecker. The disruption of further building work encroaching on this woodland will only disrupt these natural visitors to the woodland, potentially driving them further into the more commonly accessible areas of Southway valley where they will be subject to further stress.	Those who have previously encroached on the land and set up closed boundaries which have already inhibited natural movement of wildlife that once had free access across what were wire fence boundaries. More recently, the owners of 1 Lopwell Close are seeking for the third time in 5 years to apply for new build which will encroach on this woodland land (ref 15/01980/FUL). This gradual encroachment and new build application sets the precedence for other applications to encroach on the woodland and will be opposed as it is impacting on root systems on the side of the prevailing SW winds, Those who were formerly part of the Looseleigh Woodland Ltd company are seeking to oppose such new builds and avoid their attempts to ignore covenants that were made to transfer to successors in title covenants. These state the woodland should not have any permanent building or structure. Additionally they will seek to reinstate and enforce covenants that were in place at the time of purchase of these properties to protect the future of the woodland. The current owners of 1 Lopwell Close are seeking to remove a Turkey Oak tree, that forms part of the existing TPO, on the basis that its root structure impinges on the bordering property under application 15/01980/FUL. To quote prior guidelines on TPOs, although updated, their application of common sense approach to justifying removal of trees (Dept of Transport (2001), Tree Preservation Orders - A Guide to the Law and Good Practice" http://www.wildlifecountryside.detr.gov.uk/tpo/guide/07.htm dated 23/02/01) says: "It is clear that factors such as the size and position of a tree as well as its condition may be relevant, but danger must be present. It does not mean that any individual who owns trees and wishes to remove them can say [in several years time it will need removing] and then cut them down. One has to look at the position at the time. If such damage is far off, remote and not immediate the trees do not come within the meaning of the exemption". For this build application, the owners are seeking to remove a tree on the basis of a new planning application, not from existing build when the tree was already in place.	North
			Land adjacent to 1 Lopwell Close. PL65BP.	The many British trees of varying ages, wildflowers and wildlife. Foxes and deer use this space as a route through to the local nature woodland and are seen regularly. The space could be used just to relax and watch nature pass by.	Plymouth City Council, is encouraging natural grass verges, so this space could warrant minimal maintenance, which would encourage wild flowers, honeybees and eco diversity. Enhancing the local area.	North

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			Land at 1 Lopwell Close, Plymouth PL6 5BP	The land and surrounding area is rich in wildlife, in particular birds, foxes, badgers, bats. It is also very adjacent to mature trees and ancient woodland.	It is very unlikely that the space will require future financial investment. The whole aim is to protect is from any future development and preserve it in its current natural state.	North
			Land off Lopwell Close Woodland adjacent to 1 Lopwell Close that adjoins Southway Valley Nature Reserve in Lopwell Close, Derriford, Plymouth PL6 5BP. Title Deed DN 266930 refers.	I would like to nominate as 'Local Green Space' this area of woodland that my property faces towards and looks upon. I have lived here almost 25 years and my wife and I have enjoyed the natural beauty and diversity of wildlife that this woodland supports. As well as being part of the Southway Nature Reserve, it acts as a natural buffer between what would otherwise be a continuous line of housing and also the Dunraven Drive adjacent development to the rear. It also has many different species of plants as well as young and mature trees, which apart from their natural beauty help form a natural wind barrier to the prevailing winds. Several of these trees have Tree Preservation Orders (TPOs) placed on them by Plymouth City Council and covenants also still exist on the land. In addition, this area of woodland facilitates natural drainage of the land that is more elevated and higher than my property and others in Warleigh Crescent. In these days of climate change and possible sudden severe rainfall, this is vitally important - rather than have rainfall running off a developed area and causing potential flooding issues lower down. The present occupiers of the neighbouring property (1 Lopwell Close) wish to fell two of the protected trees and construct a large property on this area of natural beauty. Despite planning permission having already been refused by Plymouth City Council, they are applying to once again develop this land. My wife and I, in common with many of the residents of Lopwell Close and Warleigh Crescent passionately believe that this area should be designated a 'Local Green Space' for all present residents and future generations to enjoy.	Lopwell Close residents would manage and maintain this woodland if and when required. Much of it would be natural and self managing.	North
			Whilst we are most concerned about the Land adjoining 1 Lopwell Close Derriford Plymouth PL6 5BP as shown hatched brown on title DN266930 below (current owners applying for a new build under application 15/01980/FUL, and prior application for a similar build 14/02885)and this is what will be discussed in our application, we do require the whole of the land edged red to be considered in this nomination.	<p>Within a Consultation response made on 17th December 2015 by the Natural Infrastructure Officer of Plymouth City Council under Planning 15/01980 , it is stated: The site (hatched brown) is located within a Biodiversity Network Feature, the function of which is to buffer a statutory site (Southway Valley LNR). Policy CS19 (3), in accordance with NPPF paragraph 117, states that the council will promote effective stewardship of the city's wildlife through maintaining a citywide network of local wildlife sites and wildlife corridors, links and stepping stones between areas of natural greenspace. Development on this site must ensure that the site continues to perform its current function. • The area edged red (including the area hatched brown) on the above plan acts as a natural corridor for wildlife, as well as being a home to various species of plants and trees protected by a Tree Preservation Order No 154. On many occasions, deer are seen on this land, feeding and transversing over. It is also home to various other species including badger, slow worm, hedgehogs, woodpeckers, bats, bluebells to name but a few. On the Magic Map, the area of land coloured green is defined as Priority Habitat Inventory -Deciduous Woodland(England)- this includes the whole of the area edged red and area hatched brown. In a Preliminary Ecological Appraisal carried out by the Peter Nuttall on behalf of the owners of No 1 Lopwell Close in December 2015, regarding the area hatched brown, he stated: The area of broadleaved trees and rough grassland has the potential to support common reptile species which are protected by legislation and need to be considered •. Mr Chris Anscombe, who was one of the planning officers when the area of land adjoining the land in question was being developed, has confirmed (under a letter of objection to 14/02885) that when planning permission was granted to SNW Homes in 1986 to develop this land (86/03389/FUL) two areas containing a significant number of trees were considered unsuitable to be included within the garden of any proposed dwelling. The area of land in question falls within the Large Open Area protected from development in order to prevent the erosion of these two important areas of trees It would seem that the land was acquired by the owners of 1 Lopwell Close only in 2005. There is no record of any planning permission being granted for its use as a garden extension and it could not yet have acquired a lawful use for this purpose. If permission were to be granted a very dangerous precedent would be set for the gradual erosion of the two open areas specifically defined in 1986 in order to protect the trees within them from any development proposals and from pressure from future occupiers of the dwellings permitted to remove them, as an appropriate distance was maintained between houses and retained trees. The fact that No.1 was allowed to extend in 2005 is no justification now to remove the Turkey Oak. On page 10 of the submitted arboricultural report reference is made to Below Ground Impacts. This states that the new dwelling would be outside of the rooting areas of the adjacent trees. That is only because those areas have been drawn along rear of the proposed retaining walls. It is stated that by careful construction methods and an engineered solution the impact on retained trees rooting areas will be only tolerable. This is not acceptable. There should be no impact on these important trees. This land was specifically protected from development and excluded from the garden areas of the houses permitted in 1986 and should remain undeveloped now in order to protect the retained trees. If any protected tree should need to be removed it should be replaced with another tree of appropriate size and species in order to protect the local character and history, and reflect the identity of the local surroundings as required by the NPPF. • This area of land is important to the neighbours both visually and environmentally and should be protected as such. They originally formed part of the grounds of Upland House and it is documented historically that in 1851 Alfred Lord Tennyson visited Uplands House and would take walks through the woodland . The trees in this area make it a wonderful Close within which to live and view wildlife on the edge of a city centre .The trees are also visible from other areas of Plymouth and not just the Close. Secondly and more importantly as can be seen from current news topics, too much development is taking place on land that should not be built on, which in the current climate is being affected greatly by the weather. We need to protect this area which has an abundance of trees important to the environment on it. By removing healthy trees and a substantial amount of earth (on a slope) to allow more property to be built on it goes against both government guidance and policy and against the wishes of the neighbourhood as a whole. This area of land needs to be considered under further legislation as even though it is already protected, applications for planning are being made which will eradicate greenscape land and the future of protected trees. Whilst we appreciate you may state the mitigating factor is that this area of land is on the edge of the woodland and as such would not affect any greenscape area, we would ask you to consider the following: On the arboriculturist plan below you will note that there are two trees on the area of land both are which are covered by tree preservation orders and which should remain in situ as they have both been defined as being healthy trees. There are a further seven trees right on the boundary of the area.</p> <p>I would like to nominate this woodland as 'Local Green Space' The woodland is in danger of being built on, planning ref 15/01980/FUL refers. The Woodland has trees which are covered by TPO's. and there are strict covenants on the land. Green space status would protect this land from future demolition. The infrastructure dept have stated in 15/01980/FUL that; Quote: The site is located within a biodiversity network feature, the function of which is to buffer a statutory site. Southway Valley Nature Reserve. And that, the council will promote effective stewardship of the city's wildlife through maintaining a citywide network of local wildlife sites and wildlife corridors, links and stepping stones between areas of natural green space. This woodland is home to many species of wildlife, including bats, slow worm and deer. It is the centre piece of our community. With high amenity value. And should be protected for future generations. It has historic value, it is documented Alfred Lord Tennyson visited uplands house in 1851, and walked in the woods.</p>	The area of woodland is protected by Tree Preservation Orders and divided between neighbours and owned privately and as such are managed by those owners.	North
			Woodland within the boundaries of Lopwell close, Warleigh Crescent and Dunraven Drive. PL6 5BP Title deed: DN266930 refers.	I would like to nominate this woodland as 'Local Green Space' The woodland is in danger of being built on, planning ref 15/01980/FUL refers. The Woodland has trees which are covered by TPO's. and there are strict covenants on the land. Green space status would protect this land from future demolition. The infrastructure dept have stated in 15/01980/FUL that; Quote: The site is located within a biodiversity network feature, the function of which is to buffer a statutory site. Southway Valley Nature Reserve. And that, the council will promote effective stewardship of the city's wildlife through maintaining a citywide network of local wildlife sites and wildlife corridors, links and stepping stones between areas of natural green space. This woodland is home to many species of wildlife, including bats, slow worm and deer. It is the centre piece of our community. With high amenity value. And should be protected for future generations. It has historic value, it is documented Alfred Lord Tennyson visited uplands house in 1851, and walked in the woods.	Local woodland owners and Residents, will maintain the land. And if left it would grow naturally enhancing the visual impact, needing little or no maintenance.	North

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			Land off Lopwell Close/Looseleigh (Woodland and Land adjacent to 25 Lopwell Close Woodland trees in front of 21 and 23 Lopwell Close. And Woodland near 25 and 26 Lopwell close. PL6 5BP)	This land satisfies the criteria above. It is rich in wildlife, Bats, birds (Including Woodpeckers) Deer are regularly seen in this area. The woodland is also part of a biodiversity feature. it has historic value. The Poet Laureate Alfred lord Tennyson visited this woodland in the 1850's. When he visited Uplands house. It is a natural beautiful woodland which is a corridor to other nearby woodland. DN 266930.	The Woodland is currently managed by its various owners, and needs little maintenance. The responsibility would continue with the owners.	North
42	2	Land adjacent to 25 Lopwell Close	Land shown hatched red on the attached land being land adjacent to 25 Lopwell Close Derriford Plymouth PL6 5BP	On the Magic Map, the area of land hatched red is defined as Priority Habitat Inventory -Deciduous Woodland(England)- this forms part of a natural corridor from a larger piece of woodland shown edged red on the attached plan and which backs on to Southway Nature Reserve. This area of land has a Tree Preservation Order 154 covering the trees and formed part of the grounds of Upland House. Mr Chris Anscombe, who was one of the planning officers when the area of land adjoining the land in question was being developed, has confirmed (under a letter of objection to Planning Permission: 14/02885) that when planning permission was granted to SNW Homes in 1986 to develop this land (86/03389/FUL) two areas containing a significant number of trees were considered unsuitable to be included within the garden of any proposed dwelling ,.to prevent the erosion of these two important areas of trees If permission were to be granted a very dangerous precedent would be set for the gradual erosion of the two open areas specifically defined in 1986 in order to protect the trees within them from any development proposals and from pressure from future occupiers of the dwellings permitted to remove them, as an appropriate distance was maintained between houses and retained trees. (These areas of land were) specifically protected from development and excluded from the garden areas of the houses permitted in 1986 and should remain undeveloped now in order to protect the retained trees. • This area of land is important to the neighbours both visually and environmentally and should be protected as such. It forms a natural corridor for wildlife to roam from one part of the Close woodland to the other. Deer, woodpeckers, owls and other wildlife have been seen and heard on these areas. It also acts as a buffer between Tretower Close and Powisland Drive and the trees on this land are very dominant from both of these streets. This area of land needs to be considered under further legislation as even though it is already covered under legislation, we would wish to protect the vicinity from any future applications for planning which will eradicate greenscape land and the future of protected trees. Please appreciate that as a neighbourhood this area of land is incredibly important to us as it safeguards the life of the protected trees both on this area and the trees and woodland on the boundary and to the rear. This area of land is already defined as woodland, is already defined as greenscape and is already located within a Biodiversity Network Feature. It was not included in planning previously to protect the woodland and as such should continue to be protected.	The area of woodland is protected by Tree Preservation Orders and divided between neighbours and owned privately and as such are managed by those owners.	North
43	1	Land off Lower Street	Land off Lower Street (I wish to nominate as a Local Green Space the small tract of land, about 220m long and varying between about 10 to 15 m wide, situated between Bretonside and Lower Street, bounded by Hawkers Avenue in the west and by Harbour Avenue in the east.)	Beauty: With the very busy Bretonside to the north and the quieter Lower Street to the south, this small strip of land provides an attractive area of grass, trees, bushes and (in season) flowers, with an attractive Flower Boat feature at its western end. It is a very pleasant, welcoming green oasis in an otherwise densely built-up area of the city, providing a pleasing contrast to the multi-story apartment buildings and office blocks in the immediate vicinity. Historic Significance: 1. A World War Two air-raid shelter lies underneath the whole length of the site, from Hawkers Avenue to Harbour Avenue. The shelter had five entrances, now all concealed, four in Lower Street and the fifth at the Harbour Avenue end of the shelter. (See Pye, A.R and Dixon, T. An Archaeological Survey of the Lower Street Air Raid Shelter, Plymouth. EMAFU Report No. 91.21). 2. Facing the eastern end of the site is the listed building that was once the Lower Street Wesleyan Chapel, where John Wesley himself preached, now an office building. Tranquillity: The area does not bring a lot of tranquillity to busy Bretonside, but it does make pleasant viewing, and, as it shelters Lower Street from the Bretonside traffic, it does make Lower Street a much more tranquil route for pedestrians and cyclists. Richness of wildlife: Not a great deal of wildlife here, but the birds like the trees and the dogs taken for walks love the grass.	The area is very well managed by the Plymouth City Council gardeners, and I see no reason for this not to continue.	South
44	1	Land off Westcombe Crescent	Land off Westcombe Crescent (Bottom Field, Radford. The site is bounded by Westcombe Crescent, Broom Park, Hooe Road and the edge of the land on which the building known as the Bird Hide is located.)	A substantial submission to have this area designated as a village green is in the hands of the council's legal department. Approximately 150 people completed questionnaires, in which they praise the calm beauty of this oasis of green which exists just beyond the busy Hooe Road. The area was the location of the historic Radford House where Raleigh was under house arrest. The site has been used by local people over three generations for a wide range of recreational activities including those that children engage in and those associated with older people such as birdwatching, dogwalking and just enjoying the wildflowers and butterflies that are to be found there. Local councillors have given their support to this location being designated a village green. For it to be designated a Local Green Space would be a step in this direction.	The village green submission contained ideas for more formal public involvement with the area should it receive this designation. The local Friends of Radford Woods , have also , I understand, expressed interest in extending their remit to cover this area.	Plymstock
116	2	Land to south of Lisson Grove	The land beside the rail track behind Lisson Grove			Central
45	1	Land South of Harwood Avenue	NW19 Land South of Harwood Avenue	Beauty Historic orchard Tranquillity Wildlife Badgers/Deer and Bats Close to village	Conservation Area Policies	North West
87	1	Land to north of Elford Crescent	Fields to the rear of Elford Cres, with fields to east of Rashleigh Ave and bounded by Tory Brook	To maintain a green buffer on the city boundary & establish a green link to the Saltram Country Park & Plym Valley	Land to north of Elford Crescent	Plympton
46	1	Land to north of White Cross Court	PL4 8DU. Exact address unknown but land is situated on the end of Devonshire Terrace next to no 17. The land is behind the White Cross Retirement flats in Regent Street.	Richness in wildlife; I can list at least 20 species of birds seen using the area on a regular basis. Despite it's small size the land provides much needed flora for	The land is not currently managed and I cannot find ownership details on the land registry site however I believe the site is part of a disused substation. I	Central
				local wildlife particularly birds, bees and butterflies. The land contains elder amongst other valuable flora. In an area of increasing urbanisation this tiny parcel of land is essential to the local wildlife.	the land is protected a friends group could be formed from local neighbours.	
47	1	Land to North West of Tamerton Foliot	NW12 Land to North West of Tamerton Foliot	Beauty Historic- edge of Conservation Area Tranquillity Wildlife Close to village	AONB and WHS Management Plans Conservation Area Policies	North West
48	1	Land to North of Tamerton Foliot	NW16 Land to North of Tamerton Foliot	Beauty Tranquillity Wildlife including flocking birds. Close to village	AONB Management Plan and Conservation Area policies.	North West
49	2	Land to south of Pinewood Close	Rectangle of open, grassed land in Plympton bounded by Glen Road (to south), Strode Road (at west), Parkstone Lane (at east) and backing onto gardens of houses in Pinewood Close.	Recreational value - provides a welcome green space locally among urban housing and road developments. Also has the local stream (from Downfield Way Valley) running through a tunnel under this land, eventually emptying into the Tory Brook opposite Plympton Fire Station.	Already maintained by Plymouth City Council, through summer grass mowing etc.	Plympton

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			Land adjoining Glen road bounded by Pinewood Close (SX54644 56646)	Green space used by dog walkers and provides a buffer between the houses and busy road		Plympton
50	1	Land to south of The Old Wharf	The area to the rear of the houses in The Old Wharf between the rear gardens and Hooe Lake.	The site provides uninterrupted views of Hooe Lake. Several 'memorial' benches have been installed to provide a quiet area to take in the views of the lake. It is used by residents in the summer as a picnic and recreational area.	The Old Wharf Residents Association has a management committee to look after the interests of the residents. Each house in The Old Wharf makes a small donation to run the association. Various mowers have been purchased so that, in conjunction with council employees, the grass is cut and trees pruned. The area would continue to be overseen and managed by the association.	Plymstock
88	1	Larkham Lane Square	Larkham Lane Square (opposite 'Larkham Lane Triangle')	Green space that forms part of the character of Woodford	current management to continue	Plympton
89	1	Larkham Lane Triangle	Larkham Lane Triangle PL7 4PR (SX 53065 57223) Boundaries - Public Roads and footpaths	Green space that forms part of the character of Woodford	believed to be Council maintained for at least 40 years.	Plympton
90	1	Long Meadow / South View Park	Corner of Long Meadow & South View Park PL7 4JG (SX 53908 57366) Boundaries Public Roads and domestic boundaries	A triangular shaped, grassed area with approximately fifteen mature trees. It attracts many birds throughout the year and it is also a play area for the local children.	current management to continue	Plympton
119	2	Lower Compton Allotment	The garden allotments in Lower Compton Road (entrance in Overton Gardens)			Central
91	1	Lucas Lane Allotments	Lucas Lane Allotments PL7 4EU (SX53783 56969)	Allotments promote health, social and wellbeing in the community and waiting lists prove that they are in demand. They also provide a haven for wildlife	current management to continue	Plympton
118	2	Manadon Roundabout to Donnington Drive	The wooded areas that sit alongside the A38 in Hartley Vale from Manadon Roundabout to Donnington Drive			Central
92	1	Marsh Mills Playing Field	Marsh Mills playing field PL3 6RL		current management to continue	Plympton
51	1	Millbay Park	Millbay Park Citadel Road and West Hoe Road, Millbay, Plymouth, PL1 3BQ Grid reference: SX 471 419 Millbay Park is bounded by Citadel Road in the North, West Hoe Road in the West and Prospect Place in the East. On its southern boundary are some post war mid-rise flats and the Territorial Army Centre. The southern section of the green space contains a football pitch surrounded by secure fencing and not accessible to the public.	Beauty and tranquillity Millbay Park provides a peaceful and atmospheric green corner of grassy banks and mature trees amidst busy thoroughfares in an area of the city which is otherwise built-up. Historic significance Next to the Grade 2 listed Duke of Cornwall Hotel, Millbay Park lies adjacent to the Hoe Conservation Area. A prison was first built on the site in 1718. In the late 18th and 19th centuries the prison was extended to house an overflow of prisoners from the prison hulks of the American War of Independence and later the French Revolutionary wars, the War of 1812 and the Napoleonic Wars. Between 1777 and 1783, during the American War of Independence, many prisoners of war passed through Millbay. Historical records suggest that the jailers discriminated in favour of American prisoners, who they viewed as common kinsmen, over the plight of French and Spanish who were brought in. The Americans were consistently given better food and treated less harshly than the Europeans. During the Napoleonic Wars the jail acted as a transit point between the ships that brought in prisoners of war and the new purpose built prison facility on Dartmoor. See http://www.britishempire.co.uk/article/plymouth/millprison.htm for more information. Commemorating these events and, particularly, the American connection, a plaque on one of the stone pillars at the entrance to the park states: ON THIS SITE WAS MILL (OLD MILL - MILLBAY) GAOL WHERE OVER 1,500 AMERICAN SAILORS WERE HELD IN CAPTIVITY DURING THE WAR FOR AMERICAN INDEPENDENCE 1777 1783 THIS PLAQUE PLACED BY THE NATIONAL SOCIETY, SONS OF THE AMERICAN REVOLUTION, 1997 Thus, the site has particular significance in the light of the close relationships between Plymouth and the USA, which will be brought to the fore in the 2020 celebrations of the voyage of the Mayflower. The prison and barrack buildings on the site fell into disuse during the latter part of the 19th century. The buildings having been demolished, a park was opened in 1911 as an official Borough of Plymouth Recreation Ground to commemorate the coronation of King George V and Queen Mary. Impressive entrance pillars and stone stairway testify to the significance of the site. Recreational value A fine place for tranquil relaxation and contemplation. Well maintained benches available. Acts as a readily identifiable meeting place. An undersigned point of tourist interest. Richness of wildlife An invaluable green corner in a built-up area	Millbay Park is managed by Plymouth City Council which is responsible for its ongoing protection and management and for the delivery of an efficient and financially sound service. Plymouth City Council is an excellent custodian of the Park, conserving the historic edifices, bench seats and planted environment to a high standard. The Hoe Conservation Residents Association maintains an active interest in and watchful gaze over the sustainment and maintenance of this historically significant and recreationally important corner of green space and tranquillity.	South
115	2	Moorview Park	Moorview Park			Central
52	1	Mount Batten and Jennycliff	Mount Batten, Jennycliff and Staddiscombe (The green area extending from Bovisand to Mountbatten. I cannot believe that this is not already subject to maximum protection but on the grounds of the hugely improbable likelihood that it is not and that it needs to be covered by Local Green Space designation, I am making this submission. The area is bounded by the coastal road that runs the length of it.)	The views are probably the equal of any in the world. The view looking out to Plymouth Sound is redolent with immeasurable historic significance from pre- history to Sir Francis Chichester returning from his round the world solo journey. Walking, wildlife enjoyment, children's games, taking the view, photography, picnicking, etc, etc. The scene can be one of absolute tranquillity, especially as the sun sets over the Cornish horizon. It can also be a place of wind-blasted uproar, which makes the return to a cafe or home for a hot drink all the more enjoyable. There are rare species of plants to be found.	The council manages this area already.	Plymstock

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53	1	Mount Wise SSSI	Mount Wise SSSI, It's grid reference is SX456	Reasons for listing - currently a SSSI -1 of only 6 in Plymouth. Primarily listed for its outstanding fossil / geology features - the SSSI at Mount Wise links in with the equally important one at Richmond Walk. It is tempting to make more of this publically . Unfortunately with fossils it might be more prudent to adopt a low key approach. - the site has important historical and heritage associations with important listed Naval Buildings and naval military infrastructure overlooking and bordering it e.g Hamoaze House , Seymour House and the former underground Naval command centre for Flag Officer Plymouth. - it is the site of the Scott memorial - one of Plymouth's most famous sons. - It commands outstanding views over the Hamoaze and the Royal William Yard with their important Naval heritage connections . In addition to being the main access point to Plymouth Sound for the Royal Navy the Hamoaze was also the mooring point for HMS Beagle before she set sail with Darwin on the most important voyage in the history of biological exploration - The site is suffering encroachment from excessive tarmacing and surfacing -e.g around the Scott memorial and is in danger of losing its rural nature - this needs to be arrested. - In the last decade a wildlife site has been created beside the recreated telegraph station. This has been successful in establishing a sward of mixed grasses including wild flowers like birds foot trefoil and viner's bugloss. Butterflies like		South
54	1	Mowhay Road	Adjacent to Mowhay Road indicated as W5 on the toolkit. Centered around SX 45798 58203.	This area is situated alongside a substantial stream which regularly floods. It is an important green corridor connecting Ham Woods with natural areas leading to Kings Tamerton and beyond to rural areas. It would be good if this space was included with Ham Woods LNR as species sighted here include Little Egret. It is adjacent to a cycle route used by recreational cyclists and commuters and forms an important sound barrier to reduce road noise from the Weston Mill bypass for Weston Mill village. There are historically important hedgerows in this area. Friends of Ham Woods are <u>strongly opposed to this area being developed.</u>	PCC, Friends of Ham Woods.	West
55	1	Mutley Park	Mutley Park bordering Mutley Road, Mannamead Road, PL3.	Situated on the site of the former Mutley House and grounds. The lodge is still there on the corner of Thorn Park and has a medicinal garden within. The park is used by many dog walkers and parents with small children make use of the playground. The local school often visits for nature studies.	I am the local Tree Warden for the valuable green space, situated in an area close to main roads which give off a lot of pollution. The trees and shrubs are well maintained by PCC staff and as such a wonderful amenity would be missed by so many, I would hope that this would continue. Local residents are very protective and watch over this <u>valuable site.</u>	Central
93	1	Newnham Meadows	Newnham Meadows Park PL7 5LF (SX 55455 56978) including the land between the Allotments & Compass Drive Boundaries Train line, Industrial Borders, Stoggy lane & Bridle Close.	Recreation There a number of sports facilities including a trampoline, basketball hoops and a mini football pitch. A children playground is in good condition and there are benches and picnic tables throughout. There is a variety of habitats including grassland, marshland and wooded areas with pleasant walks and paths through. Accessibility -The site is steep in places but a well-surfaced flat path runs through the site and allows pram and wheelchair users to access most of the park. Important border between residential & industrial land	current management to continue	Plympton
94	1	Newnham Park Allotments	Newnham Park Allotments PL7 4JH	Allotments promote health, social and wellbeing in the community and waiting lists prove that they are in demand. They also provide a haven for <u>wildlife</u>	current management to continue	Plympton
95	1	Oakapple Close Oval	Oakapple Close Oval PL7 4RY (SX52326 57049) Boundaries- public roads	Green space that forms part of the character of Woodford	current management to continue	Plympton
56	1	Old Wharf Open Space	Old Wharf Open Space (The central green space in 'The Oval' of The Old Wharf. See attached Google Earth prints. Postcode PL9 7NP)	1) The site is intrinsic to the beauty of The Old Wharf and is adjacent to the new Cavanna Homes development of The Boatyard which itself has no green spaces. 2) It has been used by TOWRA as an area for celebrating Queen's Jubilee, VE Day and held a TOWRA fair. 3) It is used by young children from The Old wharf houses and the new Cavanna Homes development as a safe area for football, cricket etc. 4) This provides the only close green space suitable for young children enabling them to play without being close to the waters of Hooe Lake and off the roads.	The Old Wharf Residents Association has a management committee to look after the interests of the residents. Each house in The Old Wharf makes a small donation to run the association. Sit-on mower, push mowers etc. have been purchased so that, in conjunction with the Council employees, the grass is cut and trees pruned. A bench has been purchased and installed in the green area for the use of residents. The area would continue to be overseen by the association.	Plymstock
			Paradise Field (Field off Devonport Road and opposite Devonport Park)	It is a site of beauty tranquillity and has a richness of wildlife that is so valued by local residents	Village green	South West

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57	12	Paradise Field	Land at Paradise Road/Albemarle Villas labelled as SW6 in the SW Toolkit	<p>The land satisfies all the criteria. 1. Beauty the green space contributes to the unique identity of Stoke with its historic stone walls and open views. It is a prominent site framed by a row of grade II listed buildings on one side Albemarle Villas a sweep of mature trees with glimpses of another Foulston gem St Michael's lodge - to the north and the distinguished Art and Technical College on the west. The view to the south has been partially marred by the tall building in the City College grounds but there are still inspiring views to Plymouth Sound and across the River Tamar to Mount Edgcumbe. Its beauty attracted the famous architect and artist Thomas Allom in 1837 who depicted Albemarle Villas as a pastoral scene with a shepherd in the field. (picture attached) The land is a natural extension of Devonport Park a Victorian Park opened in 1858 and registered by English Heritage as a Park and Garden of Special Historic Interest. The green space provides local people with a vital connection to nature and the seasons. It looks particularly attractive when covered in wildflowers. Historic Significance the land is within the Stoke Conservation Area. It has been at the heart of the community for hundreds of years it was glebe land belonging to the parish of Stoke Damerel Church. In 1898 it was sold by the vicar to the borough of Devonport and was probably used by local people to graze animals. It is an integral part of a collection of architecturally significant buildings Albemarle Villas and St Michael's Lodge were designed by John Foulston and praised by historian Nicholas Pevsner for displaying the neo-classical spirit and the Art and Technical College is significant for its Netherland Renaissance style. In recent years the land has been used as an informal playing field and many local people have fond memories having sports days on it. It has also been used by the City College for surveying and by local people for informal recreation. It is currently the subject of a Town and Village Green application. Recreational Value The land is precious to the community for informal play ball games, picnics, making daisy chains, kite flying, dog walking, quiet contemplation', in a less formal setting than the nearby park. It complements the more manicured parkland. It makes a significant contribution to the health and wellbeing of the local community. When it was proposed for development the council received 199 objections. Tranquillity although bordered by roads on two sides and quieter lanes on the remaining sides, the land is big enough and sufficiently enclosed to provide a sense of peace and closeness to nature. This is increasingly recognised as crucial for a sense of wellbeing and good mental health. The open aspect of the site with its inspiring views across the River Tamar into Cornwall and across Plymouth Sound together with its framing by mature trees on three sides, create a sense of freedom and connection with the natural world sometimes difficult to find in a city. Its un-cultivated appearance is conducive to mindfulness and contemplation and contributes to the quality of life of local people. Wildlife We believe the site has never been ploughed therefore may have a species rich grassland. The site is bordered by several hundred meters of mixed hedging and scruffy margins that provide a valuable habitat for birds and small mammals in particular the endangered hedgehogs. Wildflowers grow on the main grass area but also on the margins, providing valuable food for bees and butterflies. Buzzards are regularly seen overhead and owls are seen locally too all reliant on the food source supported by this and other green spaces in Stoke. The site is a valuable link in the wildlife corridor and biodiversity network stretching from Devonport Park through the field and hedges of the land at Paradise Road to the scrub, woodland and grass round City College and the land bordering the edges of King's Road.</p>	<p>The land is currently owned and maintained at a basic level by Plymouth City Council. This would continue. In addition there are various options for the future. 1. It is designated a town and village green and is continued to be maintained by Plymouth City Council, who mow the grass and cut the hedges at a basic level. A friends group is formed which might open up the possibility of volunteer effort to maintain the land. A collaboration is formed with the Friends of Devonport Park to assist maintenance. A Heritage Lottery Grant could be secured to provide training for volunteers and enhance the existing area. The HLF is keen to encourage more fundable projects from the natural heritage sector.</p>	South West

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			Albemarle Field / Paradise Road	<p>Criteria for assessing Albemarle Field 1) No planning permission present but has a clause on part of land preventing building except for educational use. 2) Possibly a village green but could in the future be an outreach rural skills centre with Derriford Community Park and skills centre. 3) 3.5 acres Albemarle or Paradise Road Field was a grazed glebe land field sold to the Devonport corporation sanitary dept as allotments or grazing land for cottages of Stoke Damerel. 1898 with Board of Agriculture stamp. Beauty The jewel in the crown of Stoke Damerel with far reaching views to the Sound between listed Albemarle Villas and Listed college building land sold for £9000 (1898) as was field that had formerly been part of a planning application for a Stoke Damerel parsonage. Historical Significance The Rev Ponsonby clearly expressed his views that the land should be kept for agricultural use of the Cottagers of Stoke Damerel in 1898. A letter attached at present with the PCC planning office shows that the Rev Simon Ponsonby had rejected the grassland site for building a parsonage in favour of agricultural use. The site is clearly shown on 1850 sites as grazing land with plans showing a water trough had been provided for animals and older maps show the parsonage on the edge of the Mill Lake with the Albemarle Field as the closest Glebe Land field probably where carriage horses could be kept. On modern maps there is a codicil preventing building on the West of the Field but use could be educational. Recreational A thick wildlife hedge on North and West side with ancient stone wall on South and East side. Cobbled road to West of Field. Recreational value has recently been for City College, 1950 photos show nuts and sports equipment in the field. Previously the land would have been used as playing fields for the listed Art and Technical College in the early 1900s if the Sanitary department had agreed. Tranquillity Sheltered grassland area with protecting hedges. The wall and hedges are now considered part of our heritage as are listed buildings. This could be improved with more fruit trees and Devon hedges to give even more tranquillity in the face of urban sprawl. It is well sheltered for the North and is South facing. Wildlife Birds and other wildlife in hedges and wildlife in wildflower meadows. Organic hay meadow valuable for horse hay. This is undoubtedly a meadow that has never been ploughed as Glebe land and before. The forest of early wildflowers makes this South Facing field a possible Coronation meadow as it is unique in its setting and uncultivated state in Devonport and Plymouth.</p>	<p>Management Plan Field to be used in conjunction with Devonport Park. Orchards Devonport Park mainly 45 heritage cider apples above New Passage Hill, approved by Devon Historic Garden Trust who have asked FDP to submit an application for funding to include a 10 year maintenance plan for pruning, fertilising and watering. Funding and use HLF have asked FDP to submit an application for training of volunteers for rural skills involving mechanical equipment for maintaining the landscape as well as skills to use the heritage history of Devonport Park, the oldest Park in Plymouth with the only bandstand, to be available as a tourist attraction. The combination of Devonport Park with the education centre for potential use by City College, Parkside Technical College and local residents of Stoke and Devonport would be much improved by a tranquil community garden site such as Albemarle Field. Albemarle Albemarle Field has 70 dessert and culinary apple trees. Stoke Damerel community college have offered to help with maintenance of an orchard. Countryman Cider have shown interest in harvesting excess apples for cider. There are several groups that have shown interest in managing the field. Devonport Tree and Hedge (fuel) group are forming under the auspices of Devon Hedge Group (who would undertake the heavier and more mechanical needs of the Area) as well as interest from FDP as well as the residents of Albemarle Villas themselves. Financial returns There would be a need for PCC to give groups a 40 year lease for Albemarle Field to attract larger charity funding groups. 300m x 2m raised beds for community vegetables, planted by Devonport Park sponsors and sold to 100 community beneficiaries for £40 per square metres of planted and growing summer vegetables £400 The 70 apple trees have plum, greengage, raspberry, blackberry and Logan berry planted between the Apple trees and the raised beds. They can also be sponsored between 35 who would pay £20 to harvest fruit themselves £700. 28 car park places x £600 Total £16,800, £4000, £700, £500 = total £23400 Costs: mowing 4 hours x £200 = £800 less hay Hedging 1 £300 = total £700 Using the education centre in Devonport Park training 50 students per year. Saving transport costs to Derriford, Attracting tourist visits especially incoming tours. HLF funding for planting and training £50,000 Devonport park Skills training has strong support in the application to HLF for their funding (2007) In year 16/17 the estimate of costs are staff £76,000 Staff for community and events £11,000 Training for staff and volunteers £8000 Soft landscaping (mainly grass cutting) £53,095 = £148,000 Costs £100,000 Total = £48,000 saving split between PCC and Devonport Park savings for future maintenance. Drainage services for water and waste etc. £8000 Security and clubs A reasonable quote for this would be 2 gardeners and apprentice £50,000 Soft landscaping £30,000 Insurance and training £20,000 (including £10k emergency fund) Total contract for maintenance £100,000 Maintenance fence, roads water and waste paid by PCC with safe income</p>	South West
			Paradise Field - bounded by (east) Albemarle Villas, (south) Paradise Rd, (west) Exmouth Rd (southern extension), (north) Devonport Rd.	<p>I am raising this site as an area to be recognised as a Designated Green Space. I have received feedback on this site from 3 other people as well as myself. This area of field has been open and unbuilt on for a good number of years. It is neatly hedged off from the surrounding traffic and as such has developed a meadow-like quality which is remarkable in the city and managed to retain its sense of protected green space. It is the meadow-like quality that all the feedback I have received points to and which all parties wanted preserved whether this be as Designated Green Space or as even Site of Scientific Interest or a Local Nature Reserve. A case might be made that because of it's proximity to Devonport Park then the city could afford to lose this land under building. This should be resisted. The nature of the site is quite different from the managed environment of the Park. One person was adamant that this was like wild land and it needed to remain so. It also forms a natural back drop to the beauty of what is the old Devonport Technical College which is its own little architectural gem in the area. The two sites form a pair in a way.</p>	<p>Many local residents have a love for this space and would not like to see it built on and building here would represent inappropriate development. It is a beautiful greenspace and provides a backdrop to the Technical College. It forms a natural corridor towards Devonport Park. It is used by many people as dog exercising and for strolling in the summer evenings. It is a natural haven for wildlife including birds, insects and butterflies as well as mammals. I have seen foxes regularly cut through this ground heading between the park, Brickfields and scavenging areas in the streets around. It is a haven of peace for the area which needs in some ways to be opened up. The ideal thing would be to further develop the area into a local nature reserve with for instance a mini city farm, beehives and a further increase of wild meadow flowers. In no way should this be built on. It would also overshadow the wonderful development of the buildings along Albemarle Villas. This is a historically sensitive and beautiful piece of</p>	South West

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			Land at Paradise Rd, listed as SW6 in South West toolkit Currently subject to a Village Green application- see this for map of field Land boundaries- Devonport Rd, Albemarle Villas, Paradise Rd and Exmouth Rd	<p>Beauty: This field is a plain pasture field in the city centre nestled between listed buildings of great architectural significance and provides uninterrupted views to the water, Plymouth breakwater and Mt Edgcumbe. This is a beautiful, almost unspoilt vista showcasing green space and beautiful buildings, one of the finest in Plymouth and has been like this for centuries. To have such beauty within an urban environment is a rarity that should be preserved. The field has stone walls and Exmouth St is cobbled. City College, a PCC development, is an unfortunate blot, but one can still appreciate great beauty from the field. The wildflowers in summer and sunsets viewed from the field are spectacular. Historic Significance: The buildings surrounding the field are listed and this makes the land of great historic significance. Foulston designed the properties in Albemarle Villas, St Michael's Lodge and St Michael's Terrace around the field. The Old Technical College, a Victorian addition to the area, is also listed. The field is the central feature of these important properties in Plymouth's history. It would appear that the field has not been cultivated for centuries, rightly so, given it's historic significance. This does not mean the land is not used though. To my knowledge it has been used for school sport, pasture, pastimes such as kite flying, dog walking, playing sport recreationally and as a fairly tranquil place to sit and picnic or walk around. Recreational Value: The land is used widely for recreation since I have lived in the area for the last 2 1/4 years. I know that it has been used in this way for more than 20 years as shown by the sworn affidavits for the recent village green status application. Please refer to this application and the almost 200 objections to the proposed sale of the field by PCC- comments sent to PCC by December 2014, as part of my statement. People in the local area value this green space as shown by these objections to the development of the land. My family uses and has used the land for walking, running, kite flying, football, picnicking and photography. I have seen others use the land for dog walking, camping, exercising, socialising and picnicking. I note that PCC have submitted the only objection to the land being granted Village Green status. Tranquillity: The fact that people use the field and have objected to PCC plans to sell the land- as above please refer to these objections as part of my statement, means that the local people and visitors to the site value the land as an open space and find it valuable to their wellbeing. Green space provides a tranquil haven and to lose such a space would be detrimental to the tranquillity of the local area and the lives of those living in it. Whilst there is Devonport Park nearby, Devonport Park does not have the views provided by the field at Paradise Road and beautiful views add to the tranquillity of a space as it feels more open and bigger than it actually is. This is the advantage of the field over Devonport Park, well known to those that use the field. Richness of Wildlife: I do not have sufficient knowledge of wildlife to comment in detail on this. Stoke Damerel Conservation Society have surveyed the land for flora and found at least 120 species of plants in the field. Birds certainly flock to the field at certain times, probably to feed on insects. I have heard that hedgehogs use the field and I have seen them in my garden, which is relatively close to the field. It is important that hedgehog routes are not interrupted to preserve them. The hedges on 2 sides of the field provide a habitat for birds and insects. It would be a wonderful opportunity to use Urban Buzz funding for the field as it is prime land for planting appropriate plants for bees and butterflies.</p>	If the Village Green Status is approved then PCC would be responsible for maintaining the land. Urban Buzz funding could be used to create an urban meadow and maintain the field. Local residents might be able to contribute to conservation if green space was assured but management costs are not known. City College could use the land for training students e.g- maintaining the walls	South West
			SW6 Land between Devonport Road and Paradise Road	<p>Beauty This site is a city centre green space framed by beautiful listed buildings and mature trees. Its gentle slope offers stunning views of the Sound the breakwater and Mount Edgcumbe. I do not know of any other site within the city centre that provides such a view. The site is surrounded by historic stone walls. It is a view seen by those in cars as they drive towards Stoke or the City Centre which shows the fantastic foresight of the city planners and architects 200yrs ago. If this is developed, we will never get this view back. Historic significance The field is flanked by historic listed buildings. The famous architect, Foulston, designed Albemarle Villas and St Michael's terrace around the field. The old Technical College at the east end of the field is also listed. The field should not be regarded alone, rather as part of a historic vista that has become an iconic part of the city. It would seem that developing the land would make a mockery of the whole listing process. Plymouth is such a historically rich city although this is not always promoted, we need to preserve the vision of the architects 200 yrs ago. The land has been actively preserved for centuries, and enjoyed by the public during this time. With recent severe flooding of Paradise Road at the bottom of the field, we should be aware that the field provides a significant soak away. If the field is developed the flooding of the road and possibly the City College below it will be more significant. Recreational value In my time in Plymouth, the field has been used for dog walking, kite flying, parties, running, football, rugby and other activities. Friends have told me they played school sports on the field 40 years ago. Tranquillity The field forms an oasis of quiet between Stoke and Devonport. Greenery within city centres is rare enough, the field offers tranquillity with a fantastic view of the Sound and Mount Edgcombe. In the evening, the field is flooded with golden light as the sun sets to the West. Richness of wildlife I am aware that a survey showed over 120 species of plant in the field. I have often seen buzzards circling over the field.</p>	Management costs could be met by local residents if reassurances about its future preservation can be clarified. However the land is managed, it is important it is kept as green land. There have been suggestions for orchards, tennis courts (although this would require landscaping), and play areas. All of which are acceptable options depending on the management costs and who would be paying. Urban meadowlands provide habitat for flora and fauna within the city centre with low maintenance costs.	South West
			Paradise Field / Land at Paradise Road / Land at Paradise Road Devonport Road and Albemarle Villas. Field off Devonport Road and opposite Devonport Park Grid reference 50 deg. 22 min. 28 North 4 deg 10min. 06 west Descriptions of the boundaries of the site bounded by Devonport Rd. Albemarle Villas Paradise Rd and Exmouth Road	<p>1) Natural Beauty. The field is one of the very few plain pasture fields left in the centre of Plymouth. The sweeping aspect with uninterrupted view right down to the water's edge and beyond out to Plymouth Breakwater is a joy to see which just lifts the spirits in a way few urban views can do. This scene of tranquillity has remained the same for centuries. With delightful stone walls and cobbled side road edged by the narrow road of Albemarle Villas this vista is exactly as it was when Allom did his engraving of it nearly two hundred years ago. The only intrusion has been made by the City College as a result of PCC development. In summer the field is covered in flowers mainly dandelions and buttercups which is a truly dazzling sight. The sunsets that are framed by the Old Technical College with the field below bring a peace and tranquillity to an otherwise traffic dominated environment. This is particularly lifting to the spirit. 2) Historic Significance. So far as we know this land has never been cultivated. Even during the war residents note it was a training ground and the TA used it. The whole field is used as a canvas round which Foulston framed the properties of Albemarle Villas, St. Michael's Lodge and St. Michael's Tce. On the South side the Old Technical College is also listed and these listed buildings are built into the Foulston Landscape of which the field is the central feature. The test of great architecture and the built environment is that it is a cohesive part of and enhances the natural environment. The same is held in reverse where the natural environment performs more than just a support for the architecture but lifts it to form something more than the sum of the parts. The use over the last two hundred years has been as pasture, for sport, pastimes, educational purposes and recreation. 3) Land Use. In respect of the last use, recreation, this has proved an essential piece of land to the community and is one of only two green spaces in Stoke. Despite it being regarded as not generally available for all of us to use, we have carried on for generations, making good use of the land as shown by all the sworn affidavits presented for village green status application. These are available to PCC and should be included with this statement. They can be provided if necessary to support the view this land has huge recreational use at all times of the year particularly to dog walkers who need to avoid crowds of people. All aspects of recreational and sporting</p>	It is presumed the designation as a village green will mean that PCC maintain their land. If the Urban Buzz grant funds could be used to create a meadow walk then they could manage it. Local residents might contribute to conservation for the assurance of a permanently green space. We do not know what the current management costs are so can't calculate what is needed in the future. The City College could be encouraged to use the field as a training area of practical use in maintaining walls.	South West

Site ID	No. of Reqs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			Paradise Field Field off Devonport Road and opposite Devonport Park Grid reference 50 deg. 22 min .28 North 4 deg 10min. 06 west Descriptions of the boundaries of the site bounded by Devonport Rd. Albemarle Villas Paradise Rd and Exmouth Road	Land at Paradise Road Devonport Road and Albemarle Villas. 1) Natural Beauty. The land in this field is pasture which has never been cultivated. It provides a link in the sweeping view from Devonport Park down to Plymouth Sound. There are pleasing viewpoints from all aspects of the field and to walk in that space particularly when the field is full of wildflowers in bloom is a most pleasurable experience. The field is bounded by old stone walls and hedges, with a cobbled road to one side and Albemarle Villas to the other and provides a surprisingly peaceful haven between two busy roads. 2) Historic Significance The field formed part of Glebe Land of nearby Stoke Damerell Church and has never been cultivated. During the War it was used for training, and since then was used as a school playing field until about 10 years ago. When Foulston designed and built Albemarle Villas and St Michael s Lodge and Terrace they were designed with the view of them from the field in mind as part of the whole landscape. Since so many of Plymouth s historic buildings were lost during WW2, there is all the more reason to preserve those remaining and as near to their original landscapes as possible. 3) Recreational Value. Apart from the Blockhouse, the field is the only other green space in Stoke. It has been used as a school playing field and, unofficially by members of the public for dog walking, games, picnics, golf, dog training, fitness training, camping, mountain biking and childrens parties. The field is so valued for recreation that an application has been made to grant it Village Green status and a decision is awaited. PCC will be aware of all the sworn affidavits of those supporting the application and also of the 199 objections to PCC plans to sell the land for building. 4) Wildlife and Potential. When left to grow, the land is covered with wildflowers in the spring and summer. Flocks of birds feed there particularly Redwings and Swallows in season. It provides shelter for hedgehogs and small mammals which cross Devonport Road from the Park. Since Plymouth has been granted funds under the Urban Buzz initiative what better place could there be to concentrate on maintaining as an insect and bee friendly environment than this? We have also seen slow worms in the vicinity whose habitat was removed when the old railway line was turned by City College into a car park! 5) Environmental. During periods of heavy rainfall, such as we have recently experienced, we have been aware of how the field acts as a natural soakaway, absorbing huge volumes of water which would otherwise flood down onto Paradise Road. This road was flooded anyway but one could argue that, were the land to be covered with tarmac and housing, this benefit would be lost and vast quantities of water would flood down onto Paradise Road, causing increasing load on the already overworked drainage.	3 acres of amenity land at £5000 per acre = £15,000 We will buy it and maintain it as green space in perpetuity. It is presumed the designation as a village green will mean that PCC maintain their land. Local residents might contribute to conservation for the assurance of a permanently green space. We do not know what the current management costs are so can t calculate what is needed in the future. We have asked but have no definitive response. The City College could be encouraged to use the field as a training area of practical use in maintaining walls. With Urban Buzz grant funds of £1 million they could create a meadow walk then they could manage it. It should not be just an annex of Devonport Park it is an independent Community space of exceptional merit and value within the built environment.	South West
			Land at Paradise Road/Albermarle Villas as SW6 in the SW Toolkit	The land satisfies all the criteria. Beauty-Originally a pasture surrounded by a hedge and historic stone walls. The open space allows inspiring views from Devonport Road and the houses nearby. It is a natural extension of Devonport Park. The space allows the residents of Stoke to enjoy everything an open green space provides and a habitat for nature. Historic Significance-The land is within the Stoke Conservation Area. It was for many years glebe land belonging to the parish of Stoke Damerel Church. In 1898 it was sold to the borough of Devonport. In more recent years the land has been used as an informal playing field by local schools and also used by the City College for surveying. Local residents have made much use of the field for recreational purposes. It is currently the subject of a Village Green application. Recreational Value - The land is a valuable asset to the local community for many uses. Dog walking,ball games,picnics,and a place to sit and admire the beauty of the fine surrounding buildings and the view towards the Sound. It contributes to the good health and wellbeing of the local residents. Tranquillity - even though it is bordered on two side by roads and by quieter lanes on the remaining sides, it is large enough for the sound of traffic not to be intrusive so that residents can enjoy its natural beauty and the opportunities it gives for peaceful pursuits. Wildlife - As the site is bordered by mixed hedging, it provides habitats for birds and small mammals including hedgehogs. The site, being close to Devonport Park, is very much part of the biodiversity of the green open spaces nearby. Wild flowers grow on the grass area, providing food for bees and butterflies.	The land is currently owned and maintained by Plymouth City Council. Future plans could entail local residents to work regularly in support of the grass cutting and hedge trimming carried out by the Council. This has already been happening for many years in Devonport Park which the Friends of Devonport Park have organised.	South West
			Paradise Field bounded by Devonport Road, Exmouth Road, Paradise Road, Albemarle Villas.	The beauty of this field is undeniable set as it is between the busy traffic on two sides and the historically important buildings of Albemarle Villas and the old Victorian technical college on the other two sides. Of itself it is a beautiful place to be, to walk or to rest and provides magnificent views to the buildings on each side and out to Plymouth Sound. The field is used daily for dog walking, walking, flying kites to name but a few of the uses it is put to, and hence has huge recreational value. It offers a rare opportunity in such a city to relax in an informal green space, providing a calming tranquil environment in which to compose oneself. Wildlife is very well represented as you would expect in a field of this nature. Hedgehogs and their quarry, small mammals, multitudes of small birds, bees and buzzards (a very impressive site) all frequent the field, it also hosts a variety of hedgerows and wild flowers.	Given a designation of village green status Plymouth City Council would be responsible for land maintenance. Urban Buzz grant funds may also be available to manage this important community asset. In the event that these options could not be realised there is sufficient appetite in the local residents that the field could be purchased and managed as a green space in perpetuity.	South West
			Field off Devonport Road, opposite Devonport Park. Grid ref: 50 22'28N 004 10'06W Field is bounded by Devonport Road / Albemarle Villas / Paradise Road / Exmouth Road	Beauty - The site provides a rare spot of natural 'green' close to the city centre. It provides for views (predominantly from Devonport Park) across Plymouth's vista, to The Sound and across to Cornwall. Historic Significance - Over the last 200 years this field has been used by numerous local residents for sport and recreation. It is also known as a local historical landmark. Recreational value - Used by many people for exercise, sport, meeting and many forms of varied recreation. It is rare that there is not someone on the field. Tranquillity - A rare spot of quiet approx. 1 mile from the centre of a busy and vibrant city. Richness of wildlife - Many birds, hedgehogs, bees and butterflies on the site. A pleasure in a city.	Presumably designation as 'village green' will allow the benefits described above to be nurtured. Local community are proud of the field and enjoy using it. Hopefully this designation will serve to strengthen this.	South West
			Paradise Field Grid ref 50 deg 22.28mins North, 4 deg 10.06mins West Bounded by Devonport Road, Exmouth Road, Paradise Road. For map see village green application	Beauty - As new home owners in this area, who have recently retired from London, we were immediately taken with the natural beauty of the great sward of grass acting as a frontage to the historic Villas behind. The picture of the same field in summer, with a sea of wild flowers (as depicted in Devon Life, September 2015, page 100) gave us a vision of how the field looks in spring and summer. Our initial recce to Devonport Park afforded peerless views to Stadden Heights and the Mew Stone, across Plymouth Sound, all of which would be blocked by building on that field. Another important factor, borne in upon us in the current wet spell, is that the field provides an important 'soak' for rainwater, on this slope. Hard standing amongst buildings would increase the already significant flooding in the area. Historic Significance - When buying our house we made enquiries about the history of this area, where the architecture is so striking, and thus found out about the Foulston legacy in Plymouth. We discovered that the Green Field was an original central element of Foulston's concept for this area, framed by other terraces built by him at the same time. Now only the field and villas behind it remain, presenting a pleasing historical introduction to Stoke for the last two hundred years, happily hardly touched by The Blitz. Such architectural values and history should be cherished and enjoyed, not destroyed. Recreational Value - As prospective dog owners we were generally attracted by this space. We can see that this field provides a great facility for family cricketers, golf players, kite fliers and picnickers. Tranquillity - This links in with the sense of beauty described above. The awareness of a peaceful space - near at hand - to walk and scan far horizons certainly enhances people's sense of tranquillity. As newcomers, tired of hectic London life, we are particularly appreciative of this. Richness of wildlife - The picture in Devon Life, mentioned above, of a sea of wild flowers says it all. It is wonderful to have such a habitat in our midst. I know little of flora and fauna, but I am sure such an area is very favourable to all manner of birds, bees and butterflies, and endangered species, such as hedgehogs. such habitats are a rarity near a city centre, and much to be valued.	I believe that PCC would continue to be responsible for this open public space.	South West

Site ID	No. of Reprs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			The Field, Paradise Road, Stoke, Plymouth. Boundaries - Albemarle Villas, Devonport Road, Paradise Road	Aesthetically important not just for residents of Albemarle Villas but also for college and former art school. Of great historical value (please refer to Chris Robinson). Devonport Park gets very busy in summer and acts as a natural overflow. Stoke Village and its surrounding areas are generally very busy and the field provides a small oasis. I have seen a number of hedgehogs in the field and travel across the road to our garden at night. Also seagulls are more tempted to rest there than City College property. Some lovely wildflowers.		South West
			The Field, Paradise Road, Stoke,	The field is not only of historical value, part of the Stoke Damerel		South West
			Plymouth. Boundaries - Albemarle Villas, Devonport Road, Paradise Road.	Conservation Area but it also serves as an area for children to play. The park in Devonport (not of Stoke Ward) gets very overcrowded during the summer, which makes the field an important area for children to play ball games. Seagulls often come inland during storms to shelter, there are hedgehogs and many wildflowers too		South West
96	1	Park Close Oval	Park Close (SX52521 57046) Boundaries- public roads	Green space that forms part of the character of Woodford and children use them to play on.	current management to continue	Plympton
97	1	Patna Park	Patna Park (Patna Place is a road with half a dozen houses, not a green belt). North Road West, the old railway infill on both sides of the Road. One side is dog exercise area, other side is a park maintained by volunteers.	Beauty - We have planted many trees and various bulbs over the years, several varieties of birds enjoy these. Historical significance - We fought PCC and raised grants to have this made into people and dog areas. We succeeded. Recreational value - We bought three seats. PCC matched a picnic table. All are well used in summer and winter. Children have a safe dog free play area. Both children and adults have a well-used five-a-side football pitch. Tranquillity - Our seats allow quiet evening relaxation. Picnics on the grass are becoming very popular. Richness of wildlife - The dog exercise area has hedgehogs, slow worms, butterflies, many varieties of birds and natural flora.	The Patna Green Group works with the North Road West Area R/A. They have now taken over the 4 raised beds that partly connect Patna Park with Archer Place and terrace. NRWARA have their first grant in hand to plant these beds. PCC are organising a project to have a mosaic designed by children or a local school, to cover the concrete slab that housed the mini recycling centre we have removed. A group of male residents are organising to regenerate seats on the pavement that AMEY will not do, told us we'd get a grant. This way is cheaper, and will be protected.	South
			Peacock Meadow Grid ref SX 54663 57142 PL7 4AY	The river runs next to Peacock Meadow. The meadow gives the river an area to flood in times of heavy rain thus providing natural protection to the properties in Colebrook It is extensively used by all members of the public e.g. children's play park, skateboard area for older children, dog walkers, joggers, sports, family picnics etc Location of the local community centre used to accommodate several local groups and events e.g. residents meeting, clubs for the elderly scouts etc The meadow has regular car boot sales and annual local events e.g. Fireworks Display The meadow allows residents access to local green space within 400m of their homes Kingfishers and otters are using the river as a source of food . Young trout have been seen in the river	Local residents could manage and sustain Peacock Meadow this will include working towards making it self-financing . In addition a wildlife area /nature reserve could also be established	Plympton
58	3	Peacock Meadow	Peacock Meadow and site of Colebrook Community Centre, Newnham Road, Colebrook.	The is an easily accessible green area for all residents of Colebrook, Newnham and the surrounding area. It is also an important soakaway and area for the river to expand in times of flooding, as in 2006/2012. As a recreation area it is safe, flat and open with a river providing routes and food sources for kingfishers, otters and young trout etc. have returned since the end of the china clay work. Young children have a park nearby and although there is skateboard for older children this would benefit from other facilities such as a basketball, netball caged area as has been provided at Chaddlewood. Other activities include dogwalking, football, picnics and a community centre providing classes such as yoga, dance, dog training throughout the week.	This area should be provided and maintained by the Council as it is a well-used and necessary accessible green space for the community, and involves grass cutting and maintenance of park-like equipment. A wildflower area (not weeds) could also be considered to attract more insects and provide food for bees (keepers live in this area).	Plympton
			Peacock Meadow including the playpark at Rashleigh Ave PL7 4AN (SX 54663 57142) Boundaries Public Roads and footpaths with residential and industrial borders	Recreational value - The fields are used all year round by children to meet, play football and use the BMX ramps. There are regularly used junior football pitches. Well used by dog walkers to exercise their dogs. In addition the fields are used for the annual Colebrook Carnival & weekly car boot sales that raise money for the community. A large Firework display is held yearly which attracts huge numbers of people. There is a children's playground which is in good condition and can be accessed by a footbridge across the Tory Brook. Richness of wildlife The Tory Brook adjoins the northern edge of the fields and there are mature trees along this corridor which provides a haven for a variety of birds. This area provides an accessible green space for residents of the Colebrook area	current management to continue	Plympton
98	1	Plymbridge Road, Crossways & Larkham Lane junction	All green areas Plymbridge Rd, Crossways & Larkham Lane junction PL7 4LQ (SX 53441 57229) Boundaries Public Roads and footpaths	The main green area is well used by dog walkers and access to Heles School rear gates. Other green areas form visibility splays & greenspace	current management to continue	Plympton
61	2	Radford Park	Radford Park, Plymstock	The bridge and small waterfall is the perfect place for meditation which is important to my family and I. The view of Hooe lake with worn down ships takes us back to another time and the smell of the sea makes us feel at home. The park has become a part of my sister's childhood.	Local communities arrange to gather locals as volunteers to clean the park which I have gladly been a part of.	Plymstock
			Radford Park Plymstock	The curving, sweeping folds of the park as they fall down to Radford Lake are enchanting. The park was part of the grounds of Radford House and it contains old buildings and ruins. The park is enjoyed by many people of all ages from the surrounding communities. It is certainly a place of great tranquillity with its arboretum and many vantage points apart from its lakeside duck- and swan-feeding opportunities.	The council already manages the park and now looks after the arboretum.	Plymstock
			Radford Quarry, Plymstock	Richness of wild life and historic significance.	Active local support against development	Plymstock
			Radford Quarry	A tranquil area full of richness in wildlife. It is an area of beauty adjacent to Radford Lake and park by Hooe Lake and therefore near to places of historic significance and now of unique importance to Plymouth.	The quarry has always been cared for by local residents. Now it has been fenced off by the owners who never provided any care for the area in the past. If the Council designated the quarry as a local green area and it was accessible, I am sure that local residents, dog walkers and members of 'HooeLake.org' would contribute to the management and care of this area.	Plymstock
62	4	Radford Quarry	Radford Quarry County Wildlife Site, PL9	Designated County Wildlife Site, Radford Quarry is adjacent to other wildlife areas all with their own unique biodiversity. Hooe Lake, Radford Park and Woods also Ashery Woods and Radford Lake. The quarry has great significance and importance as it is limestone and supports a wide variety of flora and fauna, as well as the history of limestone quarrying. It is part of the South West Coastal Footpath and therefore should be preserved for all to enjoy.	Plymouth City Council, Wain Homes, local community groups. Ideally the quarry could be protected and formed into a wildlife park as a central point for the surrounding County Wildlife Sites to help educate local schools and visitors. It could also cover the diverse maritime history of the area, e.g. Drake, Raleigh plus the history of the workings of the local limestone quarries. After helping save the quarry from a recent planning application we strongly feel that this site's status should be raised to a higher level to protect it from further building applications.	Plymstock

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			Radford Quarry, Oreston	In spring, summer and autumn the quarry is beautiful as it is full of wild flowers and insects. Even in winter it is wild and dramatic. Throughout the year it is a haven of tranquillity - you cannot hear the noise of the city, and in summer the bees and butterflies are stunning. It has great potential for recreational value both for children and bikes, and dog walkers, and also educational value because of the rich and varied wildlife - school children should visit. The whole area around Hooe and Radford Lakes is of considerable historic significance - links to Raleigh and Drake. It is already designated County Wildlife Site and with the adjoining lakes, park and woods, makes a fantastic green network for wildlife, including bats, badgers, bees, butterflies, invertebrates (including the horrid ground weaver), rare flowers not to mention kingfishers, cormorants, heron, egrets etc. that thrive in this wonderful pocket of our city.	There is already a Friends of Radford Woods' group and 'HooeLake.org'. I am confident that, in the event the council designated Radford Quarry as a Local Green Space, it would be possible to establish a specific group to help the Council manage and preserve the Quarry into the future. The level of commitment to the Quarry was clearly demonstrated by the public opposition to the development, and the time and trouble local people took to support the Council's case. Moreover, prior to Wainhomes fencing off the Quarry, many of us removed litter from the Quarry and kept an eye on it. The Council, at the time of the public inquiry, proposed a sum of money to protect and enhance the Quarry as a wildlife site in the future and we local residents would sincerely hope and expect that support to continue.	Plymstock
63	1	Radford Road	Radford Road (Green space opposite Radford Road, West Hoe, including the tennis court. PL1 3BY)	Several blossom trees. A park since early 1900s. The only public tennis courts near the sea front (Barbican to Devil's Point). Frequent use by the public and Mayflower Language School.	West Hoe Conservation Group.	South
64	1	Radford Woods	Radford Woods The location is extensive and is to be found on the council website for LNRs.	The woodland is already a Local Nature Reserve. It is beautiful throughout the seasons. It is associated with the former Radford House. It is used by many people for a wide range of recreational activities, walking being the main one. It is certainly tranquil except when the occasional galloping horse riders endanger public safety. There is a richness of wildlife, A Plymouth University survey led by Alison Smith found a multiplicity of species.	Plymouth Council has a management plan for the LNR. There is a Friends group.	Plymstock
99	1	Rashleigh Avenue	Land at the corner of Rashleigh Ave - Delacombe Close PL7 4BU (SX56489 57393)		current management to continue	Plympton
65	6	Redwood Drive Amenity Green Space	Redwood Drive Amenity Green Space (I would like to nominate the fields off Redwood Drive, Plympton PL7 2FS. These fields have been identified for housing, but if this happens then the residents are left with very little green natural space. At the moment the fields are 'landlocked' and only accessible by pedestrians - therefore they are widely used by dog walkers and children etc. They are kept in a natural state and just mowed once a year by the council.)	The fields provide a peaceful and calm environment right in the centre of the housing developments. It's a fabulous facility to be able to walk around it and to see children just playing or using their bikes (they don't always need to have a tarmaced playing area). Over the years the Council have taken great consideration when mowing the field and leave areas of trees and shrubbery untouched to make the environment more interesting and to encourage wildlife. It most definitely ticks the boxes for recreation, tranquillity and wildlife.	There is an active group of 'friends of the field' in Chaddlewood - trying to do everything possible to save this environment. The good thing about this environment is that the upkeep is minimal. If the council cut the grass once a year then that is sufficient. It doesn't need a management plan or any investment. The fact that it is completely natural is its selling point.	Plympton
			Redwood Drive Amenity Green Space (Chaddlewood Fields (Off Redwood Drive))	Recreational Value - These fields are in constant use and are a popular dog walking route amongst the local community. Before the council ceased maintenance of the site it was often used by children in the area as an open space for play. Beauty - As the fields are at the crest of a hill their open nature provides views across to scenic Dartmoor for the properties that are directly surrounding it and for any one making use of them. On clear nights, as a darkened space with no street lighting it also provides a good location for stargazing and astronomy. Tranquillity - This is a very peaceful and tranquil area. During the day it is a space where you can stand and listen to the birds singing in the surrounding trees without the drone of urban life or the din of traffic in the distance as a distraction. Richness of wildlife - I have encountered evidence of a rich and diverse array of different species whilst using the fields including frogs, small shrew like mammals, dragonflies, owls, bats and slow worms along with many other species of birds.	Should these fields be designated as local green space then I firmly believe the local community would act together to maintain and protect them for generations to come. The recent lack of maintenance of the site has, in my opinion, been due to the council simply stopping the provision of the service without proper notice or local consultation. Had this happened local residents would have been able to form a group to undertake these important tasks.	Plympton
			Redwood Drive Amenity Green Space (Chaddlewood fields PL7 2JE)	Rich in wildlife, We have often seen badgers, rabbits, bats, owls, snakes, dormice and voles when walking in this area.		Plympton
			Redwood Drive Amenity Green Space (Chaddlewood Fields, Adjacent to Redwood Drive, Chaddlewood, Plympton.)	Beauty: This area is a site of natural beauty. In amongst an area of dense housing, it provides a relief from all the concrete, tarmac and bricks. The views towards Dartmoor, give the whole area a feeling of space and rurality. Recreational value: So many children live in this area. The roads are increasingly busy and the gardens of the local residences are small. This area provides a safe place where children can play and explore. It is a popular area with dog walkers, and many local residents simply use it as a space to enjoy a relaxing walk without having to travel somewhere in a car first. Tranquillity: In amongst an area densely packed with housing, this space provides a feeling of openness. The views, as well as the area itself remind people of what a fantastic part of the Country we live in. The lack of formal landscaping makes the area feel relaxing, much more so than a "park". Richness of wildlife: This area is an important for biodiversity. The hedgerows, banks, mature trees and grassland provide a rich variety of habitats. My young daughter and I have seen owls, slow-worms, badgers, hedgehogs and a multitude of bird species when walking in the evening. As we only have a very small garden, it is wonderful that she has had the chance to encounter these creatures in the wild, yet not far from her own door-step.		Plympton
			Redwood Drive Amenity Green Space (Chaddlewood Fields off Redwood Drive, Plympton, PL7)	Tranquillity and richness of wildlife. This is a peace haven for wildlife i.e. hedgehogs, blackbirds, wrens, robins, thrushes, blue tits, buzzard and bats. A tranquil place for residents to exercise and walk their dogs. If they lose this they will have to walk their dogs in the streets. There is no noise or exhaust emissions in the green fields. In Plymouth you have Central Park, Pounds Park, Victoria Park, Devonport Park, Radford Park, Plymstock and so on. What will we have left in Chaddlewood if you build on this field?	Infrastructure - Schools, doctors, highways. Parents are unable to find places at Glen Park School now. Taxis are provided for children in Chaddlewood to go to Leigham. Barratts said they would give financial help to the Education Department to help Glen Park School. If the school expands this will take away part of the play area. If the school extends this is going to cause more congestion in Redwood Drive, it is bad enough now and also dangerous. Barratts also said they would help regarding the Doctors' Surgery. This will cause more problems in Bellingham Crescent area especially with Orange workers parking there now. Traffic is bad enough now with the Langage Industrial Estate especially at peak times for residents trying to get across the roundabout from Steer Park Road. We have to look at the future with this new Sherford development. Cars will gradually increase as families grow up on this proposed housing with one car to 2 or 3.	Plympton

Site ID	No. of Reqs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
			The field adjacent to PL7 2WB, known as Chaddlewood Fields. Grid ref: 559565 OS MAP 1:25000	Chaddlewood field is one of the last remaining wildlife sites in Chaddlewood, and it is our belief that it would be of a great loss to wildlife and the community. The wildlife highlights we have seen are kestrel, grasshopper warbler, weasel, pipistrelle bats and slow worms. Surely we should protect these animals before they become a rarity and not after. The proposed provision of a small managed park is no compensation for the loss of a large open unmanaged green space full of wildlife. This tranquil green area is antidote to the hustle and bustle of modern life and we are sure Plymouth Council's commitment to better mental and physical health will enable them to have the imagination to preserve this quiet open space. Why does the council feel the need to build on every green area? There has to be a balance between green space and urban sprawl.	The beauty of this area is that it doesn't need to be heavily managed. It's used extensively by dog walkers and the emptying of the existing dog bin is the only management required. If the council needs help managing this field, then we and other Chaddlewood friends of the field group, would be happy to assist.	Plympton
100	1	Ridgeway School Playing Field	Ridgeway School playing field PL7 2FH		current management to continue	Plympton
121	2	Seymour Road Allotment	Seymour Road Allotment			Central
66	1	Shakespeare Road	Field between Shakespeare Road School and Transit Way car park. Centred around SX 47051 58907	The area has significant recreational value for pedestrians and dog walkers. It is well used by school children and has pedestrian access from Shakespeare road. It is an important play area for children.	Continued management by PCC	North West
	1	Sir Francis Drake Bowling Green		Plymouth Plan Toolkit: Greenspace Designation (Central) The area of greenspace land owned (or leased??) by the Sir Francis Drake Bowling Club This is at the lower western end of Whiteford Road in Mannamead. It is not shown as greenspace on the map. It should be shown in dark green, as indeed could the southern part of Whiteford Road Tennis Club adjacent to it, as both are very much green spaces in this area.		Central
	1	Southway Valley Local Nature Reserve		PlymouthPlan Toolkit: Greenspace Designation, North. Nature reserve off Pendeen Crescent should be protected.		North
122	1	Staddiscombe to Hooe	Area of outstanding beauty that is to the south west of Staddiscombe stretching to Bovisand then from Bovisand north to Hooe incorporating Jennycliff and the areas within that triangle.	It is an area of beauty incorporating open fields, coastline and some historic significance. It is also worked farmland and bears an outstanding amount of wildlife. It is an area visited by thousands of holiday makers every year and forms part of the natural south west coast path.	Unable to provide evidence of how this will be managed but south west coast path exists through I believe National Trust. Staddiscombe Golf Club also is a large scale club with many members plus the existing Jennycliff Cafe has thousands of customers all throughout the year.	Plymstock
101	1	St Margaret's Road Triangle	St Margaret Rd Triangle (SX52441 57120) Boundaries- public roads	Green space that forms part of the character of Woodford and children use them to play on.	current management to continue	Plympton
67	2	St Mary's Recreation Ground	St. Mary's Recreation Ground, Market Road, Plympton (Location obvious).	This is a valuable green space shared by two large Plympton wards. It is also a green area, providing much needed soakaway drainage and is situated along the Tory Brook which is the main source of dispersing flood water for a very large area. As a recreational site it is always in use and in all weathers, with walkers, dog owners, runners, and with footballers and rounders areas for local schools and clubs. It also houses a very busy park for families with younger children and every day of the week workers, school pupils and families can be seen sitting, having their lunch etc. In such a busy and congested area it provides tranquillity with seating to sit, eat, read, watch sport and play. It could do with more tree planting, however, to provide shade and soak up excessive rain water and pollution, e.g. beech trees for water, silver birch for pollution, particularly from the heavy traffic congestion on the Plymouth Road.	Should be provided and maintained by Plymouth City Council.	Plympton
			St Mary's Playing Field, Linketty Lane PL7 1QW -Boundaries- public roads and Tory Brook	Popular with dog walkers, the children;s playspace is well used. Football pitches in regular use throughout the season.	current management to continue	Plympton
102	1	Stoggy Lane Allotments	Stoggy Lane Allotments PL7 2DL	Allotments promote health, social and wellbeing in the community and waiting lists prove that they are in demand. They also provide a haven for wildlife	current management to continue	Plympton
103	1	Stoggy Lane / Hemerdon Heights	Land bounded by Stoggy Lane & Hemerdon Heights (SX55382 56788) together with all existing open space at Hemerdon Heights	Stoggy Lane / Hemerdon Heights	Land bounded by Stoggy Lane & Hemerdon Heights (SX55382 56788) together with all existing open space at Hemerdon Heights	Plympton
69	1	Stonehouse Lawn Tennis Club, Bowling Pitch and Allotments	Stonehouse Tennis Courts, Bowling Green and Allotments, Firestone Bay, Stonehouse Grid reference SX 246382 053558 Forming part of Devil's Point Park	Beauty - Uniquely beautiful garden set amongst mature trees in a coastal setting, Outstanding view of Plymouth sound and Mount Edgecumbe Country Park. Historic Significance - Views of the Artillery Tower at Firestone Bay and Royal William Yard. Set in the Stonehouse Peninsular Conservation Area. Site is former garden of Mount Edgecumbe's winter residence. Recreational Value - Only location of allotments on Stonehouse Peninsular. Walled garden provides a dog free place for young children's' play. Only lawn tennis courts in south Plymouth. Communal gardening. Bowling / croquet lawn overlooking Plymouth Sound is an outstanding setting. Tranquillity - Walled garden provides a local oasis of tranquillity, outstanding tranquil views of Plymouth Sound. Richness of Wildlife - Superior collection of mature Holm Oak trees providing a pocket of woodland. Active bat population which are a protected species. Flowering plants support bee population.	The land is leased by a very active community organisation, The Stonehouse Lawn Tennis Club, which is well established.	South
70	1	Stonehouse Pool and Mudflats	Mudflats and Stonehall Flats Quay in front of Stonehall Flats, small boatyard on Cremyll street, Cremyll ferry quay, the big blue building of Princess Yachts and the marina on Richmond Walk.	This place is beautiful and gives the area its particular character. It is water and mud flats at the same time, depending on the tide. There are some boats moored there but not many and there should not be more. This area is a paradise for water birds. have seen grey herons very often, white egrets, moorhens, seagulls, mutes swans (we have a resident couple of swans, coming and going), Canada geese, mallards ducks, tufted duck, kingfisher, buzzard, black-headed gulls, common gulls, herring gulls, big black-backed gulls, cormorants, crows, redshanks. People collect worms for angling from these mud flats. They are used as feeding grounds for all these species. Our former resident swans used to breed and raise their cygnet there; we hope that the new couple will do the same. The space has recreational value, historical significance as there used to be big ships coming up the bay towards Stonehall Flats quay and beyond that to Stonehouse Creek. The area is very quiet and tranquil. In a nutshell it meets all the above criteria.	At the moment, part of the mudflats are rented by Mr Bremmer of the small boat yard on Cremyll street and the rest may just be city council. I wish it was protected in order that it remains like this for all passers-by going to take the Cremyll ferry to enjoy, local people and local working persons to enjoy too. But the primary aim is to preserve the very diverse wildlife that comes every day on these mudflats to look for food and rest.	South
68	1	St Pancras Avenue	Green area at the junction of St. Pancras Avenue and Honicknowle Lane. Centred around SX 47018 58082 and the area between St Pancras Avenue and the A38 centered around SX 47279 58126.	This area has some recreational value for dog walkers and provides a green corridor for wildlife joining Manadon woods with Ham Woods. The area is generally wet and marshy as it floods from Ham Brook during times of heavy rain - hence it is important for flood prevention further downstream. It contains a PCC nature area. It is important to reduce A38 traffic noise for residents of St Pancras Avenue. The undisturbed nature of this area is important for wildlife, Little Egrets, Kingfishers and deer are some of the species which have been seen in this area.	PCC and Friends of Ham Woods. As this area is the water source for Ham Woods the Friends Group have been proactive in the management of this area (e.g. Balsam removal).	West

Site ID	No. of Reprs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
71	1	Tamerton Vale School site	N2 Tamerton Vale School site	Playing fields close to local population/trees/ wildlife corridors		North
72	1	Tewkesbury Close	Area of open grass between Ham House, Mayflower School and Tewksbury Close. Centred around SX 46110 57650. Bounded by Mayflower School, Ham Woods LNR and housing around Tewksbury Close	This open grassland is used extensively as a dog walking area and as a children's play area. Although it is indicated as inaccessible green space on the toolkit it contains the area indicated as a 'teen' play area and is fully accessible. It is owned by PCC and PCH. The area provides an open and welcoming view to the entrance to Ham Woods and is a tranquil area. The area has been used previously for community events (e.g. World on the Green) and provides Mayflower School with an uninterrupted view of Ham Woods.	Current management by PCC and PCH to continue. Friends of Ham Woods actively use and help to manage this area.	West
73	1	The Green, Crownhill Road	The Green, Crownhill Road, Plymouth, PL5 2HN	This patch of land was given to the Parish Church in 1566 by Roger Budockshed, and called the village green. It became The Green. The church, vicarage, school and pub were all situated around The Green. In 1569, Sir Francis Drake married Mary Newman in the church, and she is buried at the church. In 1864 the War Department bought The Green for £50, and in the early 20th century, the Plymouth City Council acquired it, and have maintained it ever since. Every year, in June or early July, the church puts on a free fun day for all the local community, called 'FOG' - Fun on the Green. Hundreds of people turn up, and The Green is filled with old-fashioned games (coconut shy, splat the rat etc.) also a bouncy castle, children's games and tug of war, and the church gives out free hot dogs and refreshments to everyone. It's very popular! This year will be the 8th FOG, already arranged for June 12th.	The Plymouth City Council has always maintained the grass, and they should continue to do so. To maintain The Green for posterity, the old railway sleepers surrounding it need urgent attention. As one of Plymouth's oldest village greens, if not the only one, the beauty of it is its simplicity.	North West
74	1	The Hoe	Hoe Park	Beauty A Grade II listed park, The Hoe Park enjoys iconic status as providing one of the most outstanding viewpoints in Britain and, arguably, in the world. Not just Plymouthians, who throng The Hoe Park on sunny weekends and holidays (and hardy dog walkers who daily promenade in rain or shine) but a constant stream of visitors from across the world, drop their jaws as the wide aspect of The Sound comes into view as they top the ridge and join The Promenade. Simon Jenkins, immediate past Chairman of The National Trust, in his book, England's Hundred Best Views, highlights The Hoe as the hub around which Plymouth landscape revolves ranking in England's historical geography with the White Cliffs of Dover. He commends the view out over the Sound as refreshingly sylvan with its embracing green cliff-lined shores, fronted by Drakes Island, and alive with constant seafaring activity. This echoes the recorded comments of Daniel Defoe some three centuries earlier that from the plain on the edge of the sea a finer sight I never saw. However, the beauty of the Hoe is not simply the views accorded by its stupendous location and stunning vistas. Within the site itself, a detailed and historically evolving layout, comprising formal park design and planting and containing many monuments which enjoy listed status, provides numerous points of further interest and sensory pleasure. The area to the north of The Promenade is predominantly laid out as well maintained lawns planted with scattered specimen trees and criss-crossed with walkways laid down in the course of the park's development over the centuries. The slopes of a raised walk along the north-east boundary are planted with trees and shrubs while on the western side along the boundaries adjacent to Lockyer Street, The Esplanade and Elliot Terrace are colourful and carefully gardened formal beds of shrubbery and flowers. Within these is set the Sensory Garden, a shady area of subtle aromas and a corner for quiet contemplation. The grass area north of the main war memorial is continued by a triangular-shaped lawn on the north side of Citadel Road, where there is a further area of formal garden which serves to link The Hoe to the city centre. West Hoe Park to the west of The Hoe comprises a well-used sheltered level area of lawns, separated from The Hoe by steep rocky cliff faces to the east and north. Areas of shrubbery and specimen trees are planted below the rock faces. To the north and west of the lawns are highly popular children's play areas. The foreshore from West Hoe to a point near the Corinthian Yacht Club is laid out with a series of early C20 concrete sun and bathing terraces, with ornamental shrubbery and alpine planting on the adjacent rock faces. An architectural highlight is where Hoe Road becomes cantilevered out to form the Tinside Colonnade, Promenade and Sun Terrace (listed Grade II), which leads to the Lido/Tinside Pool (listed Grade II), all wonderful examples of the Art Deco style. There are several cafes/restaurants on the rock terraces of the foreshore on the seaward side of Hoe Road. Both The Hoe Park and its sister park at West Hoe enjoy Green Flag status. Historic Significance The Hoe Park has been recognised as being of sufficient historic interest to be put by English Heritage in 2002 on The Register of Parks and Gardens of Special Historic Interest in England and was awarded Grade II listed status. It is viewed as a significant example of a public park developed from public walks and pleasure grounds which originated in the medieval period. The site includes a significant group of C19 park structures together with much of its C19 path pattern. In addition the park has become the site of a substantial group of monuments, memorials and edifices which themselves have gained listed status because of their historical and architectural value. According to one of the many monuments on The Hoe the Vikings were early appraisers of the beauty and geographical worth the site. Subsequently, during the medieval period, the headland was used for recreation by the residents of the rapidly growing town of Plymouth. Apparently, predating our new Beatles artwork, our ancestors cut two figures of giants holding clubs, popularly known as 'Gog Magog', in the turf. In 1588 Sir Francis Drake (c1540-96) famously played his legendary game of bowls on The Hoe while awaiting the arrival of the Spanish Armada, an event celebrated in the sign at the entrance of The Hoe Bowling Green. In the 1670s Charles II constructed the Royal Citadel at the eastern end of The Hoe, the best surviving example of its type in Europe. The Hoe continued to be used as an informal place of recreation during the C16, C17, and C18. As Plymouth assumed greater significance as a naval town in the early C19, the Corporation sought to develop The Hoe in a more formal way with walks and gardens. Walks were re-gravelled, the seats were repaired, and by 1838 The Hoe was assuming the shape we would recognise today. On the perimeter, two nineteenth century terraces with their richly decorated exteriors, Elliot Terrace and the Esplanade have Grade 2* listings, putting them in the top 5% of listed buildings within the country. According to the listings they are also of significance because of their prominence when viewed from the sea across the green space of The Hoe Park. Number 3 Elliot Terrace was given to the people of Plymouth in perpetuity by Nancy Astor, the first woman to take her seat in Parliament, and is the official residence of the Lord Mayor of Plymouth. 6 Elliot Terrace, for a short time, provided lodgings for Conan Doyle who, in his first job, worked at	Hoe Park enjoys Grade 2 listed status on the Register of Parks and Gardens of Special Historic Interest. Hoe Park is managed by Plymouth City Council who are responsible for its ongoing protection and management and for the delivery of an efficient and financially sound service. Plymouth City Council are excellent custodians of the Park, conserving the wildlife, historic edifices and planted environment and maintaining the area to a very high standard. They also ensure that after an event any infra-structure is cleared away effectively and efficiently and in a timely fashion. It is clearly evident that there are well-trained staff to ensure a clean and well maintained park which is able to comply with current environmental legislation to promote the protection of the environment. Staff of the council are active in meeting the further statutory requirement to involve, through education and support, the public and organisations in caring for the environment. The Hoe Conservation Residents Association takes an active interest in the park. We, the Association, aim to inform and support the protection, development and continuing management of the park as a sustainable community and civic asset. As such we share a common interest with the local authority in the park's upkeep and development. For example one of the Association's members acts as Tree Warden. The Association works with the Council in the environmental management of the park. In combination with our key role, as set out in our Constitution, to identify issues with a view to conserving the park and to prevent it being indiscriminately changed, the Association also promotes the aspirations of local residents to improve the environment and amenity value of the park. Contact with Plymouth City Council is maintained at many levels but, notably, members are kept informed by, Mr Pete Crocker, from Street Scene Services and by local councillors who attend the monthly meetings regularly.	South

Site ID	No. of Reprs	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
75	1	The Orchard Garden, 201 Outland Road	The Orchard garden of 201 Outland Road. PL2 3PF Grid reference approx. SX474572	Beauty - A green oasis in the City and a haven for wildlife. Surrounding the orchard are four notable trees listed on a Tree Preservation Order and part of the same garden area. Historic significance - An orchard of many standard fruit trees that has been in existence since about 1850 and created to supply fruit to the nearby household. Horses, pigs and chickens were also kept. An old well is also present as the house was 2.5 miles from Plymouth at the time. Recreational value - Although privately owned and not accessible to the public this site is part of the green lungs of the city and a very wide variety of wildlife makes use of this area. Tranquillity - Although bordering onto Outland Road, one the principal routes into and out of Plymouth, the density and size of trees within this area makes this a very much quieter place than you might expect and is a picture when the trees are in blossom. Richness of wildlife - The orchard contains about 20 apple, pear and a large walnut tree. There are 5 apple and 5 pear trees within this orchard area that are of a large size and are veteran fruit trees. The largest of these, an Annie Elizabeth apple tree, is now recumbent but is still growing and fruiting well. Some have eroded rot holes that birds nest within. Beneath the fruit trees is permanent grassland, a small pond and a covered old well. A very wide variety of wildlife has been recorded using this green space including: Lesser Spotted woodpecker (with young), Spotted Flycatcher (with young), Greater spotted woodpecker, Green woodpecker, House Sparrow, Song Thrush, Nuthatch (nesting attempt), Bullfinch (nesting), Coal tit, Firecrest, wintering Blackcaps, Goldcrest and in summer often 1-3 Pipistrelle bat species. At least 55 bird species have been recorded actually within the garden, three amphibian species, four species of bumblebee, at least six species of dragonflies and damselflies and tree wasps. Within the orchard area there are Southern Marsh Orchids, Heath spotted orchids, Royal fern, Willow, Greater knapweed and a diversity of other plant species within the cut and uncut grassland areas. Traditional orchards are a priority BAP habitat.	As the owners of this orchard we would welcome discussions with the Natural Infrastructure Team about how this priority habitat area is best protected and managed into the future. There are no plans to alter the management of this Orchard and wildflower meadow area.	West
76	1	The Well Field, Mount Batten	The Well Field, located adjacent to Lawrence Road at Mount Batten. Bounded by Lawrence Road, Cunliffe Avenue, Durwent Close and St. Luke's Hospice	Historic significance due to its past link to the English Civil War. There is a commemorative plaque located on the Well Field. Recreational facility with enclosed play area and facilities for children. The field is also occasionally used for informal football and other open games. It is a tranquil area located in front of St. Luke's Hospice, providing a green barrier, with some trees, between Lawrence Road and the Hospice indoor observation areas. It safeguards views from the Hospice to the Cattewater and Dartmoor beyond. It is used occasionally as a display/events base in support of St. Luke's Hospice; once in support of a visit to the Hospice by Prince Charles, at which time permanent steps were installed to link the Well Field to the Hospice.	Management is already provided by Plymouth City Council e.g. grass cutting and tree management.	Plymstock
77	1	Thorn Park	Thorn Park Mannamead Plymouth PL3	This space is the only remaining Victorian Square in Plymouth. It has many trees planted by captains and seafarers who travelled from far off lands with these trees. It is an oasis of tranquillity and beauty and also houses the refurbished pissoir.	I am the local Tree Warden for the area and have a good relationship with residents of Thorn Park and surrounding area. We have arranged several tree planting events with them with permission and help with planting by Street Scene Services. There is no doubt that the space will continue to be maintained to its current standard with help from PCC as always.	Central
78	2	Tithe Road, Woodford	Open grassland slope situated between Tythe Road and Wheatridge in Woodford Plympton. Approx 1/2 acre with established footpaths. The post code is PL7 4QZ.	The area provides an opportunity for local residents to enjoy recreational pursuits such as kite flying, junior football and other childhood pursuits. There have been occasions where the local residents have gathered to observe such things as the eclipse of the sun and on one occasion there were in excess of 100 people congregated there. In terms of tranquillity the area provides a quiet spot that enables residents to enjoy an open space and an opportunity to sit and look out across the valley as far as the Plymouth Sound and the channel.	This is a relatively small area of grassland and requires no extensive maintenance. The grass is cut at the expense of the Council but other than that there is little expense involved in maintaining this facility. The local Neighbourhood Watch observe the site but there has never been a disorderly occurrence and the police have never had occasion to attend the area due to a disturbance. There is no need to develop the site in any way as in its present state it fulfils the requirements of the householders. The footpath across the area provides pedestrians with a means of shortening their route and safe access for wheelchairs and prams, to the bus stop and shops.	Plympton
			Land between Tithe Road & Wheatridge PL7 4QQ Boundaries Public Roads and footpaths, and Boringdon Golf Club	Popular with dog walkers and playspace for children gives access to green space behind houses	current management to continue	Plympton
112	2	Trefusis Park	Trefusis Park			Central
104	1	Upper Ridings Park	Upper Ridings PL7 5LD (SX 55718 57128) Boundaries Public Roads and Footpaths	Play space and public area	current management to continue	Plympton
79	1	Vicarage Road	Corner of Vicarage Rd and Plymbridge Rd Grid ref SX 53586 56607	Area provides a natural soakaway for rain water coming from higher land on Plymbridge Rd Area is within 400m of local properties. Area improves the outlook for properties on Vicarage Rd , Plymbridge Rd and Alston Park - including views from two large residential homes Area is used extensively by dog walkers Rookeries in the trees	Could be looked after by local residents	Plympton
			Corner of Vicarage Road and Plymbridge Road PL7 4JU (SX 53586 56607) Boundaries Public Roads and boundary with nursing home	Visibility splay for traffic and for public footpath access. Green area with well-established trees	current management to continue	Plympton
105	1	Victoria Park	Victoria Park, Millbridge/Stonehouse The Old Stonehouse Creek, filled in to create this park.	It has some lovely old trees, also new young trees. very relaxing atmosphere. The first park in this part of the city for the community to use for recreation. Play park, picnic areas, football, cycling, dog walking etc. Areas to sit and relax, spring time has a lovely atmosphere with all the bulbs. We have had school children bring the grassed areas to life. Birds of prey, some small bird species, squirrels that children and dogs love to catch, butterflies, bees, moths.	We work with the community to find out what is wanted, but can't always have. As a Tree Warden it is easy to ensure broken, dead trees etc. are replaced asap. The new trees are watered and fed for the first two years, to ensure a good start to life. We keep PCC on their toes regards path repairs, protecting bulbs when grass cutting machines are let loose. We step in when beds are not being looked after by a group that has lost interest, and look after it. Future plans are looked at annual and whether we involve school or college in that next year. Feel free to ask Peter Crocker if we do any good.	South
106	1	Waddon Close	all existing green spaces in and around Waddon Close (SX54315 57300)			Plympton

Site ID	No. of Reps	Site Name	Name and location of the nominated site	Is the space demonstrably of local significance?	Future Management	PP Area
80	1	Weston Mill Lane	A triangular area of land known as the stables bounded by Weston Mill lane, Weston Mill bypass and Ham Woods centered around SX 46070 58486	This site is in a wet area which floods from Ham Brook. There are historic hedges bounding this site at Weston Mill Lane. Although the area is privately owned there is a path through the area and most walkers believe that it is part of Ham Woods. It is used as if it is part of Ham Woods LNR and has a similar wildlife value. It is very close to an orchid site and to a badger sett.	Land owner and Friends of Ham Woods (with permission)	West
81	1	Widey Wood	Widey Wood, SX 487580	Widey Wood is a small area of woodland in an otherwise built up area, close the busy A38 and A386 Tavistock Road. Beauty: The wood contains a variety of attractive tree species, with many mature specimens, a rare site in the area. Historical Significance: The woods are what remains of the grounds of Widey Court, which was the headquarters of Prince Maurice during the English Civil War siege of Plymouth. Recreational value: The woods provide space for local people to exercise their dogs and a place of natural tranquillity for a short stroll away from built up areas Tranquility: Despite being so close to two busy roads, the wood is set in a valley which protects the area from excessive traffic noise. With the many mature trees of which it consists, the centre of the space is so sheltered it is hard to believe you are in the middle of a city Richness of wildlife. The woods contain one veteran tree (The Widey Oak) and many other mature trees. A number of ancient woodland indicators are present (Wood Anemone, Dogs Mercury, Bluebells) showing that the area's history has protected it from past cultivation. As would be expect, a good variety of bird species are present, including Tawny Owls and the occasional Buzzard	I know of no management plan for the area, although I'm sure it would benefit from one.	North
107	1	Woodford Avenue Triangle	Woodford Ave Triangle (SX52364 57200) Boundaries- public roads	Green space that forms part of the character of Woodford and children use them to play on.	current management to continue	Plympton
108	1	Woodford Green	Woodford Green (SX52598 56948) Boundaries- public roads Braddens Hill to the west Woodford Green to the east	Green space that forms part of the character of Woodford and children use them to play on.	current management to continue	Plympton
109	1	Woodford Park	Woodford Park, Greenway Ave PL7 4RR (SX 52708 57001) Boundaries Public roads and school borders	Well used park loved by all residents, school and nursery users.	current management to continue	Plympton
110	1	Woodford Primary School Playing Fields	playing fields Woodford Primary School PL7 4RR		current management to continue	Plympton