Plymouth Sustainable Growth Study
Combined Final Report

Stage 1 for Plymouth City Council, Cornwall County Council and South West RDA
Stage 2 for Plymouth City Council

July 2004
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Stage 1
Stage 1 Final Report. May 2003

Stage 2

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Plymouth City Council, Cornwall County Council and South West RDA
Plymouth Sustainable Growth Study
Stage 1
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1. Background

Llewelyn-Davies have been commissioned to undertake an independent study of sustainable growth options within the Plymouth sub-region. The commissioning partners are Plymouth City Council, Cornwall County Council and the South West RDA (SWRDA).

The Study will primarily assess the sustainability of various options for residential development and mixed use development on key sites in the Plymouth sub-region.

The Sites

This ‘Stage 1’ report provides an initial analysis of the sites in the sub-region which have been identified by the commissioning partners as representing the various locational options for growth. These are as follows:
- Broadmoor Farm
- West of Saltash
- North of Saltash
- Woolwell
- Tamerton
- Southway
- Seaton Valley and the Airport
- Newnham
- Langage
- Sherford
- Boringdon

The location of the sites is shown on the plan on the following page.

The list of sites has been derived from two primary sources. Firstly, those sites which have been considered through the development plan processes for a number of local planning authorities and regional planning bodies. Namely: Plymouth City; South Hams District; Caradon District; Devon County; and Cornwall County. Secondly, sites which are being promoted by landowners and developers for allocations in development plans.

Whilst no formal site search process has been undertaken it is considered by the commissioning partners that the growth options in the sub-region have been sufficiently considered. Therefore the list of sites is robust and comprehensive at this stage. It may, however, transpire that following the completion of this Study a fresh analysis of growth options may be necessary.

Methodology

For the Study to reach an independent view an appraisal for each of the above options has been undertaken. For all of the sites the following appraisal work has been undertaken.

- examination of criteria as set out in PPG 3 – including accessibility to jobs, shops and services by non-car modes, the capacity of existing and potential infrastructure, the ability to build communities and to sustain appropriate local services and the physical and environmental constraints on development.
- an overview of the site and surrounding area - including nature of the site, employment provision, social community facilities, physical constraints to new development, recent housing development, local plan allocations, current planning status, public transport issues and highways constraints.
- an overview of the development potential of the site - which is derived from a general assessment of the site capacity; and
- an initial landscape appraisal for each location - taking into account the findings of the City’s Greenscape Assessment undertaken in 1999, as well as background work undertaken by South Hams District in support of their 1st Deposit Local Plan Alteration.

The above analysis has been brought together in a number of forms: a Sustainability Evaluation Matrix; graphically in a site context plan; and also through a general commentary for each option.

It should be emphasised that the site assessments at this Stage 1, although being robust, are not comprehensive and have not involved a detailed level of analysis of the issues. Rather they are based on site assessment work, discussions with the commissioning partners and independent analysis undertaken by Llewelyn-Davies. Subsequent stages of the Study will provide more detailed site analysis and interrogation of the development potential and options of the sites.

Context

There is no formal guidance produced by the Government on how to undertake such studies as this. The Government has jointly sponsored (with the Princes Foundation, English Partnerships and CPRE) the ‘Sustainable Urban Extensions : Planned Through Design’ (2000) publication and series of workshops. However, this is more of an analysis of best practice in the design process rather than the macro-analysis which this Study seeks to undertake.

The ‘Sustainable Settlements’ (1995) document published by the University of West England assesses a wide range of issues relating to the planning and design of sustainable settlements in a variety of contexts. This focuses on more detailed design issues. It does though provide useful information relating to thresholds for facilities and services.

With this vacuum in guidance this Study has been careful to robustly assess the various growth options in the sub-region. It should be stressed that this is Stage 1 and has progressed research to provide initial conclusions on the sustainability of options against a number of criteria as discussed above.

This Study has been undertaken against the background of the Plymouth Sub-regional Study (2002) published by Devon County Council. This did include some analysis of the potential for urban extensions to Plymouth principal urban area, although it did not explicitly set out the research which had been undertaken. The Study concluded that the most sustainable location for future growth in the period to 2016 is Sherford.

Format

This report is structured in a format in which each site has a section comprising of the following information:
- commentary and conclusions
- site location and context analysis plan
- sustainability evaluation

The last chapter of the report is a concluding section outlining the initial conclusions at the end of this Stage 1.
2. Broadmoor Farm

Introduction

Broadmoor Farm is a large greenfield site to the north west of Saltash. The site is adjacent to the A38 (Liskeard Road) along the southern boundary and is also in relative close proximity to the Tamar Bridge. The site is currently in agricultural use and also includes areas of woodland, principally in the form of Broadmoor Wood. The northern edge of the site is bounded by the A388 and is in close proximity to Carkeel. Other adjacent land uses include the Saltash service area to the east and the Saltash Parkway Industrial Estate to the south east.

In view of issues arising in response to the Deposit Draft Structure Plan further consideration is being given to three sites in Cornwall, namely: Broadmoor Farm; West of Saltash; and North of Saltash.

The adopted Local Plan for Caradon District safeguards the site for a prestige employment development which would generate significant employment. The Plan notes that ideally the site would be occupied by a single major inward investor.

Local Plan officers at Caradon District have indicated that the emerging Caradon Local Plan (due on deposit in June 2003) will safeguard 160 ha of land at Broadmoor Farm as a 'special site for significant employment generating business development' with the aim of meeting: regional and sub-regional economic growth requirements; the aims of Cornwall's Objective status; and local economic and community facility growth requirements.

It is likely that a part of the eastern edge of the site will be allocated for a mixed use development of; small scale business premises; larger scale business premises; ancillary employee services; community services. In addition it is also envisaged that there would be an enabling residential development of approximately 5ha.

The Council have suggested that the layout should maximise the opportunities for non-car based travel, including provision for public transport and a safe pedestrian and cycle network linking all of the uses within the site and between the site and Saltash.

Whilst the previous vision for Broadmoor Farm was for large single inward investors it is still considered that the provision of a major strategic site is still needed.

The Council have identified a number of sustainability issues for the site, these include:

- **Traffic**: The capacity of the A38 tunnel and road bridge is not unlimited, and certain parts of the local road network are already overloaded.
- **Landscape and ecology**: The site features some significant woodland areas and hedgerow that form important habitat.
- **Drainage**: The site drains naturally to the south into an area of urban flooding potential. On-site measures to control storm water flows will be necessary.

In view of issues arising in response to the Deposit Draft Structure Plan further consideration to a number of broad scenarios for the site, these being:

- Employment driven
- Mixed use
- Residential driven

In terms of sustainability a mixed use development, allowing the opportunity to minimise the travel to and from the site, is the option with the most merit.

Commentary

The sustainability evaluation overleaf shows that the site scores relatively low with high scoring issues being restricted to such factors as the relative level and uncomplicated nature of the site and, given the scale of the site, the opportunity to develop a broad mix of uses.

The principal merits of developing the site are set out below:

- A significant amount of development has already occurred along the A38 (Saltash By-pass) including the provision of retail facilities at Avery Way and the Saltash Parkway and Moonway Industrial estate developments to the south.
- The site is surrounded by an established road network which would be capable of upgrade to meet the demands of development on the site.
- The quality of the countryside area to the east of the site has already been compromised by its proximity to the town, the introduction of some retail to the East, the industrial park to the south and the existence of large roads. Consequently the edge of the urban area is not especially strong and this could provide an opportunity to improve it.

The principal disadvantages of the site are set out below:

- There is easy access to the adjacent superstore but not very immediate access to Saltash town centre. The presence of a superstore nearby would probably make a new local centre on the site unviable. Any development would need to be created to have a strong sense of place, and perhaps a strong focal point with some, even if minimal, amenities.
- The surrounding development is low density and fragmented and new development should not continue this trend. It could on the other hand resolve the fragmented feel of the locality.
- Access to Plymouth is direct but will be affected by and itself affect the capacity of the Tamar Bridge.
- The site is primarily open countryside

Conclusions

There is a fundamental question that needs to be considered in the context of the Structure Plan, that is where is the most sustainable location for Caradon District's long term growth? This is naturally linked to the relationship between the growth of the sub-region and the travel to work area.

The sustainability of Broadmoor Farm is inextricably linked to the decisions taken on the long term housing and employment requirements in Caradon District. If Saltash is concluded to be a suitable location for growth then the site has an undoubted role to play in this. However, if Broadmoor is continued to be promoted as a 'pure' employment site then would not be a sustainable approach to development. A balanced mix of uses should be planned for on the site in order to increase sustainability and in particular reduce the need to travel.

In addition, the development potential that is appropriate for the site is directly constrained by the capacity of the Tamar Bridge and A38 the implications of this need to be carefully assessed.

Design solutions should carefully consider that the site is also a strategic gateway location to both Saltash and Plymouth and an extremely high design quality is an absolute prerequisite.
The Western part of the site is rural in character, bordering other farmland.

Significant areas of existing woodland and hedgerows throughout the site.

Existing nursery

Mainly residential development

The site is close to the local supermarket.

Easy access to Plymouth but capacity of the Bampford Bridge must be considered.

Development to the East and along the South of the bypass have compromised the rural identity of the Eastern end in visual terms. The new existing development is fragmented in nature.

The relationship to Saltash town centre is not strong due to the barrier caused by the bypass.

The site has a strategic gateway location to both Saltash and Plymouth.

Better integration of surrounding development in needed if the area is to provide a coherent environment. It is important to consider the industrial and retail areas with the site.
### Sustainability Evaluation

**Broadmoor Farm**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Sustainability Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental and Planning Considerations</strong></td>
<td></td>
</tr>
<tr>
<td>To what extent does the site avoid the following:</td>
<td></td>
</tr>
<tr>
<td>- Grade 3/4a Agricultural Land</td>
<td>Medium</td>
</tr>
<tr>
<td>- Mineral Resources</td>
<td>High</td>
</tr>
<tr>
<td>- Local Plan and Structure Plan landscape designations</td>
<td>Medium</td>
</tr>
<tr>
<td>- Open countryside of a generally smooth nature</td>
<td>Medium</td>
</tr>
<tr>
<td>- Landscapes and buffer zones</td>
<td>Medium</td>
</tr>
<tr>
<td>- Strategic gaps</td>
<td>High</td>
</tr>
<tr>
<td>- Artificial potential flood risk</td>
<td>High</td>
</tr>
<tr>
<td>To what extent is the site constrained by the following:</td>
<td></td>
</tr>
<tr>
<td>- Groundwater resources</td>
<td>High</td>
</tr>
<tr>
<td>- Contaminated land</td>
<td>Medium</td>
</tr>
<tr>
<td>- Mines</td>
<td>High</td>
</tr>
<tr>
<td>- Vegetation</td>
<td>Medium</td>
</tr>
<tr>
<td>- Local character and identity</td>
<td>Medium</td>
</tr>
<tr>
<td>- Access to public open spaces</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for development for adjoining urban areas</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for improving urban fringe environment</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for assisting &quot;thinning out&quot; of adjoining urban fringe areas</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for development for adjoining rural areas</td>
<td>Medium</td>
</tr>
<tr>
<td>- Size of landscape and amenity</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for small to medium sized settlements</td>
<td>Medium</td>
</tr>
<tr>
<td>Strategic Implications</td>
<td></td>
</tr>
<tr>
<td>- Attractions of site to potential employers</td>
<td>High</td>
</tr>
<tr>
<td>- Implications for long distance travel patterns</td>
<td>Medium</td>
</tr>
<tr>
<td>- Implications for movement around the whole urban area</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Transport and Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>- Will development support regeneration initiatives and programmes?</td>
<td>Medium</td>
</tr>
<tr>
<td>- Will the development fit in with existing programmes or provide a local role of its own?</td>
<td>Medium</td>
</tr>
<tr>
<td>- Will development support and enhance the range of existing services to new and existing services?</td>
<td>Medium</td>
</tr>
<tr>
<td>- Is the development within a 15 minute walk or cycling distance of:</td>
<td></td>
</tr>
<tr>
<td>- a town centre</td>
<td>Medium</td>
</tr>
<tr>
<td>- a district centre</td>
<td>Medium</td>
</tr>
<tr>
<td>- a local college centre</td>
<td>Medium</td>
</tr>
<tr>
<td>- employment</td>
<td>Medium</td>
</tr>
<tr>
<td>- primary and secondary schools</td>
<td>Medium</td>
</tr>
<tr>
<td>- health facilities</td>
<td>Medium</td>
</tr>
<tr>
<td>- shopping and leisure facilities</td>
<td>Medium</td>
</tr>
<tr>
<td>- other nodes</td>
<td>Medium</td>
</tr>
<tr>
<td>- Will the development provide an opportunity for:</td>
<td></td>
</tr>
<tr>
<td>- increased density and reduced parking provision</td>
<td>High</td>
</tr>
<tr>
<td>- to make the most of previously developed land</td>
<td>High</td>
</tr>
<tr>
<td>- to maximise the efficient use of underperforming or underused land</td>
<td>High</td>
</tr>
<tr>
<td>- Will development encourage reliance on the private car?</td>
<td>Medium</td>
</tr>
</tbody>
</table>

### Comments

The development potential of Broadmoor Farm is not unduly constrained by the current factors and issues outlined above. However, it is crucial to design a form and layout of development which is sustainable and allows for a broad mix of users which would enable a range of housing, leisure and infrastructure to be developed. It is essential that the site is integrated into the local area as well as providing a focus for development in the area. The site has good accessibility to local services and facilities and the possibility to develop a focus for the area. The most sustainable form of development for the site would be a mix of uses, however, if the emphasis is on housing then sustainability terms the site would act as a significant draw from across the sub-region.
03 West of Saltash
3. West of Saltash

Introduction

The land to the west of Saltash has been highlighted as a potential further long term growth option in the south east Cornwall area. The site lies to the west of the Latchbrook housing estate constructed at various periods over the past 10-15 years.

In view of issues arising in response to the Deposit Draft Structure Plan further consideration is being given to three sites in Cornwall, namely: Broadmoor Farm; West of Saltash; and North of Saltash.

The main site is bounded to the north by the A38 (Liskeard Road), to the west by Voss Road and to the south by Longlands Lane. The area is characterised by steep east facing slopes which immediately act as a development potential constraint. The predominant land use is agricultural with some individual houses along the perimeter of the site.

The adopted Local Plan allocates the site as an 'Open Area of Local Significance' – the lowest order of landscape protection. The majority of the developable part of the site lies outside of the Saltash town development limit. From discussions with Caradon Local Plan officers the designation of the site is not expected to change in the emerging Local Plan.

The analysis set out below has envisaged that the site would be developed primarily for housing.

Commentary

The sustainability evaluation overleaf shows that the site scores generally moderately with high scoring issues being related to such factors as avoidance of mineral resources and contaminated land. The site scores low on a number of key criteria mainly relating to the fact that the site is divorced from main built-up area of Saltash and the associated social and infrastructure facilities.

In general terms the site is heavily constrained by topography and adjoins a strong urban edge.

Positive aspects of the site include:

- There has been new development adjacent to the site at Latchbrook recently and there is the possibility to link through to the existing community.
- There would be a possibility to build on and provide good public transport access from the Latchbrook area to Saltash town centre.
- The existing highway and public transport network provides direct access to Plymouth. However, as with the other sites assessed in south east Cornwall this is affected by the capacity of the Tamar bridge and Royal Albert bridge.

There are also a number of negative aspects to the site, these include:

- The edge of Saltash here is clearly defined and there is no obvious need to improve the urban edge.
- The valley and slopes are generally unspoilt and have good relationship between the edge of the built up area and the open countryside.
- Although not in the Area of Outstanding Natural Beauty, the valley is a natural continuation of that area of countryside with no significant change in character.

Conclusions

The western edge of Saltash at Latchbrook is a relatively successful urban edge adjacent to an unspoilt valley in close proximity to an AONB. This first analysis suggests that this is not an appropriate location for future growth.
The communities in the valley have a strong identity and are in a predominantly rural setting. The progression of these communities along the valley is an important feature of the landscape.

Successful town edge: Contours ensure a clean edge between new development and the unspoilt valley beyond.

Although not in the AONB this area of unspoilt countryside forms a natural barrier to the town centre.

A second access point into existing development would be needed to allow more direct access (especially public transport) to the town centre. Limited access in the Northern part have these access opportunities.

Saltash town centre is not within a walkable distance of the proposed Western expansion area.

Local access is set within walking distance.

All new development is affected by the capacity of Tamar Bridge.

The river forms a natural barrier to the town to the West.
### Sustainability Evaluation

**West of Saltash**

#### ENVIRONMENTAL AND PLANNING CONSIDERATIONS

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Sustainable Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent does the site avoid the following:</td>
<td></td>
</tr>
<tr>
<td>Grade 1: farmland, agricultural land</td>
<td>Medium</td>
</tr>
<tr>
<td>Minerals/ores</td>
<td>Medium</td>
</tr>
<tr>
<td>Local features and historical landscape designations</td>
<td>Medium</td>
</tr>
<tr>
<td>Access to coast, coastal feature, or river</td>
<td>Medium</td>
</tr>
<tr>
<td>Strategic gap</td>
<td>Medium</td>
</tr>
<tr>
<td>Areas of special food site</td>
<td>Medium</td>
</tr>
</tbody>
</table>

#### Sustainability Rating

1. To what extent is the site constrained by the following:

- Contaminated land
- Mines
- Landfill
- Noise pollution
- History/Archaeology

#### Implications of potential development for adjoining urban areas

- Impacts on existing housing, housing or urban fringe areas
- Impacts on existing urban infrastructure

#### Impacts of potential development for adjoining rural areas

- Impact on landscape and amenity
- Potential conflicts with smaller settlements

#### Strategic implications

- Implications for long-term planning
- Implications for future development

#### Intercal/Characteristics

- Potential for significant development

#### Opportunities to promote public transport / walking / cycling

- Potential to recycle and reuse existing buildings

#### Relationship to Existing Development

1. Will development support regeneration/policies and programmes?
2. Will the development of the area in conjunction with an existing area provide a balanced mix of uses?
3. Will development sustain and enhance a range of existing services for new and existing development?
4. Will development use already serviced land or land which would require limited additional infrastructure?
5. Is the development within a 15-minute walk of existing services?
6. Will the development provide opportunities for: increased density and reduced parking provision
7. Will the development be located within a 15-minute walk of existing services?
8. Will the development be located within a 15-minute walk of existing services?
9. Is the development in a location which would minimise additional development costs?
10. Is the development within a 15-minute walk of existing services?

#### Transport and infrastructure

11. Are there any major physical or social infrastructure constraints to the development which need to be overcome:

- Highways
- Utilities
- Schools
- Hospitals
- Tram lines

12. Is the development in a location which would minimise additional development costs?
13. Is the development within a 15-minute walk of existing services?

#### Implications for traffic congestion / adverse impact on the local highway network

**Conclusions**

Overall, the site scores moderately due to the physical constraints to development and the fact that the site is currently adjacent to an open countryside edge and a well-defined urban edge. The site is in close proximity to a public transport interchange and is not well served by existing facilities such as schools and doctors.
4. North of Saltash

Introduction
The land to the north of Saltash has been highlighted as a further long term option in the south east Cornwall area for development.

In view of issues arising in response to the Deposit Draft Structure Plan further consideration is being given to three sites in Cornwall, namely: Broadmoor Farm; West of Saltash; and North of Saltash.

The site is located to the north of the A38 (Liskeard Road) and directly to the east of the Tamar View industrial estate and retail warehouses at Avery Way. To the east of the site is the China Fleet Country Club incorporating a golf course and other leisure facilities. To the north of the site is open countryside.

The area is characterised by gently east facing slopes which progress towards the River Tamar. The predominant land use is agricultural including a number of farm buildings towards the east of the site.

The adopted Local Plan allocates the site as an ‘Open Area of Local Significance’ – the lowest order of landscape protection. The site lies outside of the Saltash town development limit. From discussions with Caradon Local Plan officers the designation of the site is not expected to change in the emerging Local Plan due on deposit in June 2003.

The analysis set out below has, as with the land to the west of Saltash, envisaged that the site would be developed primarily for housing.

Commentary
The sustainability evaluation overleaf shows that the site scores moderately well with high scoring issues being related to such factors as avoidance of mineral resources and contaminated land. The site scores low on a number of key criteria mainly relating to the fact that the site is divorced from the main built-up area of Saltash and the associated social and infrastructure facilities.

The site has a number of positive attributes which could be used as key aspects of any development options. These include:

- Good access to Plymouth, although but affected by capacity of the Tamar bridge and Royal Albert Bridge.
- The site forms a contained area with minimal impact on the countryside around Saltash.
- Development of the site could take advantage of the views to the River Tamar which would make a good outlook for any development.
- If considered with the Broadmoor Farm option, an opportunity exists to create a new centre incorporating retail and other services around the node at Avery Way / Saltash service area.

There are however two fundamental negative aspects of the site:

- Although there is development along the bypass, the rest of the land is relatively untouched and acts as an element of open countryside to the edge of Saltash.
- Any development would be divided from Saltash by the A38 bypass. Development here would be more detrimental than the Broadmoor Farm option, as it and would result in any development being isolated from the main built up area.

Conclusions
Despite its proximity to Plymouth and a worthy consideration in this respect, the site is isolated and separated from main built-up area of Saltash. It belongs in character to the unspoilt estuary area. On first analysis this is not an appropriate site for future long term growth.
Although there is some development and a golf course, the character of the peninsula is in keeping with the series of tributary estuaries at this point in the Tamar.

Easy access to superstore but the area of fragmented development would need attention if a coherent environment for a community is to be created.

Saltash bypass separate the site from Saltash and isolates it. Few opportunities for links and access to Saltash centre.

Site is contained area with natural boundaries on North & East, road to South and new retail development to West.

Good access to Plymouth City Centre but capacity of bridge must be considered.
### Plymouth Sustainable Growth Study
Stage 1: May 2003
Sustainability Evaluation

#### North of Saltash

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>POTENTIAL RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Median</td>
</tr>
</tbody>
</table>

####ENVIRONMENTAL AND PLANNING CONSIDERATIONS

1. To what extent does the site avoid the following?
   - Grade 1/2a Acre Land
   - Mineral resources
   - Utilises and enhances the landscape
   - Provides opportunities for significant connected network
   - Significant areas of sensitive wetland
   - Strategic gap
   - Areas of potential flood risk
   - To what extent is the site constrained by the following?
     - Contaminated land
     - Local authority
     - High level of local pollution
     - Local amenity/character
     - Low level of local pollution
   - Implications of potential development for adjoining urban areas
   - Potential for selecting other higher priority locations
   - Implications of potential development for adjoining rural areas
   - Implications of potential development for adjoining open spaces
   - Use of local area and amenity
   - Potential for selecting other higher priority locations

#### IMPACTS / IMPACTS

1. Impacts on other sites / Potential issues
2. Impacts on other sites / Potential issues
3. Impacts on local area
4. Impacts on local area
5. Impacts on local area
6. Impacts on local area
7. Impacts on local area
8. Impacts on local area
9. Impacts on local area
10. Impacts on local area
11. Impacts on local area
12. Impacts on local area
13. Impacts on local area
14. Impacts on local area
15. Impacts on local area

#### TRANSFORMING INFRASTRUCTURE

1. Will development support regeneration policies and programmes?
2. What potential exists to increase the site's sustainability?
3. What potential exists to reduce the site's carbon footprint?
4. What potential exists to reduce the site's energy consumption?

#### TRANSFORMING INFRASTRUCTURE

1. Are there any major physical and social infrastructure constraints to the development which need to be overcome?
2. Highways
3. Utilities
4. Schools
5. Health
6. West
7. Parks
8. Open space
9. Employment
10. Community facilities
11. Recreation and leisure facilities
12. Other
13. Water catchment areas
14. Road network
15. Rail network
16. Bus network
17. Cycle network
18. Impacts on traffic congestion
19. Impacts on the local highway network

**Comment:**

The site has a very high level of sustainability characteristics. It is a railhead on a high-speed rail link and would be well integrated into the rail network. The site is close to the proposed new rail station and would be well integrated into the rail network.
5. Woolwell

Introduction

The land to the north of Woolwell is one of a number of sites which South Hams District have considered through the Local Plan as being potentially suitable for meeting the District's housing requirement in the sub-region. After their own analysis and having received supplementary information from the landowners and/or developers they have reached the view that the most suitable site for meeting their current housing requirement of 3,500 dwellings is Sherford – the new settlement option.

According to the deposit draft version of the South Hams District Local Plan, Woolwell is a major housing development to the north of Plymouth, chiefly within the South Hams. To help meet the needs of Plymouth City, the Devon Structure Plan provided for 1,400 dwellings to be built there between 1981 and 1996. At the western edge of Woolwell a District centre has been built incorporating a major supermarket and a range of small shops.

The site is located to the north of Woolwell and is bounded by New Road to the north, Blackeven Hill to the east and the Woolwell development to the south and east. The site is currently predominantly in agricultural use, however the site does include a small amount of employment land, an area of woodland (Pick Pie Plantation) and playing fields.

The site incorporates a ridge resulting in the southern half of the site being relatively flat and related to the Woolwell housing development, whilst the northern part of the site is on a gradual north facing slope with views of the edge of Dartmoor National Park.

The adopted Local Plan allocates the site as Countryside under policy SHDC 3. Under the current policy only a limited number of forms of development will be permitted including agricultural developments and housing for local needs. This is a low order level of protection as the site is not designated as either an AONB or an Area of Great Landscape Value.

The analysis set out below has envisaged that the site would be developed primarily for housing with elements of other uses to encourage a well balanced mixed use development.

Commentary

The sustainability evaluation overleaf shows that the site scores generally moderately with high scoring issues being related to such factors as the avoidance of mineral resources and contaminated land. The site scores low on a number of key criteria mainly relating to the fact that it is located close to and be likely to impact visually on the National Park and would rely on a transport corridor which is already operating at capacity.

There are however a number of positive aspects to the potential of development at Woolwell, these include:

- The existing housing estate has a poor edge to the surrounding landscape.
- Blackeven Hill already has a considerable number of properties, so that the edges of the surrounding landscape have begun to change to a more residential nature rather than an unspoilt countryside.
- Access to the local centre in Woolwell is good and there is the potential to improve and build upon access into Plymouth along Tavistock Road, with good potential for public transport routes.
- The playing fields have pushed out the edge of Woolwell. This combined with the employment use and the residential area on Blackeven Hill suggest the edges of the community are poorly defined.
- Public transport services could be extended into the site from the existing Woolwell area, however increased provision is to be likely to be constrained by the capacity limits of the A386.
- The site is in relative close proximity to a number of employment areas, namely Belliver, Estover and the International Business Park.

The suitability of development at Woolwell is though constrained by a number of key factors:

- The effect of development on views from Dartmoor would need to be assessed.
- The effect of development on the A386 Tavistock Road corridor would need to be assessed, the current indications are that the corridor is operating close to or at capacity.
- Despite a more residential character along Blackeven Hill most of the proposed area is unspoilt agricultural land with spectacular views to Dartmoor.
- The existing form of development at Woolwell does not easily allow for additional development to the north. This is principally due to the fact that there are limited opportunities to integrate any new development.
- Woolwell and especially Roborough are essentially rural communities.

Conclusions

In design terms, although not having a strong sense of connection to Plymouth, a careful and sensitive design could consolidate the existing community and create a better edge to the surrounding landscape. Views from Dartmoor and the sensitive relationship to some dwellings in rural parts (e.g. Roborough) would need to be carefully judged.

The site is heavily constrained by the current capacity issues in the A386 corridor. This precludes significant early development until these issues can be resolved, if this is possible at all.

The scale of development possible on the site (in the region of 500 dwellings) dictates that this could only be a relatively small growth option. However, when compared to such sites as Tamerton, Boringdon and Newnham the site has the most potential to work successfully as a small sustainable urban extension.
## Woolwell

### Sustainability Ratios

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>SUSTAINABILITY RATINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Good</td>
</tr>
</tbody>
</table>

### Environmental and Planning Considerations

1. To what extent does the site avoid the following:
   - Contaminated land
   - Noise pollution
   - Habitats/ancient archaeology

2. Implications of potential development on adjoining urban areas:
   - Potential for existing buildings to maintain visual clarity

3. Implications of potential development for adjoining rural areas:
   - Potential for existing buildings to maintain visual clarity

4. Internal characteristics:
   - Potential scale of development on the site
   - Opportunity to provide public transport facilities (walking/cycling)
   - Opportunity to provide visual access development

### Relationship to Existing Development

1. Will development support representation policy and programme?

2. Would the development of the site in conjunction with an existing area provide a balanced mix of uses?

3. Will development sustain and enhance a range of existing services for new and existing development?

4. Will the development use already serviced land, or land which would reduce limited additional infrastructure?

5. Is the development within a 15-minute walking distance of:
   - Local centre
   - Local village centre
   - Bus stops
   - Employment
   - Public facilities
   - Health facilities
   - Recreational and leisure facilities
   - Other needs?

6. Will development provide attractive opportunity for:
   - Increased density and reduced parking provision
   - The use of previously developed land
   - Maximising the efficient use of under performing or underused land
   - Maximising the efficient use of under performing or underused land

7. Will development location encourage reliance on the private car?

### Transport and Infrastructure

1. Are the major physical and social infrastructure constraints to the development which need to be overcome:
   - Highways
   - Utilities
   - Schools
   - Hospitals
   - Electrics

2. Is the development in a location which would result in additional development costs?

3. Is the development within a 15-minute walking distance of:
   - Local station
   - Other shops
   - Improved access and cycle

4. Implications for traffic congestion, enhance impact on the local highway network.

### Comments

The site has some greater sustainability characteristics mainly associated with its close proximity to Woolwell and the potential to link the development to the existing infrastructure and access. It is, though, unlikely that development could be less a sufficient level in order to provide significant additional infrastructure. Development and social and therefore any new development should be a significant decision concerning facilities. The site is due to proceed to the SDNPA outline design stage. Woolwell is a largely commuter area with the hotel and leisure facilities in close proximity to the hotel and leisure facilities. The site is in close proximity to the A3064 Bradninch Road which is already heavily congested at peak times and is likely to impact on the quality of development. Potential impacts on this road is likely to require improvements to the local road network.
06 Tamerton
6. Tamerton

Introduction

The land to the east and north east of the village of Tamerton is, like Woolwell, one of a number of sites which South Hams District have considered through the Local Plan sites as being potentially suitable for meeting the District’s housing requirement. Again, after their own analysis and having received supplementary information from the landowners and / or developers they have reached the view that the most suitable site for meeting their current housing requirement of 3,500 dwellings is Sherford – the new settlement option.

The village of Tamerton Foliot lies within Plymouth City whilst the potential growth site lies within South Hams District. According to the deposit draft version of the Plymouth City Local Plan, there are no major proposals for the village. The key issues being the extension of the conservation area and the existence of large areas of Greenscape land around the village.

The adopted South Hams Local Plan does not designate the site as having any special landscape character. However the site is directly adjacent to the Tamar / Tavy AONB and as a result there is the potential for development to have a detrimental impact on the setting of the AONB.

The site is located to the east and north east of the village and is bounded by Allern lane to the north and Porsham Lane to the south. The site is currently predominantly in agricultural use, however the site does include a small amount of woodland. The site incorporates an area of plateau as well as south facing slopes.

Access to the site could either be made through Tamerton Foliot or along Roborough Lane from A386. As with the Woolwell site, development would further add to the capacity issues which are present in the A386 corridor. This not only impacts on access by car but also the ability to service the site by public transport.

The analysis set out below has envisaged that the site would be developed primarily for housing with elements of other uses to encourage a balanced mixed use development.

Commentary

The sustainability evaluation overleaf shows that the site scores generally low with high scoring issues being related to such factors as avoidance of mineral resources and contaminated land. The site scores low on a number of key criteria mainly relating to the fact that the site is located close to the AONB and would rely on a transport corridor which is already operating at or close to capacity.

The positive aspects of the site are limited and include:

- The western edge of the site is classified as being grade 2 agricultural land, this combined with the close proximity to the Tamar / Tavy AONB indicates that the site is of a relatively high landscape sensitivity.
- The character of the site is a rural one, it feels disconnected from Plymouth and does not have any ‘edge of city’ character about it.
- Access is difficult and public transport would also be complicated.

Conclusions

Although the village has coped well with expansion in the past, there seems little justification to unnecessarily tip the fine balance which has been achieved in the area. This is a rare example of a successful city edge.

The village has expanded without losing its character and identity (despite the presence of a difficult area on its fringes, Southway) and the urban areas have a clear defined boundary with the countryside. The valley is of a high quality and visually locked into the AONB even if it doesn’t belong to it.

Access to the site is a fundamental problem as the A386 Tavistock Road is already operating at or close to capacity.

Given these constraints the level of development that would be possible on the site would be unlikely to be of such a critical mass to allow for the provision of a range of services to significantly enhance the sustainability performance of the site.
Considerable expansion of village and presence of Southway have affected the character of the village. None the less it has a strong identity.

Valley is a natural continuation of AONB area. Although it is not part of the AONB it is an area of considerable beauty.

Contours ensure a successful and clear boundary between the urban area and the countryside. The valley does not have a 'city-edge' character.

Considerable development at the eastern end of the valley although this does not affect the character of the valley around the village.
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>SUSTAINABILITY RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. To what extent does the site avoid the following:</td>
<td></td>
</tr>
<tr>
<td>Grade 2/3a Agricultural land</td>
<td></td>
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<tr>
<td>Mineral Resources</td>
<td></td>
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<tr>
<td>Local Plan and Structure Plan landscape designations</td>
<td></td>
</tr>
<tr>
<td>Open countryside of a generally unspoilt nature</td>
<td></td>
</tr>
<tr>
<td>Landscape areas and buffer zones</td>
<td></td>
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<tr>
<td>Strategic gaps</td>
<td></td>
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<tr>
<td>Water at potable level test</td>
<td></td>
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<tr>
<td>2. To what extent is the site constrained by the following:</td>
<td></td>
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<tr>
<td>Compulsory resources</td>
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<tr>
<td>Contaminated land</td>
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<tr>
<td>Sites</td>
<td></td>
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<tr>
<td>Vegetation</td>
<td></td>
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<tr>
<td>Local air quality</td>
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<tr>
<td>Noise pollution</td>
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<tr>
<td>Wildlife and archaeology</td>
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<tr>
<td>3. Implications of potential development for adjoining urban areas:</td>
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<tr>
<td>Potential for enhancing urban fabrics/expanded urban areas</td>
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<tr>
<td>Potential for enhancing urban fabric/expanded urban areas</td>
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<tr>
<td>Implications of potential development for adjoining rural areas</td>
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<tr>
<td>4. Implications of potential development for adjoining rural areas</td>
<td></td>
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<tr>
<td>Risks to landscape and amenity</td>
<td></td>
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<tr>
<td>Impacts on surface water quality</td>
<td></td>
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<tr>
<td>Impacts on wildlife and archaeology</td>
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<tr>
<td>5. Strategic Implications</td>
<td></td>
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<tr>
<td>Attractions to enhance public transport</td>
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<tr>
<td>Implications for movement across the urban area</td>
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<tr>
<td>Implications for movement across the urban area</td>
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<tr>
<td>6. Infrastructure</td>
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<tr>
<td>Potential uses of the site</td>
<td></td>
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<tr>
<td>Opportunities (e.g. public transport, walking, cycling)</td>
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<tr>
<td>Potential for future development materials</td>
<td></td>
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<tr>
<td>Potential to maintain (enhance) environmental assets</td>
<td></td>
</tr>
<tr>
<td>RELATIONSHIP TO EXISTING DEVELOPMENT:</td>
<td></td>
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<tr>
<td>7. Will development support regeneration policies and programmes?</td>
<td></td>
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<tr>
<td>8. Would the development of the site be in combination with an existing area provide a balanced mix of uses?</td>
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<tr>
<td>9. Will development not exacerbate a range of existing services for new and existing development?</td>
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<tr>
<td>10. Will development use already serviced land, or land which would require limited additional infrastructure?</td>
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<tr>
<td>11. Is the development within a 15 minute (5th) walking distance of:</td>
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<tr>
<td>12. Will the development provide opportunity for:</td>
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<tr>
<td>13. Will the development encourage the use of public transport?</td>
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<tr>
<td>14. Are there any major physical and social infrastructure constraints to the development which need to be overcome:</td>
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<tr>
<td>15. Is the site located on a private road?</td>
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<tr>
<td>16. Is the development within a 15 minute (5th) walking distance of:</td>
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<tr>
<td>17. Is the development constrained by the presence of a railway station?</td>
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<tr>
<td>18. Is the development within a 15 minute (5th) walking distance of:</td>
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<tr>
<td>19. Is the development located on a private road?</td>
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<tr>
<td>20. Implications for traffic congestion / adverse impact on the local highway network.</td>
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</tbody>
</table>

Comments:
This site is overly constrained by its proximity to an RSHS and likely impact on the village of Tamerton Bold and the surrounding highway network. Development could not be provided at a scale which would facilitate a sustainable mix of uses and facilities on the site which would further exacerbate the impact on the surrounding area.
07 Southway
7. Southway

Introduction
The land identified at Southway has been principally derived from the decision of the Paper Converting company to leave their premises and to release their sites in Southway for redevelopment. This is a large brownfield site within the built-up area of Plymouth and as such is therefore a “windfall” site and will also be considered through the Plymouth Urban Capacity Study update work which is also currently being undertaken.

In terms of the sequential approach to housing development the Southway site should be developed ahead of any of the other sites outlined in this report.

The commissioning partners have reached the view that the site is a major site within the sub-region which has the potential to contribute to the long term sustainable growth of the sub-region and is therefore being considered through this report.

The principal site is bounded by three roads - Southway Drive, Clittaford Road and Flamborough Road. Within the boundaries of these roads are the main factory buildings. In addition to the north of Clittaford Road is an additional parcel of land also in the ownership of Paper Converting as well as three other employment buildings. Other surrounding land uses include the local centre at Hendwell Close to the west and the main area of residential development in Southway to the south and further to the west.

Southway is within the boundary of Plymouth City, in the emerging Local Plan the site is allocated as being in employment use and as such the loss of such sites to other uses is contrary to the policies of the Plan.

The area of Southway appears well served by local, social and community facilities with there being a local centre, a secondary school and two primary schools within 500 metres of the site. However, as the site was principally developed during the 1960s the area is in need of some renewal and investment.

The analysis set out below has envisaged that the site would be developed primarily for housing with elements of other uses to encourage a well balanced mixed use development. However, it is not certain whether the sites should be lost to housing given the current employment use and the need for well serviced employment sites within the built-up area of Plymouth.

Commentary
The sustainability evaluation overleaf shows that the site scores generally high with the key issues being the use of previously developed land, the avoidance of open countryside and the proximity to local services and facilities.

The principal positive aspects of the development potential of the site are:

- The brownfield site status of the site.
- The potential to have a positive visual impact on the surrounding areas and introduce a new pocket of development within Southway, with the potential to tie this into a renewal programme for the wider area.
- There is the potential for good access into Plymouth through existing public transport links serving Southway, although this is in part reliant on the capacity of the A386 Tavistock Road.
- At present Southway is generally characterised as being of a poor physical environment, the redevelopment of a central site offers the opportunity to regenerate the wider area.
- There is an opportunity to redevelop the local centre which at present, although not failing, could act as a new centre around which new housing could be located and increase the draw to Southway and reduce the need to travel for local residents.

There are however two key disadvantages with pursuing the redevelopment of the site, these can be summarised as being:

- The loss of employment land in the area will in itself be counter productive to the aims of sustainable patterns of development. There is a significant planning argument that some smaller scale employment uses should be provided within any redevelopment proposals. This is likely to have implications for the costs of redevelopment which will include site clearance and potential decontamination. Although detailed assessments have not been made it would not be surprising if a scheme is only viable if the whole site is redeveloped for residential.
- Southway is not likely to be high on the list of private housing developers and can be considered to be a marginal area in market terms. For this reason it may be difficult to secure private developer interest.

Conclusions
If Paper Converting do vacate their existing site then the site can be considered to be a sustainable location for future development given that it effectively does not represent expansion, but the reuse of a brownfield site within the current built-up area of Plymouth.

Any redevelopment proposals should also consider the issues in the wider Southway area and it is likely that this would need design attention (for example a design framework). This should assess the possibilities of development on other sites in and around Southway in order to generally reinvent and regenerate the wider area. A new development could then act as a driver for this change but would also need the wider regeneration to make it viable in itself.

The proximity of the site to a number of key employment areas and other sustainable growth sites highlights the fact that if these other sites do come forward (in particular the Seaton Valley area incorporating the International Business Park) then there is an opportunity to mix the potential employment floorspace around the surrounding area. This would include such sites as Southway in order to move towards more sustainable pattern of development and facilitate a wider mix of uses on existing employment sites.
Southway generally poor environment. Many areas with poorly defined streetscape.

Contours ensure a clean existing boundary between Southway and the unspoilt valley beyond it.

Replacement of employment sheds with finer grain development. Potential for positive visual impact from surrounding valley.

Cross links needed to break up the scale of this site and link into the existing street network.

Views of valley:
- Views of the valley can be exploited for public use as well as for individual benefit.
- Consideration of mix of uses especially potential to retain some employment.

Southway as a whole needs design attention. Further ideas around Southway need to be assessed to improve the general quality of the area.

Local centre very poor and inward facing. Does not act as a natural focal point for the community.
- The shopping area is well located however in the centre of the community.
- Potential to create new centre as part of new development and with a more natural street character.

Good access to Plymouth City Centre and to public transport links.

Streetscape quality of Southway as a whole will need attention and in particular approaches to the local centre.
### Southway

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Sustainability Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental and Planning Considerations</td>
<td>Medium</td>
</tr>
<tr>
<td>1. To what extent does the site avoid the following:</td>
<td>Medium</td>
</tr>
<tr>
<td>- Hard to access agricultural land and</td>
<td>Medium</td>
</tr>
<tr>
<td>- Mineral Resources</td>
<td>Medium</td>
</tr>
<tr>
<td>- Local Plan and Structure Plan designations</td>
<td>Medium</td>
</tr>
<tr>
<td>- Open countryside sites generally unsuitable for development</td>
<td>Medium</td>
</tr>
<tr>
<td>- Landscape areas and beauty spots</td>
<td>Medium</td>
</tr>
<tr>
<td>- Strategic gaps</td>
<td>Medium</td>
</tr>
<tr>
<td>- Areas of potential flood risk</td>
<td>Medium</td>
</tr>
<tr>
<td>2. To what extent is the site constrained by the following:</td>
<td>Medium</td>
</tr>
<tr>
<td>- Condition of the land</td>
<td>Medium</td>
</tr>
<tr>
<td>- Soy</td>
<td>Medium</td>
</tr>
<tr>
<td>- Land quality</td>
<td>Medium</td>
</tr>
<tr>
<td>- Noise pollution</td>
<td>Medium</td>
</tr>
<tr>
<td>- Visual impact</td>
<td>Medium</td>
</tr>
<tr>
<td>- Historic environment/Archaeology</td>
<td>Medium</td>
</tr>
<tr>
<td>3. Implications of potential development for adjoining urban areas</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for increasing urban fringe development</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential for increased infrastructure in adjoining areas</td>
<td>Medium</td>
</tr>
<tr>
<td>4. Implications of potential development for adjoining rural areas</td>
<td>Medium</td>
</tr>
<tr>
<td>- Loss of landscape and amenity</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential conflict with smaller settlements</td>
<td>Medium</td>
</tr>
<tr>
<td>5. Strategic implications</td>
<td>Medium</td>
</tr>
<tr>
<td>- Attractions of site to potential employers</td>
<td>Medium</td>
</tr>
<tr>
<td>- Implications of longer distance transport needs</td>
<td>Medium</td>
</tr>
<tr>
<td>- Implications for movement across the whole urban area</td>
<td>Medium</td>
</tr>
<tr>
<td>6. Internal characteristics</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential scale of development on the site</td>
<td>Medium</td>
</tr>
<tr>
<td>- Opportunities to promote public transport</td>
<td>Medium</td>
</tr>
<tr>
<td>- Opportunities to promote mixed use development</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential to maintain environmental assets</td>
<td>Medium</td>
</tr>
</tbody>
</table>

### Relationship to Existing Development

| Internal development support regeneration policies and programmes? | Medium |
| Would the development of the site or in combination with an existing area provide a balanced mix of uses? | Medium |
| Will development sustain and enhance a range of existing services for new and existing development? | Medium |
| Will development see already serviced land, or land which may require additional infrastructure? | Medium |
| Is the development within a 15 minute travel time walking distance of: | Medium |
| - Village centre | Medium |
| - Ecocentre | Medium |
| - Local / Village centre | Medium |
| - Open space | Medium |
| - Employment | Medium |
| - Primary and secondary schools | Medium |
| - Health facilities | Medium |
| - Recreation and leisure facilities | Medium |
| - Other | Medium |
| Will the development provide opportunity for: | Medium |
| - Increased density and reduced parking provision | Medium |
| - Reuse of previously developed land | Medium |
| - Maximising the efficient use of under performing or underused land | Medium |
| - Maximising the efficient use of under performing or vacant buildings | Medium |
| Will development location encourage resilience on the private car? | Medium |

### Transport and Infrastructure

| Are there any major physical and social infrastructure constraints to the development which need to be overcome? | Medium |
| Highway | Medium |
| Rail | Medium |
| Utilities | Medium |
| Schools | Medium |
| Health | Medium |
| Other | Medium |
| Is the development in a location which would necessitate additional development costs? | Medium |
| Is the development within a 10 minute (500m) walking distance of: | Medium |
| - Railway station | Medium |
| - Bus station | Medium |
| - Footpath | Medium |
| - Sportsground and play area | Medium |
| Is the development a location which affects traffic congestion / adverse impact on the local transport network? | Medium |

### Comments

The opportunity presented by the previously developed site provides a genuine opportunity to reinvigorate and regenerate the Southway area. However, this would need to be done carefully and co-ordinated with the re-examination of the development areas across the wider area. Given that the site is previously developed and within the built-up area it scores well against the sustainability criteria, only scoring low against the location of the site away from the city centre and main transport interchanges.
08 Seaton Valley & Airport
8. Seaton Valley and the Airport

Introduction

The area of land bounded by Austin Avenue, Forder Valley, Novorossisk Road, Plymbridge Road and Tavistock Road represents the major sustainable growth option within the built-up area of Plymouth. The area comprises four key elements:

- Seaton Valley
- Plymouth International Business Park
- Derriford Hospital
- Plymouth Airport

For the purposes of this Stage 1 report we have collectively referred to these elements as ‘Seaton Valley and the Airport’. The success of the area as a sustainable growth option depends on a complex interplay between the sites. The following analysis draws the three sites together, the graphical analysis at this stage has examined the whole area and the sustainability evaluation has been completed for each component (with the exception of the hospital) to demonstrate the differing characteristics between the sites.

The option represents a unique opportunity to deal with a series of issues which currently impact on the general sustainability of the area. Central to this is the issue of capacity on the A386 Tavistock Road and the need to capitalise on the significant number of people who work both at the International Business Park and Derriford hospital. At present the area represents a key location in terms of employment in the sub-region but yet there is no real mixed use aspect to the area.

The area is covered by a number of allocations and designations in the emerging Plymouth Local Plan these include: employment allocations at the Tamar Science Park and International Business Park; major employment uses such as the airport and Derriford Hospital; areas of Greenscape; and areas of flood risk.

The analysis set out below has assumed the following:

- the Seaton Valley area would provide an access road from Forder Valley Road to the International Business Park and would incorporate primarily residential development, most likely to be located in the south western part of the site. The remainder of the site would be preserved and enhanced as a valuable area of open space.
- The International Business Park area has assumed to be able to allow for some mix of uses towards it’s edges in order to blend and integrate with the new housing.
- Derriford Hospital has not been considered as a part of the sustainability analysis. However it has been assumed that there is a potential to integrate the site better with the surrounding development such as the International Business Park and the Tamar Science Park. In addition there is scope for exploring the potential to build upon the Derriford area as a new development node for local services and public transport.
- The airport area may be available for development but the availability of the site involves a complex interplay of scenarios in the sub-region, not least of which is the availability of other sites for a new airport. The owners of the airport are lobbying for the allocation of the proposed new settlement site at Sherford as a new regional airport.

Commentary

The sustainability evaluations on the following pages show that the sites score generally high with the key issues being the use of previously developed land, the avoidance of open countryside and the proximity to local services and facilities. To summarise:

- The Seaton Valley area provides a real challenge to maximise the development potential of a strategically located site, whilst maintaining the environmental quality and character of the area. The site scores highly on issues relating to the potential scale of development which should be possible and would enable a sustainable mix of uses, whilst opening up the surrounding area and relieving pressure on the existing transport network.
- There is now an opportunity to reconsider certain elements of the International Business Park for a more mixed use form of development. This would however need to be done in the context of the need to retain strategic employment sites and the potential loss of ‘pure’ employment land. On the grounds of sustainability it would be logical to consider a wider mix of uses in order to encourage a reduction in the need to travel. At present the site scores moderately in terms of sustainability with key strengths based on the fact that the site avoids open countryside and provides the potential to link to other areas of development potential.
- In theory the airport site is a moderately sustainable development option and should be seen as part of the potential of the wider Derriford and Seaton Valley area. The site scores well on issues relating to the previously developed nature of the site and a level of development potential which would enable a broad mix of uses.

The option can be generally be characterised as being a large area of fragmented urban fabric which includes the hospital, the main roundabout, the retail warehouse to the west of Tavistock Road, as well as the disruptive nature of the large road itself. These issues suggest an opportunity to remodel the areas, integrate them properly together into their surroundings and in particular with the new business parks (Plymouth International Business Park and Tamar Science Park) and provide better links to housing and services.

The large working population in the area is poorly served by amenities, the nearest being at Southway and the Asda supermarket at Novorossisk Road. This suggests that there is a potential for a new local centre to complement the numerous working and hospital activities.

The business parks have the potential to be anchors for improved environmental quality as the next likely development.

Although on plan the area seems surrounded by development and a relatively straightforward development option, the topography of the area and rich landscape result in a high quality parcel of greenspace within the built-up area which is separated from the surrounding area. In general terms the land is attractive and does not appear to suffer from common urban fringe issues.

The topography presents a quite spectacular hilltop, although this is relatively flat and probably the best area for development. It is an area on the hill which makes the greenspace so attractive and successful. Capping it with development potentially could rob it of its best and most visible characteristic. From a technical stance it is likely that only the plateau and some of the hillside could be developed due to the steep gradients.

The valleys form part of a series of green valleys and stream structure across the city, from the north west from Tamerton through the site almost uninterrupted through to the Forder Valley Road. However some parts of this linkage are not well defined at present and a more deliberate definition of the green route could be advantageous.

The surrounding areas of Estover, Mainstone and Leigham are at present quite clearly defined, forming a defined cluster of small neighbourhoods. These communities have green land to the west and east and feel relatively detached from the city. Any development should consolidate these residential communities rather than merge them into the city or connect them to the Tavistock Road area.

Initial thoughts on the form of development and key issues are as follows:

- Densification of areas around the hospital, to create a local centre, a better more integrated fabric would be advantageous. This could be an exciting, very urban part of town.
The western valley has already been developed. The Blunt Lane valley has retained its rural quality (which is probably important to the marketable environment of the Science Park as well). It also retains Estover’s identity.

The area to the east of Smallack Farm although contributing significantly to the greenspace character, is not the critical part of the greenspace. This valley has already been compromised by the dominant character of Austin Avenue.

The southern valley might be developed in a way to complement the existing housing and the stream to form a long community based around the stream. This would though have to be very sensitively designed. The location of the highest development opposite Crownhill would have to be carefully considered. If development is possible on the southern slope this could become a continuation of Egguckland.

A major link road across the site from the Novorossisk Road / Forder Valley Road junction cuts off the bottom of the Blunt Lane Valley. It is difficult to find a location for the road which does not impact on the main crest of the hill. If it were to use the Crownhill valley this would very much alter the possibilities of using the valley for development and the character of any development.

If development takes place it must either respect the crest of the hill to make this the key local feature or provide a local landmark if it develops on the hill. This would suggest that the greenspace becomes more formal in nature but could include a spectacular city park which would in itself be a landmark.

Conclusions
The Seaton Valley area operates as a real part of Plymouth in terms of urban form, as a result the site is particularly suited to development. However, the form of development needs to be carefully considered and in particular there is a need to assess the best solutions for access through the site and integration with the existing development.

The proximity to key areas of employment in the sub-region is the site’s real strength. There is a genuine opportunity to create a new mixed use node in the city and by doing so dramatically increase the sustainability performance of the area.

There are real landscape constraints in the area, however it is not considered that these are overly restrictive and it should be possible to build upon the quality of the setting to create a high standard development option.

The success of the option does not hinge on the availability of the airport and it is considered that the Seaton Valley area can function well without it’s inclusion. However, the redevelopment of the airport would add to the critical mass and by doing so increase the robustness of the development option.
### Plymouth Sustainable Growth Study
#### Stage 1: May 2003
#### Sustainability Evaluation

**Seaton Valley**

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>SUSTAINABILITY RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High</td>
</tr>
</tbody>
</table>

#### Environmental and Planning Considerations

1. To what extent does the site avoid the following:
   - Greenfield Agricultural Land
   - Mineral Resources
   - Local plan and Structure Plan landscape designations
   - Open countryside of generally small scale
   - Contour areas and former sites
   - Strategic gaps
   - Areas of potential flood risk

2. To what extent is the site constrained by the following:
   - Development pressures
     - Contaminated land
     - Sites
     - Local wind quality
     - Noise pollution
     - Visual appearance and amenity
     - Archaeology

3. Implications of potential development for adjoining urban areas:
   - Potential for improving urban fringe environment
   - Potential for enhancing existing urban areas

4. Implications of potential development for adjoining rural areas:
   - Loss of landscape and amenity
   - Potential conflicts with future developments

5. Strategic implications:
   - Local impact and viability of site
   - Implications of site on potential employers
   - Implications of site on future transport patterns
   - Implications for movement across the whole urban area

6. Internal characteristics:
   - Potential for use in development
     - Opportunities to promote mixed use development
     - Potential to maintain or enhance environmental assets

#### Relationship to Existing Development

1. Will development support regeneration policies and programmes?
   - Would the development of the site be in combination with an existing area or provide a balanced mix of uses?
   - Will development activities enhance a range of existing services for new and existing development?

2. Will development enable or enhance a range of existing services for new and existing development?

3. Will the development provide opportunity for:
   - Increased density and mixed land use?
   - Increase demand for more employment?
   - Increase demand for more housing?

4. Will the development encourage reliance on the private car?

#### Transport and Infrastructure

1. Are there any major physical and social infrastructure constraints to the development which need to be overcome:
   - Highways
   - Utilities
   - Schools
   - Hospitals
   - Other

2. Is the development in a location which would necessitate additional development costs?

3. Is the development within a 15-minute walk distance of:
   - Public transport stops
   - Bus stop
   - Cycle route
   - Road traffic congestion

4. Implications for traffic congestion and adverse impact on the local highway network.

Comments

The Seaton Valley area incorporating the hospital and hospital to the International Business Park provides a real challenge to maximise the development potential of a strategic location. The site is constrained by the environmental quality and character of the area. The site offers high-quality land which is suitable for urban development. The site provides good access to existing services and infrastructure, and is well-connected to the existing transport network.
### Plymouth Sustainable Growth Study
**Stage 1: May 2003**
### Sustainability Evaluation

#### Plymouth International Business Park

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>SUSTAINABILITY FACTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENIRONMENTAL AND PLANNING CONSIDERATIONS</strong></td>
<td></td>
</tr>
<tr>
<td>1. To what extent does the site avoid the following:</td>
<td></td>
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<tr>
<td>- Create 10% open spaces</td>
<td>Low</td>
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<tr>
<td>- Mineral Resources</td>
<td>Medium</td>
</tr>
<tr>
<td>- Local Plan and Structure Plan landscape designations</td>
<td>Medium</td>
</tr>
<tr>
<td>- Open countryside generally unwanted nature</td>
<td>Medium</td>
</tr>
<tr>
<td>- Landscape area and buffer zones</td>
<td>Medium</td>
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<tr>
<td>- Strategic areas</td>
<td>Medium</td>
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<tr>
<td>- Areas of potential risk</td>
<td>Low</td>
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<tr>
<td>2. To what extent is the site constrained by the following:</td>
<td></td>
</tr>
<tr>
<td>- Infrastructure resources</td>
<td>Medium</td>
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<tr>
<td>- Coastal land</td>
<td>High</td>
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<tr>
<td>- Sites</td>
<td>Stability</td>
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<tr>
<td>- Local air quality</td>
<td>Low</td>
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<tr>
<td>- Noise pollution</td>
<td>High</td>
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<tr>
<td>- Waste disposal and recycling</td>
<td>Low</td>
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<tr>
<td>- Implications of potential development for adjoining urban areas</td>
<td></td>
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<tr>
<td>- Potential for improving roadside environment</td>
<td>Medium</td>
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<tr>
<td>- Potential for improving roadside environment</td>
<td>Medium</td>
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<tr>
<td>- Implications of potential development for adjoining rural areas</td>
<td></td>
</tr>
<tr>
<td>- Use of landscape and views</td>
<td>Medium</td>
</tr>
<tr>
<td>- Potential co-existence with smaller settlements</td>
<td>Low</td>
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<tr>
<td>3. Strategic objectives</td>
<td></td>
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<tr>
<td>- The ability of the site to contribute to the following:</td>
<td></td>
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<tr>
<td>- Influence on employment opportunities</td>
<td>Medium</td>
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<tr>
<td>- Potential for long distance transport links</td>
<td>Medium</td>
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<tr>
<td>- Implications for movement across the whole urban area</td>
<td>Medium</td>
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<tr>
<td>4. Internal characteristics</td>
<td></td>
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<tr>
<td>- Potential scale of development on the site</td>
<td>Low</td>
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<tr>
<td>- Opportunities to promote public transport, walking/cycling</td>
<td>Medium</td>
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<tr>
<td>- Opportunities to promote mixed use development</td>
<td>Low</td>
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<tr>
<td>5. Relationship to existing development</td>
<td></td>
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<tr>
<td>- Will development support or regenerate existing policies and programmes?</td>
<td></td>
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<tr>
<td>- Will the development of the site or in combination with an existing site provide a balanced mix of uses?</td>
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<tr>
<td>- Will development sustain and enhance a range of existing services for new and existing development?</td>
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<tr>
<td>- Will development use already serviced land, or land which would require limited additional infrastructure?</td>
<td></td>
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<tr>
<td>6. Summary</td>
<td></td>
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<tr>
<td>- Is the development within a 15 minute 2000-vehicle walking distance of:</td>
<td></td>
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<tr>
<td>- Traffic centre</td>
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<tr>
<td>- Industrial centre</td>
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<tr>
<td>- Local services</td>
<td></td>
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<tr>
<td>- Open space</td>
<td></td>
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<tr>
<td>- Employment</td>
<td></td>
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<tr>
<td>- Leisure and community facilities</td>
<td></td>
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<tr>
<td>- Education and community facilities</td>
<td></td>
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<tr>
<td>- Health facilities</td>
<td></td>
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<tr>
<td>- Innovation and business facilities</td>
<td></td>
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<tr>
<td>- Other uses</td>
<td></td>
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<tr>
<td>7. Will the development:</td>
<td></td>
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<tr>
<td>- Increase the green and brownfield area?</td>
<td></td>
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<tr>
<td>- Increase the size of the development site?</td>
<td></td>
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<tr>
<td>- Increase the population density of the area?</td>
<td></td>
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<tr>
<td>- Improve the environment and the quality of life?</td>
<td></td>
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<tr>
<td>8. What are the implications for road and rail traffic?</td>
<td></td>
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<tr>
<td>9. What are the implications for existing transport infrastructure?</td>
<td></td>
</tr>
<tr>
<td>- Proximity to public transport, walking/cycling</td>
<td></td>
</tr>
<tr>
<td>- Proximity to existing roads and railways</td>
<td></td>
</tr>
<tr>
<td>10. What are the implications for traffic congestion/adverse impact on existing transport infrastructure?</td>
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</tbody>
</table>

**Comments:**

The international business park is programmed within 350m from a main road, in conjunction with the considerations of the site being 5 miles from a major town. It is an interesting aspect as it accommodates a number of industrial units and businesses within a 15 minute 2000-vehicle walking distance of a transport station. The site is classified as a new town area in order to encourage relocation to a new development. All aspects of the site are moderately in terms of sustainability, with key strengths in terms of the site's link to other areas of development potential.
## Criteria

### Environmental and Planning Considerations

1. **Transect area for the site would be the following:**
   - Code: 10 Suburban Land
     - Mineral Resources
     - Local Plan and Structure Plan Designations
     - Open space
     - Other

2. **Technique east is the site constrained to the following:**
   - Code: 10 Suburban Land
     - Constraints
     - Requirement

### Relationship to Central Development

- Will the development support regeneration policies and programmes?
- Would the development of the site in combination with an existing area provide a balanced mix of uses?
- Will development result in a range of housing tenures for new and existing development?
- Will development use already existing land or land which would require limited additional infrastructure?
- Is the development within a 15 minute walking distance of:
  - Shops
  - School
  - Footpath
  - Open space
  - Employment
  - Public transport

### Transport and Infrastructure

- Are there any major physical and social infrastructure constraints to the development which need to be overcome?
- Are there any other relevant factors?

---

**Notes:**

- The potential development of the airport is by no means a short term option. The availability of the site involves complex interplay of economics in the short term, interest which is likely to be a deciding factor in the choice of site for a new airport.
- The scale of the project is to support the allocation of the proposed new Southampton airfield at Gosport as a new major airport. In timing the airport site is a medium term development option and should be seen as part of the potential of the area around Gosport and the south west of the country.
- The site scores well in terms relating to the previously developed nature of the site and a level of development potential which would enable the establishment of new airfield.
9. Newnham

Introduction

The land to the east of Newnham is one of a number of sites which South Hams District have considered through the Local Plan as being potentially suitable for meeting the District’s housing requirement. As with Woolwell and Tamerton, after their own analysis and having received supplementary information from the landowners and / or developers they have reached the view that the most suitable site for meeting their current housing requirement of 3,500 dwellings is Sherford – the new settlement option.

In the present day Newnham forms a part of Plympton and whilst Newnham lies within Plymouth City the potential growth site lies within South Hams District. According to the deposit draft version of the Plymouth City Local Plan, there are no major proposals for Newnham.

The adopted Local Plan for South Hams allocates the site as Countryside under policy SHDC 3. Under the current policy only a limited number of forms of development will be permitted including agricultural developments and housing for local needs. This is a low order level of protection as the site is not designated as either an AONB or an Area of Great Landscape Value.

The site is located to east of Stoggy Lane and to the south of West Park Hill. The site is currently in agricultural use and incorporates an area of plateau as well as south facing slopes.

Surrounding land uses include, to the west a recent residential development and to the south, across the railway line, is the Chaddlewood area of Plympton.

Access to the site could be made from either West Park Hill or Stoggy Lane. Both of these roads are rural in character and there would be a need for significant highway improvements in order to facilitate a residential development on the site.

The analysis set out below has envisaged that the site would be developed primarily for housing with elements of other uses to encourage a well balanced mixed use development.

Commentary

The sustainability evaluation overleaf shows that the site scores generally moderately, with the only high scoring issues being related to such factors as avoidance of mineral resources and contaminated land. The site scores low on a number of key criteria mainly relating to the distance of the site to local facilities, the loss of open countryside and potential coalescence between Plympton and Hemerdon.

The positive aspects of the site are limited and include:

- Some development has taken place to the west which could benefit from being better integrated with its surroundings to create a better edge for Plymouth.

- The presence of the railway line already makes this a fairly inconspicuous area with the site not being isolated within an area of unspoilt countryside.

- It should be possible to develop the site sensitively so that Hemerdon’s identity is protected. The approach to Hemerdon, via rural roads, should be retained by carefully managing access into the site.

- The hedgerows must also be integrated into the scheme, initial analysis suggests that this would be possible.

There are though a number of weaknesses to the potential of the site, these include:

- The ecological value of hedgerows, brook and woodland would be threatened by development.

- The identity of Hemerdon is threatened and this might start a precedent that eventually builds up to Hemerdon.

- There are poor linkages to the south, so that the amenities at Chaddlewood (and to some extent Plympton) are not easily accessible, although the Plymco store at Chaddlewood is within walking distance. Newnham local centre is more accessible but quite distant. This suggests there might be a need for a small centre within any proposed development, which would also benefit the adjacent new development to the west.

- At present the site is only served by a local rural bus service and as a result there is poor public transport access to the city centre.

Conclusions

The Newnham site is an inconspicuous site, where the potential problems could be addressed through good design. However, there are serious severance issues which need to be overcome in order to develop the area successfully.

The site is not in close proximity to local amenities, but its development could provide such facilities for the local area, including Hemerdon. The development could also bring facilities and greater coherence creating a small community (Hemerdon, the development site and the existing residential development to the west) with a strong sense of identity and physical coherence.

There is an opportunity to create a better edge to the city, where the current edge is not particularly successful.

The scale of development possible on the site (in the region of 500 dwellings) dictates that this is not a long term option for growth in the sub-region.
The adjacent development has a relatively inward-looking nature and could benefit from better integration with its surroundings although there are very few opportunities for linkages eastwards.

Local centres are fairly distant. Some small-scale provision on site may be considered. Public transport would need addressing.

Hemerdon has strong identity in rural setting despite proximity of city edge. Important to retain this.

Lane is very rural in character from junction with Stoggs Lane eastwards, with hedgerows on both sides. Important this character is retained.

Stream, woodland and hedgerows would need to be retained.

Chaddlewood dissected by the railway. The railway is also a barrier to linkages south but also helps to contain expansion eastwards and make it more inconspicuous.

Pedestrian link is the only existing link to Chaddlewood and to the nearest shopping.
10. Langage

Introduction

Langage is an area of employment land located within South Hams District and adjacent to the Plymouth City boundary. The area forms a part of the eastern edge of the built-up area of Plymouth. There is an opportunity to consider Langage as a potential area for further growth incorporating a wider mix of uses and to consider the linkages and potential relationship with the proposed new settlement to the south of the A38 at Sherford.

Langage is located directly to the east of the Chaddlewood area of Plympton and to the north of the A38. The site is also in close proximity to the Deep Lane junction of the A38. At present the site comprises an area of undistinguished industrial ‘sheds’ used for a variety of uses, mainly for general industry and storage and distribution. The main access road through the site is Holland Road which provide a link back to Chaddlewood and the roundabout at Sandy Road. The potential area for expansion is currently in agricultural use and is farmland of low grade agricultural quality.

The emerging Local Plan for South Hams allocates the site for employment uses. The emerging Local Plan proposes a further 17.2 hectares of employment land for B1 (Business) uses, B2 (General Industrial) uses and B8 (Storage and Distribution) uses. The Local Plan states that the proposal will be required to incorporate extensive areas of landscaping.

Surrounding land uses include, to the west the Chaddlewood housing development, the A38 to the south and open countryside to the east.

The analysis set out below has envisaged that the site would be developed primarily for employment with the integration of a mix of uses to enhance the sustainability of the area.

Commentary

The sustainability evaluation overleaf shows that the site scores generally moderately, with the high scoring issues being related to such factors as : avoidance of contaminated land; the attractiveness of the site to potential employers; and the ability to promote a balanced mix of uses. The site scores low on a number of key criteria including : the distance of the site to local facilities; the loss of open countryside ; and the lack of public transport in the area.

The positive aspects of the site include :

- The opportunity to reconfigure Langage as a mixed use area.
- The opportunity to consider the new settlement site and Langage together to create a critical mass of employment, housing and services with the potential to be served well by public transport.
- The close proximity of the site to the proposed new settlement at Sherford should allow for linkages between the two areas.
- The proximity of the site to the Deep Lane junction and the proposed new settlement makes the site a natural option for an enhanced public transport node and park and ride site.

There are though a number of weaknesses to the potential of the site, these include :

- There is likely to be resistance to the shift in focus from a pure employment site to an area where a mix of uses are encouraged.
- The sustainability of the location is dependent on significant improvements to the level of public transport serving the site.
- The success of a mix of uses is heavily dependent on the form of development proposed at the new settlement site in Sherford.

Conclusions

In a similar manner to the International Business Park there is an opportunity to introduce a mix of uses on the remaining and future phases of Langage. Again the ability and acceptability to promote such a case depends on the desire to retain a strategic employment site for purely employment uses.

The site is well related to the existing built-up area of Plympton and Chaddlewood and the local services that are provided, on sustainability grounds it would be appropriate to introduce a wider mix of uses in order to reduce the need to travel.

Crucially, the site is relatively close to the proposed new settlement at Sherford. The future of both areas should be planned together in order to link employment, housing provision and transport improvements.
Although this is an attractive area, its quality is compromised on three sides by the railway, A38 and industrial estate.

Area is contained between railway to the North and A38 to the South giving it 2 clear boundaries.

Well located amenities:
Potential for an improved local centre to serve working and resident communities.

Large existing residential community adjacent:
Potential for new mixed-use development.

Housing tends to show its back to roads making poor relationship with industrial/business area.

Potential to create a permeable network of streets (rather than cul-de-sacs) and integrate it into new development (potentially mixed-use).

Excellent access to Plymouth City Centre and good public transport potential.

Character of this small area of land compromised by proximity of A38 and development.
### Plymouth Sustainable Growth Study
**Stage 1: May 2003**
**Sustainability Evaluation**

**Langage**

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>SUSTAINABILITY RATING</th>
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<tbody>
<tr>
<td></td>
<td>Low</td>
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</table>

1. **To what extent does the site avoid the following:**
   - Grade VI/CON Agricultural Land
   - Greenfield
   - Local Plan and Structure Plan landscape designations
   - Open countryside of a generally unspoilt nature
   - Large-scale amenity and buffer zones
   - Strategic gaps
   - Areas of potential flood risk

2. **To what extent is the site constrained by the following:**
   - Greenspace reservation
   - Contaminated Land
   - Traffic
   - Local air quality
   - Noise pollution
   - Historic monument / archaeology

3. **Implications of potential development for adjoining urban areas:**
   - Potential for improving urban fringe environment
   - Potential for making undeveloped smaller in adjoining urban areas

4. **Implications of potential development for adjoining rural areas:**
   - Loss of landscape and amenity
   - Potential consequences with smaller settlements

5. **Strategic Implications:**
   - Attractiveness of site to potential employers
   - Implications of longer distance travel patterns
   - Implications of movement across the whole urban area

6. **Internal Characteristics:**
   - Potential ease of development on the site
   - Opportunities to promote public transport, walking, cycling

7. **Relationship to Existing Development:**
   - Will development support regeneration policies and programmes?
   - Would the development of the site or in combination with an existing area provide a balanced mix of uses?

8. **Identifiable catalysts and enhance a range of existing services for new and existing development:**
   - 10 minute walk to public transport stops

9. **Will development create a 10 minute walk around the area of:**
   - Town centre
   - District centre
   - Local / Village centre
   - Open space
   - Employment
   - Primary and secondary schools
   - Health facilities
   - Recreation and leisure facilities
   - Other nodes

10. **Will the development provide opportunity for:**
    - Increased density and reduced parking provision
    - The reuse of previously developed land
    - Maximising the efficient use of underperforming or underused land
    - Maximising the efficient use of existing buildings

11. **Will development location encourage reliance on the private car?**

12. **Transport and Infrastructure:**
    - Are there any major physical and social infrastructure constraints to the development which need to be overcome:
    - Highways
    - Stations
    - Schools
    - Hospitals
    - hospitals

13. **Is the development in a location which would necessitate additional development costs?**
    - Is the development within a 10 minute (500 metre) walking distance of:
      - Railway station
      - Bus station
      - Post office
      - Proprietary park and ride

14. **Implications for traffic congestion / adverse impact on the local highway network.**

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**Comments**

In a similar manner to the International Business Park there is an opportunity to introduce a mix of uses on the remaining and future phases of Langage. Again the ability and accessibility to promote such a use depends on the desire to retain a strategic employment site for purely employment uses. The site is well located in the existing built-up area of Plymouth and Challeanwood and the local services that are provided. In terms of sustainable growth it would be appropriate to introduce a wider mix of uses in order to reduce the need to travel. The site scores moderately well and in particular issues relating to the lack of contamination and absence of landscape designations.
11. Sherford

Introduction

The land at Sherford is one of a number of sites which South Hams District have considered through the Local Plan as being potentially suitable for meeting the District’s housing requirement. After their own analysis and having received supplementary information from the landowners and/or developers they have reached the view that the most suitable site for meeting their current housing requirement is Sherford – a new settlement option. The site is therefore allocated in the emerging Local Plan as a new settlement of 3,500 dwellings.

The site is located to the south of Plympton and the A38 and to the east of Plymstock and Elburton. The site is currently predominantly in agricultural use and is characterised as open countryside. The area is in close proximity to the A38 and the junction at Deep Lane.

According to the deposit draft version of the South Hams District Local Plan, Sherford should be developed as housing at medium to high density overall and up to a total of approximately 3,500 dwellings. Other elements are proposed to include:

- A very large area of land could be available without encroaching outside the notional boundary of the Plymouth urban area.
- The site is well connected to the city centre with good public transport possibilities.
- The area is strategically located being situated on the main road approach to Plymouth. As a result the site could be a key gateway area.
- The land is relatively flat and constraint free.
- Any development could utilise the impressive views of Plymouth to the west.
- The development form could formalise the existing greenspace which runs from the Deep Lane junction to Saltram Park and the River Plym. This has the potential to be an area of strategic parkland.

There are, however, a number of negative aspects to the option:

- Whilst on the plan of the City the site seems like a missing chunk of development, on the ground the character of the area is large and rural in feel, it does not have the character of a left-over piece of land.
- The villages within the area would be submerged in development and do not seem to have expanded naturally in a way that would prepare them for such a change.
- This area is the main green corridor into Plymouth up to the River Plym, it also retains the independence of the Plymstock and Plympton areas.
- An arch of development would cut off the green area to the west from the wider rural areas to the east. The area may suffer from a left-over lack of quality especially given the areas which need to be protected for mineral extraction. These extraction areas would need to be part of a framework plan which ensured consideration of their relationship with any new development. If such a framework is not in place then this could result in an unduly, incoherent fabric over a large area in the long term.
- Consideration should be given to the sensitivity of views into and out of the area.
- The viability of the area in transport terms is dependent on the delivery of the solution of the Eastern Gateway (Laira Bridge, Embankment Road) junction in the East End of Plymouth. The majority of traffic flows from new settlement and Blue Circle Quarry (a total of approximately 4,500 new dwellings) is dependent on the success of these junction improvements.

Conclusions

Any development would need to take account of the strategic gateway nature of the site and would need to be of a very high design quality.

This strategic development might involve a high quality parkland ‘finger’ working alongside development from the rural area to the east of the site, through the site to the River Plym and Saltram House and Park. This would ensure the mineral extraction is part of a planned area, that the whole area is coherent physically and that there is a positive gain to existing areas from the development to counterbalance loss of countryside.

The underlying advantage of Sherford is that the size of the site allows for an opportunity to create a critical mass of development which will enable the development to be sustainable through the provision of employment opportunities, services and public transport links. Indeed the incorporation of effective public transport into development proposals are pivotal to the success of the option.

A framework for the wider area incorporating Langage and links through to the Blue Circle site should be prepared to consider in the first instance all options and to link new development firmly into the existing urban area.
Although this is an attractive area, its quality is compromised on three sides by the railway, A38 and industrial estate.

Area is contained between railway to the North and A38 to the South giving it clear boundaries.

Large existing residential community adjacent.
Potential for new mixed-use development.

Well located amenities.
Potential for an improved local centre to serve working and resident communities.

Housing tends to show its back to roads making poor relationship with industrial/business area.

Character of this small area of land compromised by proximity of A38 and development.

Potential to create a permeable network of streets (rather than cul-de-sacs) and integrate it into new development (potentially mixed-use).

Excellent access to Plymouth City Centre and good public transport potential.

Potential to integrate local centre better with industrial area. New mixed-use development to East & South would bring opportunity to integrate the business park better with the community and make it a part of the community rather than an add-on.
### Environmental and Planning Considerations

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
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<tbody>
<tr>
<td>1. To what extent does the site avoid the following:</td>
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<td>Grade 1 (agricultural land)</td>
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<td>Mineral tenures</td>
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<td>Local planning and structure plan designations</td>
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<td>Open countryside of permanently unproductive nature</td>
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<td>Landscape areas and buffer zones</td>
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<td>Strategic gaps</td>
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<td>Transferral of flood risk</td>
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<td>2. To what extent is the site constrained by the following:</td>
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<td>Contaminated land</td>
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<td>Slopes</td>
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<td>Coastal areas</td>
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<td>River pollution</td>
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<td>Historic, environmental or heritage</td>
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<td>3. Implications of potential development for adjoining urban areas:</td>
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<td>Potential to improve urban fringe environment</td>
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<td>Potential for small-scale residential development</td>
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<td>4. Implications of potential development for adjoining rural areas:</td>
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<tr>
<td>Loss of open space and amenity</td>
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<td>Potential conflict with rural settlements</td>
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<td>5. Strategic implications</td>
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<tr>
<td>Accessibility of non-rural employment opportunities</td>
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<tr>
<td>Implications for longer distance travel patterns</td>
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<tr>
<td>Implications for movement across the whole urban area</td>
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<tr>
<td>6. Internal Characteristics:</td>
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<tr>
<td>Potential for development on the site</td>
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<td>Opportunities to promote effective use of transport (walking / cycling)</td>
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<td>Opportunities to promote mixed use development</td>
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<tr>
<td>Potential to maintain / enhance environmental assets</td>
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</table>

### Relationship to Existing Development

1. Will development support regeneration policies and programmes?

2. Would the development of this site in combination with an existing area provide a balanced mix of uses?

3. Will development assist and enhance a range of existing services for new and existing development?

4. Will development assist and enhance a range of existing services for new and existing development?

5. Will development assimilate and enhance a range of existing services for new and existing development?

6. Will development assimilate and enhance a range of existing services for new and existing development?

### Transport and Infrastructure

1. Are there any major physical and social infrastructure constraints to the development which need to be overcome?

   - Utilities
   - Services
   - Schools
   - Hospitals
   - Factories

2. Is the development in or near a location which would necessitate additional development costs?

   - Including station
   - Hospital
   - Leisure
   - Proposed / existing road

3. Implications for traffic congestion / adverse impact on the local / highway network.

Comments:
The Sherford site is sufficiently large to have the potential for a new settlement. Whilst the site performs poorly in sustainability terms such as lost of agricultural land and open space, the magnitude of the site does allow for the potential to create a new settlement that will owe time to become well related to the built-up area of Plymouth and well serviced in terms of social and physical infrastructure. The access of the site hinges on a design and layout which state as test as possible to existing development and transport links.
12 Boringdon
12. Boringdon

Introduction

The land at Boringdon is like Tamerton, Woolwell, Newnham and Sherford one of a number of sites which South Hams District have considered through the Local Plan process as being potentially suitable for meeting the District’s housing requirement. Again, after their own analysis and having received supplementary information from the landowners and / or developers they have reached the view that the most suitable site for meeting their current housing requirement is Sherford – the new settlement option.

The site is located to the north of Plympton and is currently predominantly in agricultural use. In general terms the site is located in a prominent and exposed location. The area incorporates areas of plateau as well as generally south facing slopes.

Access to the site could either be made from either Plymbridge Road or Boringdon Hill. Neither of these roads are major roads in the local highway hierarchy and any traffic passing on them to the site has to pass through substantial areas of existing housing which are likely to be generally unsuitable for large increases in the volume of traffic passing along them.

The adopted Local Plan allocates the site as Countryside under policy SHDC 3. Under the current policy only a limited number of forms of development will be permitted including agricultural developments and housing for local needs. This is a low order level of protection as the site is not designated as either an AONB or an Area of Great Landscape Value.

The analysis set out below has envisaged that the site would be developed primarily for housing with elements of other uses to encourage a well balanced mixed use development.

Commentary

The sustainability evaluation overleaf shows that the site scores generally low with high scoring issues being restricted to the avoidance of mineral resources. The site scores low on a number of key criteria mainly relating to the fact that the site is located prominent open countryside and is not well related to the existing built up area of Plymouth.

The positive aspects of the site are limited and include:

- The site is in close proximity to the clay works which have introduced a distinctly non-rural character into the area.
- The site is in relative close proximity to Plympton local centre.

There are however a number of fundamental disadvantages with the option, these can be summarised as including:

- The site is distinctly rural in character and feel and cannot be considered to be a natural extension of the built-up area.
- The area forms part of an impressive green finger down to the River Plym, with stunning views from the adjacent area. This area would run the risk of becoming an island of green if it has less connection to the countryside beyond.
- It is unlikely that development could be of such a scale to be able to provide a range of services and employment opportunities that would dramatically improve the sustainability of the area.
- Access to the area is difficult with the potential to increase public transport limited.

Conclusions

The location is distinctly unspoilt and does not have the right characteristics to be an extension of the city. Access to the area is particularly difficult with routes passing through substantial areas of existing housing.

In landscape terms the site is attractive and in a prominent position above Plympton. Significant constraints include the loss of open countryside and agricultural land in an area not well connected to the existing built-up area or with any real potential to do so.
Although the ACNB area is some way off the countryside has a strong rural character and is an area of considerable natural beauty. There is a strong edge to the developed area so that the surrounding countryside does not feel connected to it.

Extremely good views to River Plym

Access through Borrington Hill is difficult

Local centre is attractive and relatively close but not walkable

Existence of industrial use in the area but its presence is not significant because of contours. Rural quality
### Environmental and Planning Considerations

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Sustainability Rating</th>
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<tbody>
<tr>
<td>1. To what extent does the site avoid the following:</td>
<td>Medium</td>
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<tr>
<td>- Grade 1/2a Agricultural Land</td>
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<tr>
<td>- Mineral Resources</td>
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<tr>
<td>- Local Planning Framework Plans - landscape designations</td>
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<td>- Open countryside of a generally open rural nature</td>
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<td>- Landscape areas and buffer zones</td>
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<td>- Strategic gaps</td>
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<td>- High density residential development</td>
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<td>2. To what extent is the site constrained by the following:</td>
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<td>- Groundwater resources</td>
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<td>- Contaminated land</td>
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<td>- Noise</td>
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<td>- Noise pollution</td>
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<td>- Historic environment / archaeology</td>
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<td>- Nature conservation</td>
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<td>- Potential for development at adjoining urban areas</td>
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<td>- Potential for mixed use development</td>
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<td>- Strategic implications</td>
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<td>- Opportunities for public transport / walking / cycling</td>
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<td>- Opportunities for mixed use development</td>
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<td>- Planning for mixed use development</td>
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<td>- Strategic implications</td>
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### Sustainability Rating

- High
- Medium
- Low

### Relationships to Existing Development

1. Will Development support regeneration policies and programmes?
2. Will the Development be in close proximity to existing areas?
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### Transport and Infrastructure

14. Are there any major physical and social infrastructures constraints to the development which could be overcome:
   - highways
   - utilities
   - schools
   - hospitals
   - stations
   - bridges
   - green belt
   - proposed road and rail

15. Implications for traffic congestion / adverse impact on the local highway network.

Comments:
This site performs poorly against the sustainability criteria principally due to the fact that the site is not in close proximity to existing development and services. In addition, the site is in a high priority green belt. Significant constraints include the loss of open countryside and high value of land in an area. Not well connected to the existing built up area or with any real potential to do so.
13 Conclusions
13. Conclusions

This Stage 1 report has sought to undertake an initial assessment of the various growth options in the Plymouth-Sub-region. This has been done through site assessment work, discussions with the commissioning partners and independent analysis undertaken by Llewelyn-Davies. It should be emphasised that the site assessments at this Stage 1, although being robust, are not fully comprehensive and have not involved a detailed level of analysis of the issues. Subsequent stages of the Study will provide more detailed site analysis and interrogation of the development potential and options of the sites.

Summary

The table below seeks to summarise our initial conclusions on each of the sites.

<table>
<thead>
<tr>
<th>Site</th>
<th>Key Issues</th>
<th>Conclusions</th>
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</thead>
<tbody>
<tr>
<td>Broadmoor Farm</td>
<td>• Clear decision needed on long term role of Saltash in the sub-region.</td>
<td>A large site with the potential to develop a critical mass to ensure a sustainable form of development. Cannot be progressed until the role of Saltash in the sub-region has been assessed.</td>
</tr>
<tr>
<td>West of Saltash</td>
<td>• Steeply sloping site linked to AONB.</td>
<td>The western edge of Saltash at Latchbrook is a relatively successful urban edge adjacent to an unspoilt valley in close proximity to an AONB. Stage 1 analysis suggests that this is not an appropriate location for future growth.</td>
</tr>
<tr>
<td>North of Saltash</td>
<td>• Potential of good links to the rest of the sub-region.</td>
<td>The site is isolated and separated from the main built-up area of Saltash, belonging in character to the unspoilt estuary area. Stage 1 analysis suggests that this is not an appropriate site for future long term growth.</td>
</tr>
<tr>
<td>Woolwell</td>
<td>• Close proximity to existing centres.</td>
<td>As a small scale urban extension the site performs well. Issues surrounding visual impact and highway network capacity need to be further assessed.</td>
</tr>
<tr>
<td>Tamerton</td>
<td>• Close proximity to key employment areas.</td>
<td>Although the village has coped well with expansion in the past, there seems little justification to unnecessarily tip the fine balance which has been achieved in the area. This is a rare example of a successful city edge.</td>
</tr>
<tr>
<td>Southway</td>
<td>• Large brownfield site with the potential to regenerate wider area.</td>
<td>Sustainable location for future development given that it effectively does not represent expansion, but the reuse of a brownfield site within the current built-up area. Any redevelopment proposals should also consider the issues in the wider Southway area through a design framework.</td>
</tr>
<tr>
<td>Seaton Valley and the Airport</td>
<td>• Careful balance needed between the development potential of a strategically located site, whilst maintaining the environmental quality and character of the area. Close proximity to key employment areas. Site contains valuable areas of greenspace. Opportunity to create a new centre around the hospital.</td>
<td>The form of development needs to be carefully considered and in particular there is a need to assess the best solutions for access through the site and integration with the existing development. An opportunity to create a new mixed use node in the city and by doing so dynamically increase the sustainability performance of the area.</td>
</tr>
</tbody>
</table>

**Newnham**
- Coalescence with Hemerdon.
- Opportunity to integrate with recent development to the west.
- Major severance issues.
- Ecological value of hedgerows.
- Poor linkages to local centres and public transport.

**Langage**
- Opportunity to reconfigure Langage as a mixed use area.
- Potential links to the new settlement site at Sherford.
- Potential for public transport node.
- Loss of a pure employment site.

**Sherford**
- Well connected to the city centre with good public transport possibilities.
- Land is relatively flat and constraint free.
- Large site to generate a critical mass to support services and infrastructure.
- Linkages to key employment site at Langage.
- Impact on Eastern Gateway junction.
- Part of a green corridor between Plympton and Plymstock.

**Recommendations**

The Stage 1 analysis has concluded that a number of the sites are not, given current planning constraints, suitable as growth options these are:
- West of Saltash
- North of Saltash
- Tamerton
- Boringdon

Two sites may be suitable as small scale urban extension sites if this level of development is required prior to the release of a major site, these are:
- Woolwell
- Newnham

The Study has concluded that the Woolwell site is the preferable option in this instance.
This leaves the Broadmoor farm site in Saltash as the remaining site. It is likely that a sustainable development option could be developed for the site. However, there are fundamental issues related to the role of Saltash in the sub-region and the capacity of the transport infrastructure which need further consideration.

Employment Sites
The analysis has included three strategic employment sites, namely: Broadmoor Farm; Plymouth International Business Park; and Langage. These are historic allocations for purely employment uses. This Stage 1 assessment has considered there general sustainability in the context of the wider options for growth in the sub-region.

It is clear that both the Plymouth International Business Park and Langage have the potential to be well related to key growth sites, that is Seaton Valley and Sherford respectively. These sites can be linked to a balanced mix of uses and provide the potential for providing improvements to the social and physical infrastructures in the surrounding areas.

In contrast Broadmoor Farm is not currently well related to existing or planned development and requires a fundamental shift in the thinking in what the form of development should be pursued. In essence we suggest that the site can only be a sustainable option if a balanced mix of uses is planned. In addition further work and consideration is needed to understand the role of Saltash in the sub-region.

The Way Ahead
This Stage 1 report has highlighted the key constraints and opportunities for the identified growth options in the sub-region. Further work will be shortly undertaken to assess in more detail the development options and potential of the key sites, namely:

- Southway
- Seaton Valley and the Airport
- Langage (in conjunction with Sherford)
- Sherford

In addition we recommend that an independent search exercise for and assessment of other potential growth sites in the sub-region is undertaken. It is notable that the sites at Ivybridge and Lee Mill have been excluded from this Study and in terms of robustness these sites should be similarly assessed.
Plymouth City Council
Plymouth Sustainable Growth Study
Stage II, Part I: The Eastern Corridor

Final Report

July 2004
01 Introduction

The Derriford and Seaton Valley area in North Plymouth is characterised by a series of large and distinct landuse blocks, notably the hospital, the business and science parks and the open spaces of the valleys. These are poorly connected and although the area is an important employment area, as a whole it suffers from a very poor sense of place. Given its economic strength, it does not effectively “punch its weight” and none of the surrounding residential areas benefit in any substantial way from this centre of activity.

The valleys form impressive open space which provides important visual amenity and are in themselves a ‘landmark’ of the area. However they are largely inaccessible and underused as a resource.

This report assesses the potential to redefine and enhance the role of this part of Plymouth. It examines the real challenge of creating a better focal point whilst maintaining the environmental quality and character of the valleys.

A major challenge for later stages will be on transport issues. There is existing congestion on Tavistock Road (A386). Part of the brief of this study was to assess the possibility of a link across the valleys to provide a new route from Marsh Mills to Tavistock Road. Any development at Derriford would also have an impact on surrounding roads and further investigation will be needed to assess and make proposals for transport in the area. The need for effective public transport and sustainable development will be critical.
02 Analysis

General Characteristics of the Wider area

- There are three steep valleys within the area. These are mostly undeveloped land of a rural nature, although surrounded on all sides by built-up areas.
- There are a series of large institutions and uses across the area, mostly to the north of the open valleys area. These include Derriford Hospital, Plymouth International Business Park, Tamar Science Park, Plymouth International Airport, The College of St. Mark and St. John. There are also large areas of residential development. These are positioned close together but are generally physically isolated from each other. The general impression of the area is that the environment is fragmented and without a strong sense of place.
- Derriford Hospital to the north is a major presence in the area; a focus of activity and employment.
- Tavistock Road is a major route from the city centre. It creates further severance between the area and its surroundings to the north-west.
- Tavistock Road suffers from congestion at peak periods. Vehicle movements between Marsh Mills and Tavistock Road contribute significantly to this. An new road leading from Forder Valley Road to Tavistock Road is an option to be investigated. Clearly this would pass through the valleys area and therefore needs to be very carefully considered. It would also need to enhance the area in urban design terms.
- The valleys could potentially provide a strong landscape resource for the surrounding settlement. There are residential areas and other major uses surrounding the valleys, however, due to the lack of paths and routes the open spaces are currently underused. The residential areas appear isolated from the other major uses in the area.
- There is no clear focal centre for these residential areas or for the area as a whole. There are scattered local centres, although many of these are in essence supermarkets with very limited facilities such as Crownhill. The area lacks parkland and high quality open spaces.

The Valleys

- Although fairly inaccessible, the valleys are visually important as open space within the City. The crest of the hill between them is visible from a considerable distance and the sense of openness contributes to the character of the surrounding area.
- There are no links across this area of open land. They create severance, isolating areas around them from one another.
- There are few access points onto the open space and the contours are dramatic in some areas.
- The quality of the open space varies. Mostly it is of high quality but generally has poor edges (see Seaton Valley analysis.) The Forder Valley landscape, however, is attractively framed by residential streets lining the brow of the hillsides.

Derriford Hospital & Tavistock Road (A386)

- The physical form of the hospital does not reflect its important role in the city. It is a major hub of activity but the hospital buildings do not provide a clear or well defined external environment.
- There is a tortuous route to the hospital entrance - away from Tavistock Road, resulting in activity away from main routes.
- The hospital entrance area is very active and busy but at present there are no outside spaces to give the entrance a sense of place.
- All retail facilities are within the hospital catering for patients as well as the general public. The level of activity outside the hospital may suggest that it could also support more associated uses within a mixed use centre, which might also serve the community beyond the hospital.
- Derriford Road slices through land and creates awkward land plots and gives the hospital a distant relationship to Tavistock Road.
- The roundabout on Tavistock Road has the potential to become a centre of activity and a new ‘front door’ to the area and the hospital. At present vehicles dominate and there is no sense of arrival to the area because many of the buildings are set back from the roads. The relationship to the surrounding buildings and the nature of the junction needs attention.
- The hospital contains island buildings surrounded by car parking. There is very poor definition of the public realm.
- The main hospital area is isolated from other uses on all sides by Derriford Road, Tavistock Road and the valleys to the south.

College of St Mark and St John (Marjohns) & Airport

- Marjohn is also a relatively physically isolated institution with very few links to surrounding uses.
- The residential area to the east of Marjohn is an isolated area with few possibilities of connection.
The Hospital seen from the eastern end of Plymouth International Business Park. A steep valley separates them.

Derriford Hospital site is a scattering of buildings and car parks all with very little, or mostly no real sense of place. This is nonetheless a major employment area and a very busy part of the city, especially around the hospital entrance. There is the potential for a new urban quarter.

Most housing around the area is isolated from the open space by busy roads.

There is some housing on the edge of the open area along Austin Avenue and Seaton Barracks (above). Generally the edge between the housing and the open space is poorly defined.

View from the southern edge of future development at Plymouth International Business Park. There are impressive views across the city and beyond. The Forder Valley in particular connects with further valleys to make a strong landscape feature through this part of Plymouth. However there are few possibilities to link through from the business park.

Blunts Lane seen for Plymouth International Business Park. Most housing has poor access to the open space. Housing adjacent to Blunts Lane has few good links to it.
Housing has been developed within the Forder Valley. The relationship of the landscape in the valley bottom and the housing is very poor.

The valleys are an important part of the area and its identity.

**Bircham Valley**
- Of the two valleys, Bircham valley has heavier vegetation and more woodland, it is less developed and is less visible in the surrounding area than the Forder Valley. It has, therefore, a stronger rural character.
- There is no direct access from Blunts Lane onto adjacent residential areas nor do the houses overlook the road. The lane has no ‘natural surveillance’ and consequently is adversely affected by fly-tipping and general neglect. However, this is essentially a localised problem and does not impact the wider area.

**Forder Valley**
- Forder Valley already has a strong ‘presence’ within the vicinity which extends beyond the study area. There are views through to Novorossiysk Road which contribute to the sense of the valleys combined and extending through the study area.
- Most of the valley sides are framed by development. However, the eastern part of the valley near Blunts Lane, is relatively untouched by development.
- Some developments to the west of the valley have problematic layouts.
- The settlement along the south of Forder Valley Road relate well to the landscape - following its steep contours and framing the valley sides. This should serve as a model for future development since it preserves the integral character of the landscape, keeping the valley sides and floor open but more accessible as local parkland.
- Bowden Battery is a landmark along the valley and is currently used as a garden centre.
- There are some possibilities for pedestrian linkages to Austin Avenue and Forder Valley Road.
Seaton Valley: Analysis

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Business Park provides very few connections into its surroundings.

This area of housing ends abruptly. Potential to continue development and create more successful edge fronting onto fields.

Housing has very poor relationship to valley bottom (mostly back gardens).

This area of land does not have the quality of other areas in the valley.

Hedges here appear to be in poor condition, but fields are highly visible from a distance.

Housing backs onto fields.

Densely wooded area around the footpath.

Aspin Peat Local Landmark, currently a garden centre.

West of this point the road is unsatisfactory and the width is restricted.

Plymouth International Business Park at present does not exist.

Preserves rare medical diagnostic department of business park.

The quality of Blunts Lane is high in this area.

Hedges are a strong feature over much of the valley.

Blunts Lane is attractive and has retained a strong wooded, rural character. However, the poor relationship with adjacent mooring (no direct access) leads to some fly-tipping.

The southern end of Blunts Lane is of poor quality where it meets Plymouth Road.

This area is left over from developments that have taken place around it. It has an undergraduate character. Neither rural nor urban.

Although certain layout aspects of this hillside housing are problematic, it has a very good visual and form relationship to the hillside around it.

South-facing slope: minimal sunshine.

This valley is a strong presence in the city. There are long views from the various housing in the valley to Wreywood Road & views of the valley from numerous peat bog points (as surveyed in Graham.)
Approximate area of Plymouth International Business Park and adjacent site on the crest of the hill.

View of the landscape contours of Forder and surrounding valleys.

View from Sheepstor Road.
03 Key Issues and Opportunities

SWOT Analysis

Strengths
1. The area has good vehicular links to the city centre and is close to the airport.
2. It is a major employment area.
3. The valleys are very attractive and visible from some distance and a potential asset. They are a key part of the area’s identity.

Weaknesses
1. The Hospital, Plymouth International Business Park, Tamar Science Park, and the college buildings are isolated from each other and poorly connected to their surroundings. The urban environment is fragmented and unsatisfactory.
2. Contours, in some areas of the valleys, are very steep.
3. Facilities in the area (retail/leisure etc.) are scattered and do not seem to be in keeping with the scale of the large daily working population.
4. There is no real focal point or local centre of real character and activity, despite the fact that the area itself is busy and has a large daily working population and surrounding residential communities.
5. The valleys are not easily accessible.
6. Although the valleys area is generally an attractive area, the edges are generally poor.

Opportunities
1. The Hospital site could become an attractive urban quarter - with possible diversification and densification of uses with a clearer focus of activity.
2. The valleys are significant features within the study area - development or routes through them could start to frame and to link them up, tackle the ‘untidy’ edges and start to define a high quality parkland - as a true, environmental resource.
3. New routes within the development could serve to link up the surroundings to the valley landscape and new urban quarter.
4. Development on steep gradients has been very successfully handled in the past in Plymouth and is in many ways a characteristic of the city. Steep gradients within this area may provide an opportunity for a strong development in this way.

Threats
1. Views along and into the valley-landscapes could be compromised by development.
2. The semi-rural character of the valleys needs to be valued. They have been designated as key strategic landscapes, clearly because they are part of a green link from the country side into the city core.
3. The ecological value of the valleys area must be considered in particular.

Site Appraisal

Tortuous route to entrance of hospital away from main road results in centre of activity away from main route.

Road slices through land & creates awkward land plots, give the hospital a distant relationship to Tavistock road.

Island building surrounded by car parking - poor definition of public realm.

Main hospital building isolated from surroundings.

Some development has taken place in the valley - this is problematic in layout but does not impact heavily on valley as a whole.

Very green entrance.

Roundabout potential for new centre of activity & new front door to hospital. Relationship between buildings and road needs attention.

Opportunity to integrate new development into existing road network.

Buildings on suburban area with few possibilities of linking if airport is released for development.

Blight Lane enters Tamar Science Park and its character shifts from rural to business park.

Poor edge to housing. There is no direct access from the lane and it is consequently affected by fly tipping and general neglect.

Area is very visible from surroundings.

This valley is more wooded and covered than Forder Valley. It is also less visible from the country side into the city core.
Key Issues

1. A new local centre
2. New network of linkages
3. A high quality open space / parkland

Some key points emerge from the analysis which need addressing and form the basis of work in the following chapters. These are listed below:

- Poor definition of streets and public spaces;
- Lack of local centre or sense of place;
- Lack of sense of arrival (no gateways, markers to announce the area);
- Lack of connection between uses;
- Severance caused by major roads especially the A386;
- Inaccessibility of the valleys area;
- Strong visual impact of valleys on surrounding area;
- Poor edges to the valleys open space.

Three key opportunities emerge from this analysis:

1. **A new local centre**
   - Such a big centre of employment activity deserves a local centre to serve workers, visitors and surrounding residential areas. It needs a stronger sense of place to make it more successful socially and economically. This is explored in chapter 5 and tackles the existing lack of structured public space.

2. **New network of linkages**
   - How the various land uses are interrelated and how people are able to move across the area will be crucial and is a major impediment to a successful centre at present.
   - The valleys at present also form a barrier between many areas and how they might be both better used and more useful needs addressing.
   - Chapter 6 looks at the possibilities for links and in particular the possibilities for a vehicular link across the valley which was a specific requirement of the brief.

3. **A high quality open space**
   - How can the community best make use of this impressive open space and how can it enhance the local area? Chapter 7 looks at the nature that this open space could take and whether development (and how much) is appropriate.

These key issues are all interrelated components of a comprehensive and coherent public realm/landscape strategy across the area. This would see a sequence of attractive public spaces and routes across the area, whether these are primarily urban or green open spaces which are well defined and well connected. This would also need to link the area into wider space strategies such as the strategic greenscape corridors.

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Key Issues to consider

1. Derriford Hospital and the need for a local centre
2. The need for high quality open space / parkland
3. Links including the possibility of linking across the valley

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Plymouth Sustainable Growth Study
Stage 2 Part 2: Derriford

10 Llewelyn Davies
04 Emerging Concept

Local centre and urban park

Analysis pointed primarily to the need for a local centre and the need for useable and accessible parkland.

This concept of an intensified local centre matched by a high quality urban park set in the valleys has the potential to create an area with a strong identity and sense of place. It builds in a major asset of the area (the valley) and improves them whilst knitting back together areas which at present are problematic.

Good linkages will be essential between these and other elements of the area for all these components to work effectively and will be an essential part of knitting the wider area together.

The three main characteristics of this concept are therefore:

- A new local centre;
- A new accessible open space;
- Good linkages across the area.

The following chapters examine the potential for such a concept. How a local centre could be created around Derriford Hospital and what approach to consider for the valleys.

The valleys need particular attention. There is a need for open space but there is also a potential requirement for a vehicular cross route. The potential for development also needs to be addressed as it could help either to integrate a route better into the area, or could help to better define the currently poor edges of the open space.

Chapter 7 examines the nature and size of an urban park, assesses the potential of development, how much development would be appropriate, and whether a vehicular link could be accommodated and might also be an asset to links across the area.
05 A New Centre

The area around Derriford Hospital suffers from poor links between blocks of separate landuses. The Hospital is a major activity centre but has no sense of place. This is largely due to the layout of its buildings, the poorly defined public space and the overwhelming carparks. The area is extremely busy with constant visitors, buses leaving and arriving. The areas around the hospital are relatively urban, all of which makes it loose layout incongruous.

There is a need to create a place in keeping with the level of activity of the area and with the relatively urban residential surrounding areas. There is an opportunity to create an urban hub which acts as a centre for both the working and residential communities.

This means addressing the looseness of the current layout, creating a more robust structure of streets and spaces, redefining the public space and rationalising parking. In terms of uses the new centre could accommodate hospital related activities but also business, leisure, retail and homes, creating the potential for vibrant street life, even markets etc. This new mix could help to redraw the balance which at present sees large numbers of employees commuting into the area with the consequent effects on congestion. The level of development and intensification within the area will nonetheless be clearly dependent on modal shift and the provision of efficient and frequent bus routes and the need for further transport and development capacity investigation.
Although the hospital must cater for patients, there may be the opportunity to provide high street shops and other facilities as part of a mixed use hospital quarter.

The current ‘loose’ structure replaced by a strong network of spaces defined by new development. Residential development could be included within this.

Preliminary concept: Main elements of Derriford hospital movement restructuring:

- Main routes are retained;
- Possibility of altering traffic control at roundabout to be investigated to improve pedestrian environment;
- Potential for public space to give “front door” to area from Tavistock Road;
- New route from Tavistock Road to Derriford Hospital to be a main route;
- Main junctions can be emphasised creating node points and gateway points to Plymouth;
- New route from Tavistock Road to Derriford Hospital to have a “high street” feel with new development to north and south.
Main elements of Derriford Hospital development:

- Majority of development (shown in purple) along Tavistock Road and new route to Derriford Hospital. Potential for a mixed-use quarter;
- Reconfiguration of junction at roundabout on Tavistock Road to make new “front door” to area and hospital and release large portions of land for development;
- New development could create a gateway and reduce the severance around Tavistock Road;
- The new route from Tavistock Road junction to the hospital provides a pleasant pedestrian-friendly lively route with the potential for mix of use. Public transport could also use this route;
- Development around this junction can provide a gateway point to Plymouth;
- A new grid of streets and spaces could be created to create strong frontage with parking behind;
- Parking for Derriford Hospital restricts development, as well as adversely affecting the public realm. If this can be consolidated the development capacity is increased.

There is an opportunity for a quarter around the hospital which has a strong network of public spaces and streets.

A new route between the hospital main entrance and the roundabout on Tavistock Road could be modelled on the traditional high street.

Integrating the bus terminal with the public spaces will achieve a more coherent sense of place.
06 Linkages

Linkages across the area are very poor and establishing new and attractive links will be a fundamental part of any future masterplan for the area. If the new local centre is to be sustainable and well used it must be highly accessible by transport and by foot.

The potential for links within the hospital area was outlined in the previous chapter. Its network of streets and spaces must be part of an extended network of links that reach out to the surrounding areas, making access possible from the business parks, from the college and from the residential areas.

The valleys, whilst being attractive open space, are a major barrier in terms of linking the hospital and business park area to residential areas to the south. This would also affect links to a new local centre. Links through the valleys and what sort of links these might be is a key question which this chapter examines.

A special requirement of the brief was to assess the possibility of a vehicular link between Marsh Mills and Tavistock Road across the valleys in order to relieve congestion on Tavistock Road.

Three main options were examined and judged against a set of criteria which are listed below. These range from the practical physical constraints of the gradients to how the route would fit into the wider picture of linkages across the area as a whole.

The case for a route would depend very much on the nature of the route that would result, the nature of the parkland which would result, how the route could relate to surrounding uses and how well it could be integrated into its surroundings. It would not only need to form a link which is useful to vehicular traffic, it must provide a link which also performs a local function and creates meaningful, useable connection and enhance the experience of the local area. It must also form part of a wider sustainable transport strategy which encourages the use of public transport.

The key criteria were established against which to judge the options for a route:

- It must be of sufficiently shallow gradient to allow for a regular diesel engine bus service, allowing any associated development to be served by public transport.
- It must be well integrated into its surroundings in part of the urban fabric not a stand alone highway.
- It must respect the visual amenity which the valleys provide to the surrounding area and work well with proposed open space.
- It must provide a link which provides a local connection between distinct areas is pedestrian-friendly and an enhancement to the local area.
- It must be sympathetic to the broader network of linkages across the area.
A Valley Route and the treatment of the valleys

Three main options were examined: These were:
A route passing along the Bircham Valley;
A route passing on the southern side of the Forder Valley;
A route passing on the northern side of the Forder Valley.

Each of these options is shown in full in Appendix II. The first option through the Bircham Valley was soon discounted because of the strong rural characteristics of the Bircham Valley and steep gradients required to reach the level of the business park.

The second option running along the south side of the Forder Valley was also discounted because it required considerable bridging across the valley and would require a new road to pass through areas of woodland. Apart from the cost issues of such bridging it would be likely to have a detrimental effect on the valley and would not be integrated into development around it.

Further analysis was made of the northern Forder Valley route where the route and development might be better integrated into the urban fabric and where some development had already taken place in the valley. Some of this development is poor (the terraces of naval housing) but other development to the north of the valley was seen as a potential model for development on the steep gradients and the possibility to create a high quality development. Victorian development on steep gradients was seen as a strong feature of Plymouth urban form and meant that significant amounts of development in the Forder Valley might also be considered positively.

For these Forder Valley northern slope options a principle was established where the bottom of the valley was retained as open space creating a linear urban parkland. This is also an area of considerable ecological importance where development would not be appropriate. Two variants of this option were analysed, to establish the extent of development which might be suitable.

Although it would be possible to construct a link up the northern side of sufficiently shallow gradients (steeper than 1:12 is considered inappropriate for a diesel engine bus), localised areas of steep slopes would be likely. In addition, major earthworks would increase the likelihood of difficulties in junctions both joining with existing highway and proposed highway. Both these options were impeded by the gradients required in the final approach to the business park where vehicles would need to go steeply uphill.

Lack of access points into the business park also means that connections through to any new development are likely to be difficult to achieve. The only access point at the western end of the business park plugs into a tortuous series of junctions in order to reach a potential new centre near the hospital, which does not provide the easy and direct route required to make effective linkages.

Although the steep slopes could create development and local roads of considerable character branching from the main route, a relatively small highway network will probably be feasible due to the extreme slopes. Added to this, the lack of possible linkage points into the business park means that the development is likely to be isolated from surrounding uses.

In conclusion this brief initial analysis suggests that it is likely to be extremely difficult to achieve a sustainable and well-integrated link across the valleys. The reasons for this are a combination of difficult gradients and the difficulty of integrating with the business park and any associated development. Trolley buses could cope with steeper gradients than buses but the cost of such a route will again most likely prove prohibitively expensive.

Greater detail with regard to the routes tested is shown in Appendix II.
07 A New Urban Park

It is evident that the valleys form an important part of the area’s identity. Analysis also showed that the valleys are largely inaccessible and that there is a tremendous opportunity to create an accessible and high quality urban park. This would enhance the positive contribution that the valleys make to the area. It would act as a positive companion to the new local centre, creating an area which would boast both urban vibrancy and a landmark park. This park would be a major asset of North Plymouth, if not of the city as a whole.

Explorations with regard to a major vehicular link through the valley showed that this was unlikely to enhance the area. Nonetheless there are still many issues to be examined to define what kind of park could be achieved, how big it could be, whether development is appropriate to creating this park and enhancing the area in general and what kind of links could be made through it.

The existing open space is very large but ill-defined. Although an impressive park of quality is the aim, this should not necessarily be confused with its size: A better defined park with active edges, and destination points within it is likely to be more attractive and well used.

Development on its edges served by local roads should be considered to link the park to the surrounding area and give it strong edges.

Two distinct areas emerge from analysis: The Bircham and Forder Valleys have very different characters. Initial thoughts suggest that the rural nature of the Bircham Valley needs to be safeguarded forming a natural rural setting although the unsatisfactory edge alongside the Estover housing needs attention and could merit some sensitive development.

The Forder Valley on the other hand, where development has already taken place could benefit from more formal treatment and the possibility of development in several key areas.
Certain principles emerge from analysis which may help to guide the creation of a high quality new park:

- It must have well defined, active edges with development fronting the park edge;
- It must be easily accessible with routes through it;
- There should be destination points within the park;
- There should be activity points within the park as an extension of the activity of the local centre (outdoor performances etc);
- It must have impressive gateways and many access points;
- A spectacular landscape could make this park a real landmark, making use of the slopes for impressive water features or creating a built landmark which could be seen across the city.

The dramatic slopes could be used to create a landmark landscape.

Outdoor activities and other destination points could extend the life of the local centre into the park. (Regent’s Park, London)

A landmark building could make the most of views from the valleys and be a marker of the area across the city. (Pagoda at the Royal Botanic Gardens, Kew, London)

The steep gradients could make this a unique and spectacular parkland. (Freeway Park, Seattle)
08 Emerging Conclusions:

This study has sought to establish the potential for change in the Derriford area and the potential for the area to be a place in keeping with its importance as an employment destination.

Further investigations will be necessary before work can be progressed. This will include establishing preferable development capacity, strategies for mix of uses and considerable transport investigations. There will also be considerable consultation required of the many stakeholders as well as the public.

Key conclusions are emerging from this initial study for further elaboration and investigation.

These point to the potential for a new vibrant centre combined with an urban park of impressive character. The new centre around the hospital area would provide an attractive local centre for the many workers, visitors and potential and existing residents. The valleys provide this local centre and the area as a whole with an accessible open space. Improved linkages as part of a high quality public realm strategy will be needed to give coherence to the area.

The conclusions emerging from this study are that:

- There is an opportunity to create a vibrant centre around Derriford hospital to serve the large working population and the surrounding residential population.
- Densification and diversification of uses within the area, as well as stronger links between surrounding areas could produce a high quality environment with a strong sense of place.
- There is potential for the heart of this urban quarter where Tavistock roundabout is currently situated. Tavistock Road is at present a barrier to linkages across the area. However there is an opportunity to create a “front door” to the hospital and the area in general by addressing the nature of the junction and the building frontages around it.
- There are few linkage points from the business park to the south. This combined with the extremely steep gradients makes a major link difficult to achieve across Seaton Valley without considerable bridging which is both costly and difficult to integrate with development. This unincorporated infrastructure would have a strong adverse impact on the character of the valley and on existing residential areas close to it.
- The valleys are a strong landscape feature. With better access and definition, particularly at the edges a high quality leisure amenity or urban park can be created. It also provides key amenity in conjunction with a denser, more urban centre around Derriford hospital and ensures that the focus of development is not diluted across the area.
- Some development in certain places on the edges of the open space may be suitable to create a better defined park. Development on the edges could help the quality of the park if the two are considered in conjunction and properly coordinated.
Appendix

A route through the valleys: Initial study
Concept Option 1: Blunts Lane route

This option examines a route which passes along the alignment of Blunts Lane and crosses the valley to pass along the northern side of the hill in the centre of the site, connecting into the existing business park road. A new pedestrian link is created to the hospital.

Blunts Lane Valley

- Opportunity to improve links between housing in Estover and open space;
- Route relatively quickly reaches crest and less visible area of hilltop. Also allows area of visually important green space in Forder Valley to remain untouched. Hospital visible in background detracts from rural character on this side of the hill;
- A new high level pedestrian link is created between the hospital and the business park extending an existing north-south route within the hospital layout. This would create opportunities for frontage onto the route by Tamar Science Park and by the hospital. Potential also exists to extend this route through Marjoh;
- New routes suggests potential for focal points within the extended Business Park area.

Forder Valley

- New housing located adjacent to existing housing and linked into existing street pattern. Edges defined by visibility of hedges and contours.

Brainstorm Option 1: Bircham Valley

+ Positive
- At the southern end Blunts Lane forms an untidy edge to the open space. There is an opportunity to create a better edge with a new route along its alignment at the southern edge;
- This option diverts away from Blunts Lane at its midpoint, safeguarding the more attractive parts of it further north;
- The Forder valley and the strong visual connection from Crownhill to Novorossiyk Road and beyond is retained;
- The route is kept to the north of the hill & close to the hospital, linking with the existing business park road. The landscape here is already dominated by the hospital;
- The route seems to be less visible from surrounding areas than a route in Forder Valley.

- Negative
- Part of eastern valley will be disturbed and part of Blunts Lane removed;
- In many ways the Eastern valley is more rural in character (although less visible from a distance);
- The ecological importance of this valley which is in places densely wooded is an essential consideration;
- The valley is steep and a road crossing over it would require significant engineering and bridging;
- Connection of the route into the business park from the east requires coordination with regard to any proposals to the east of the business park;
- The business park does not provide a very lively route and the viability of a bus route through it may be questioned.
Concept Option 2: The Forder Valley South

This option examines the concept of a route on the south of the Forder Valley.

Blunts Lane Valley
- Valley remains untouched

Forder Valley
- Route moves along the Forder Valley, an area of open space that has already been affected by development along its valley sides;
- The route can provide opportunities to integrate development with the business park;
- The line of the route would help to frame the hill side and define the extent of development. It could also help to create a successful edge to the open space especially in the east where the edge is currently poor. The quality of the route is essential. Development fronting an attractive avenue is envisaged.

Main elements of Forder Valley route:

- Positive
  - The new route creates an edge to new development and a clear well defined edge for the open space;
  - Retains Blunts Lane as an attractive rural link.

- Negative
  - New link cuts across Forder Valley and needs to run along it for some distance. It has a significant impact on the valley;
  - If the route were to run along the southern side as shown in the drawing, considerable bridging and engineering would be required to bridge the valley;
  - The bridge in particular would have a strong impact on the character of the landscape below it;
  - This option does not address problems along Blunts Lane (poor connection to housing, fly tipping etc);
  - Development would be difficult to integrate with a bridge;
  - The route would be likely to run through a wood area to the south of Bowden Battery;
  - There is the possibility of severance between development and the park caused by a new route. It would be important that the nature of this road is pedestrian friendly and does not cause this problem.
Approximate line of route in Option 2c: Considerable bridging required which would have a significant impact on the valley and would be difficult to integrate with development.
Both these options examine a route running on the north side of the Forder Valley with varying levels of development. In principle the concept of development in the valley, with a linear park (option 3b) could create an attractive residential environment in places where gradients are about 1 in 5 or less.

It is essential that such a route is well integrated to its surroundings and any new development around it. A significant development would require a new bus route to ensure a sustainable and non-car dominated development. It is essential therefore that the route is appropriate for bus use.

In both options there are severe access problems through to the business park and only one apparent access point at the western end. This means that gradients will be too steep as shown on the plans for a bus route to be considered here. Access through the business park is also rather tortuous so that the route will not be clear and direct once it arrives in the business park.

Appropriate gradients might be achieved by bridging across the valley from the south as in option 3c. However this will require considerable engineering and integrating development with such a structure would be very difficult.

**Main elements of Forder Valley route, northern side**

**Positive**
- Development within the valley could in principle be attractive and of high quality with an accessible linear park retained around the Forder.

**Negative**
- Gradients required to enter the business park are unsuitable for a major route and especially unsuitable for buses;
- The existing route once it enters the business park is tortuous.
Option 1: Link through Seaton Valley retaining main area of valley landscape.

Approximate line of route in Option 2a and 2b. There are very few points to access the business park and this leads to difficult gradients at the western end of the route which would not be suitable for buses.
Contents

Chapter

01 The Eastern Corridor

02 Sherford

NB This appendix is shown for information only. It represents a brainstorming exercise and work in progress. Many issues and options outlined were revised or completely excluded and analysis refined in later work.
How could the Sherford area function as an urban extension to the city in the long term?

General Analysis:
- The area is between two main routes, the A379 and the A38. The A38 is a key approach into the city and the Sherford area is highly visible from this road.
- There are good views of the city from some parts of the area south of the A38.
- The A38 is very visible from the surrounding areas to the south.
- Saltram House, the nature reserve, the estuary and Amados Hill are key landscape features in the area. Amados Rock is especially visible from a distance.
- There is a substantial area of land which is or may in the future become brownfield (mineral extract area). It also means that this land will be more suitable for long term development than greenfield areas.
- Countryside to the south of Plympton St. Maurice is of high quality and extremely steep. It is important to the setting and quality of the ‘village’ centre.
- The countryside between Plympton and Plymstock is, in places, relatively unspoilt. However there is a series of busy cross-routes (Sherford Road and to some extent Stamp Hill) which suggest the area is a through-route and not as rural as it initially appears. East of Sherford Road the countryside becomes increasingly quiet and rural. West of Sherford Road there is more piecemeal development of greenhouses and nurseries scattered through the countryside.

SWOT Analysis

Strengths
1. The area has good vehicular links to the city centre.
2. There are areas of high landscape quality especially around Saltram House and Plympton.
3. There are areas of unspoilt countryside east of Sherford.

Weaknesses
1. The line of pylons running through the greenbelt whilst they are not particularly noticeable from a distance, affect the character of the green finger.
2. The severance caused by the A38 may need to be addressed if development in the north is to be considered.
3. Settlement areas of Plympton and Plymstock, whilst not particularly dense, do not allow for substantial in-fill development to meet the housing needs of the City.

Opportunities
1. The A38 and the surrounding noise corridor and earthworks have spoilt the immediately surrounding countryside. The road is visible from a great distance. Development could be used to mitigate this damage.
2. Sherford Cross is a node on a relatively busy route through the greenbelt.
3. The collection of small holdings and nurseries and to a larger degree the quarries outside Plymstock have already breached the greenbelt boundary and may provide opportunities for development on brownfield sites.

Threats
1. Large swathe of green running from Saltram House out to South Hams is an excellent resource for the area. The integrity of this buffer should not be threatened.
2. Stunning views to the north and south should not be compromised.

The Eastern Corridor study area

Main roads

South Hams / Plymouth boundary

Mineral Extract area and impact area
Landscape Character Analysis

There is unspoilt countryside around Sherford Road, implying that the city edge should in fact be pushed westwards where the land has already become “less rural” in character. However, this would disconnect the potential development sites from Langage.
Key features to study area
Emerging Principles:

- It is important to maintain the green link in some form to Saltram House, the nature reserve and the River Plym. The exact nature of this will need detailed attention but a landscape strategy must address and respect the strong presence of the estuary and Saltram Park.

- This is a key approach into the city. There are good views of the city in the distance. Any development (and the landscape strategy) must address this gateway element and harness the opportunities to improve the approach to the city.

- It is important to continue the very clear city edge which exists already to the north (at Langage) and to the south (at Goosewell). A clear line is apparent which could form the demarcation between ‘real’ town and ‘real’ countryside. This demarcation line runs naturally between Plymstock and Plympton and is reinforced by the fairly busy Sherford Road and East Sherford Cross which would fall within the extension area. The precise demarcation line will need further attention but the city must have a strong edge and not have an edge which ‘leaks’ further eastwards which would result in poor town and poor countryside.

- Short term development must be considered in relation to mineral extract areas and the long term development of these possible future areas of brownfield land, which is to be encouraged.

Concept 1:

Brainstorm options 1, 2, 3, 4 and 7 are based on the principles established in the concept sketch on this page which uses the areas of Elburton and Langage as the demarcation line of the city edge which runs close to Sherford Road.

Concept 2:

Options 5, 6 and 8 address the issue of the unspoilt countryside around Sherford Road and examine a demarcation line further west, effectively separating the Langage Park from future development.
The importance of the public transport link.
Transport: Development in the centre of the corridor
Brainstorm Option 1

Brainstorming option 1 looks at filling in development around the A38 locating development to south of the road. It concentrates development around the two busy north-south routes between Plympton, Plymstock and Brixton.

**Brainstorm Option 1:**

- **A new area with focus whilst still connected to South Plympton**
- **Separate extension of Langage**

**+**
- Concentrates development between two main routes;
- Connects development to Plympton at narrowest point of open space between Plympton and A38;
- Possibility for long-term development further west.

**-**
- Considerable number of hedgerows to be retained: considerable impact on countryside at eastern end of new development;
- Impact of Pylons needs to be considered;
- Development to the north of A38 would be restricted. Slopes and landscape buffer for existing housing would need to be carefully considered;
- Does not make the most of possible future development in mineral extraction impact area;
- Expansion westwards could cut Plympton off from open countryside;
- The location is difficult with regard to a public transport route via Plymstock Quarry. This development is more likely to be served by Park and Ride facilities on A38.
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Brainstorming Option 2

This development also concentrates development along the A38 but spreads development along the line of the road rather than to the south of it in the long term. This is less likely to result in the coalescence of the two urban areas and will also go further to save the green finger from the east to Saltram House.

**Brainstorm Option 2:**

- Concentrates development where Plympton comes closest to A38;
- Main connection along Plympton Hill;
- Land south of Plympton safeguarded;
- Extension to Langage Business Park. Development could potentially be connected to this.

- Affects considerable areas of open space and hedgerows especially to the east where the countryside is relatively unspoilt;
- Impact of Pylons needs to be considered;
- Cuts off Plympton area from open countryside. Further expansion westwards would exacerbate this;
- This development is difficult to serve from the south in terms of a public transport frequent stopper bus or LRT. Unless quarrying were accelerated to provide development north of Elburton the route is unlikely to be viable to the new Settlement.
Brainstorm Option 3

This option looks at development along Sherford Road, one of the main north-south routes from Plympton to Plymstock. It includes East Sherford and West Sherford.

Brainstorm Option 3:

Based around Sherford Road and connecting into Langage

+ Connects well into natural focus at A38 junction;
+ Based around ‘busy’ cross route (Sherford Road);
+ Landmark entry point on route into Plymouth is new bridge over A38;
+ This route across the green finger is not affected by mineral extraction area unlike Plympton Hill & Stamps Hill;
+ Strong well-used route with strong existing and created focal points;
+ Possible future expansion westwards;
+ Development could form a strong city edge with Sherford Road as the principal link. Long term development in the mineral extract area could also complete the city edge to the north of Elburton.

- This option has considerable impact on the relatively unspoilt countryside around Sherford Road;
- Works approximately 3 farms into the structure;
- Must work within field and hedgerow patterns;
- Impact of Pylons needs to be considered;
- Relies on later expansion westwards or development to south to create city edge;
- This development is more likely to be served by Park and Ride. A route via Plymstock Quarry from the south is hindered by the mineral extract area north of Elburton.
Brainstorm Option 4

This option looks at making the most of Langage Business Park and the disruption that has already occurred in the area. There is development south of the A38 but it makes the most of a new link between north and south to join the two areas together.

**Brainstorm Option 4:**

**Extension to immediate south of Langage**

- Well connected to area of expansion south of Langage;
- Compact;
- Allows for better mix of use;
- Development based around the A38 and the crossing over it, rather than around Sherford Road;
- Potential for further development further west;
- Expansion along the A38 westwards maintains a compact settlement;
- Potential to create a strong gateway;
- Development to the south, within the mineral extract area could form some of the city edge whilst retaining a clear green link through to Plympton, Amados Hill etc;
- Would need a re-examination of the nature of the A38 if development were to be close to it.

- Impact of Pylons and substation needs to be considered;
- This option has considerable impact on the countryside south of the A38; Although the road junctions have affected the area immediately near the A38 countryside further south is relatively unspoilt;
- Steep contours needs to be considered;
- This idea is difficult in terms of the city edge it creates. Aspects of this idea could be included in Option 3;
- Too much expansion westwards would cut off Plympton area from open countryside;
- This development is more likely to be served by Park and Ride as it is probably too far from Elburton to be linked in a viable way with a high quality stopping bus/LRT Route from the south via Plymstock Quarry.

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Brainstorm Option 5:

This option concentrates development solely to the north of the A38 in order to totally avoid encroaching upon the green link from the east to Saltram House.

**Plympton extension infill development**

- Makes use of constricted land between Plympton and A38;
- Development based around A38 corridor;
- Encroachment into woodland areas is kept to those areas near existing development and A38;
- Allows for future development to the south;
- Area is mostly in Plymouth. Option could form part of strategy also including development in South Hams;
- Potential for gateway statement;
- Would need a re-examination of the nature of the A38 if development were to be close to it.

- Encroaches upon significant area of woodland and nature reserve;
- Very steep slopes reduce areas of possible development;
- Development is mainly in Plymouth. Option would need to form part of strategy also including development in South Hams;
- Locates development within the area of Plympton St. Maurice. Although this would be restricted to those areas which do not have an immediate impact on the setting of the ‘village’, development here would need to be very sensitively handled;
- Would require changes to the nature of the A38, creation of junctions of a more human scale;
- This development is more likely to be served by Park and Ride, as it is too far from Elburton to be viably tied into a frequent stopping bus/LRT route from the south via Plymstock Quarry.
Brainstorm Option 6

This option concentrates development into Moorcroft Quarry. The quarry is within the mineral extraction area. This land is brownfield land and for this reason appears to be an attractive option for development. Although clearly within Plymouth, the option highlights brownfield land which may in the long term be released for development and the need to integrate these sites with shorter term development within an overall vision. However gradients and conditions may be difficult within the quarries and considerable further analysis would be needed with regard to development within them.

Brainstorm Option 6:

Plymstock extention in Moorcroft quarry

- Makes use of quarry brownfield site;
- Development is contained and does not encroach upon any greenfield sites;
- Could potentially allow for large area of development;
- Development here could be served by a frequent stopper bus route/LRT via Plymstock Quarry. It is also likely to make such a bus service more viable.

- Option is only applicable to long term development in Plymouth. Does not allow for immediate development;
- Levels problems are likely.
Brainstorm Option 7

This option takes a traditional approach and tries to replicate "natural" development. Development historically often forms along main routes and so this option suggests the development of Sherford Cross and the roads running to and from it. It presents Sherford Cross as a hub of the area and suggests frontage along busy roads with the development fronting onto the main road.

This idea is clearly related to idea number 3 and the two could be brought together as a long term development concept, creating a strong definite edge to the city.
Brainstorm Option 8

This option concentrates development further west in the area of Vinery Lane and Haye Road, thereby pushing the city edge further west. It safeguards unspoilt countryside around Sherford Road.

Brainstorm Option 8:
Development in Vinery Lane area

+ Development safeguards unspoilt countryside around Sherford Road;
  - Development is close to mineral extract area;
  - Development retains green link from Plympton St. Maurice to open countryside;
  - There is potential for a strong gateway along the A38;
  - Development here could be served by a frequent stopper bus route/LRT via Plymstock Quarry (and possibly Moorcroft Quarry in the long term). It is also likely to make such a bus service more viable.

- It may be difficult to find a direct route for public transport to link the new settlement;
  - In the short term development may be separated from existing settlements by the mineral extract area;
  - The development does not make use of the busy route along Sherford Road.
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Emerging Conclusions

Key Principles

- It is important to ensure short-term development is aligned with long term development in the mineral extract impact area;
- It is important to maintain the setting of Plympton St. Maurice and provide a strategy which respects the strong landscape features in the northern part of the corridor (Amados Hill, Saltram House);
- It is important to create a strong city edge in the eastern corridor and create a high quality urban environment within it, and retain unspoilt countryside outside it;
- If development safeguards relatively unspoilt countryside near Langage, south of the A38 it will be difficult to connect new development with the Langage area. A clear choice emerges between these two issues but is affected by transport concerns (below);
- It is important to create a strong city edge in the eastern corridor and create a high quality urban environment within it, and retain unspoilt countryside outside it;
- If development safeguards relatively unspoilt countryside near Langage, south of the A38 it will be difficult to connect new development with the Langage area. A clear choice emerges between these two issues but is affected by transport concerns (below);
- A clear transport route must be established from the outset and will affect the success, character and sustainability of the new settlement. This favours options to the south of the corridor so that they can be part of a frequent stopping service to/from the city centre via Plymstock Quarry. This would mean a clear route through the southern part of the corridor.

‘Brainstorm’ Options worth pursuing

- **Option 7. Development to the South and around Sherford Road (following Concept 2 ie city edge further east)**

  This places development on the south side of the corridor to be integrated in the long term with development in the mineral extract area. It accepts that Sherford Road is a busy through route and uses it as the demarcation line for the city edge.

- **Option 8: Development to the south and around Vinery Lane (following Concept 1 ie city edge further west)**

  This creates a green link via the Plympton area (ie along Ridge Road). Short term development is to the south of the A38 creating a new city edge. Long term development is in the mineral extract area behind this. This however separates new development in Langage. It safeguards unspoilt countryside around Sherford Road.
Appendix

A route through the valleys: Initial study
Concept Option 1: Blunts Lane route

This option examines a route which passes along the alignment of Blunts Lane and crosses the valley to pass along the northern side of the hill in the centre of the site, connecting into the existing business park road. A new pedestrian link is created to the hospital.

Blunts Lane Valley

- Opportunity to improve links between housing in Estover and open space;
- Route relatively quickly reaches crest and less visible area of hilltop. Also allows area of visually important green space in Forder Valley to remain untouched. Hospital visible in background detracts from rural character on this side of the hill;
- A new high level pedestrian link is created between the hospital and the business park extending an existing north-south route within the hospital layout. This would create opportunities for frontage onto the route by Tamar Science Park and by the hospital. Potential also exists to extend this route through Marjoh;
- New routes suggests potential for focal points within the extended Business Park area.

Forder Valley

- New housing located adjacent to existing housing and linked into existing street pattern. Edges defined by visibility of hedges and contours.

Brainstorm Option 1: Bircham Valley

+ Positive
- At the southern end Blunts Lane forms an untidy edge to the open space. There is an opportunity to create a better edge with a new route along its alignment at the southern edge;
- This option diverts away from Blunts Lane at its midpoint, safeguarding the more attractive parts of it further north;
- The Forder valley and the strong visual connection from Crownhill to Novorossyisk Road and beyond is retained;
- The route is kept to the north of the hill & close to the hospital, linking with the existing business park road. The landscape here is already dominated by the hospital;
- The route seems to be less visible from surrounding areas than a route in Forder Valley.

- Negative
- Part of eastern valley will be disturbed and part of Blunts Lane removed;
- In many ways the Eastern valley is more rural in character (although less visible from a distance);
- The ecological importance of this valley which is in places densely wooded is an essential consideration;
- The valley is steep and a road crossing over it would require significant engineering and bridging;
- Connection of the route into the business park from the east requires coordination with regard to any proposals to the east of the business park;
- The business park does not provide a very lively route and the viability of a bus route through it may be questioned.
Concept Option 2: The Forder Valley South

This option examines the concept of a route on the south of the Forder Valley.

Blunts Lane Valley

- Valley remains untouched

Forder Valley

- Route moves along the Forder Valley, an area of open space that has already been affected by development along its valley sides;
- The route can provide opportunities to integrate development with the business park;
- The line of the route would help to frame the hillside and define the extent of development. It could also help to create a successful edge to the open space especially in the east where the edge is currently poor. The quality of the route is essential. Development fronting an attractive avenue is envisaged.

Main elements of Forder Valley route:

- Positive
  - The new route creates an edge to new development and a clear well defined edge for the open space;
  - Retains Blunts Lane as an attractive rural link.

- Negative
  - New link cuts across Forder Valley and needs to run along it for some distance. It has a significant impact on the valley;
  - If the route were to run along the southern side as shown in the drawing, considerable bridging and engineering would be required to bridge the valley;
  - The bridge in particular would have a strong impact on the character of the landscape below it;
  - This option does not address problems along Blunts Lane (poor connection to housing, fly tipping etc);
  - Development would be difficult to integrate with a bridge;
  - The route would be likely to run through a wood area to the south of Bowden Battery;
  - There is the possibility of severance between development and the park caused by a new route. It would be important that the nature of this road is pedestrian friendly and does not cause this problem.
Approximate line of route in Option 2c. Considerable bridging required which would have a significant impact on the valley and would be difficult to integrate with development.
Forder Valley, Options 3a and 3b

Both these options examine a route running on the north side of the Forder Valley with varying levels of development. In principle the concept of development in the valley, with a linear park (option 3b) could create an attractive residential environment in places where gradients are about 1 in 5 or less.

It is essential that such a route is well integrated to its surroundings and any new development around it. A significant development would require a new bus route to ensure a sustainable and non-car dominated development. It is essential therefore that the route is appropriate for bus use.

In both options there are severe access problems through to the business park and only one apparent access point at the western end. This means that gradients will be too steep as shown on the plans for a bus route to be considered here. Access through the business park is also rather tortuous so that the route will not be clear and direct once it arrives in the business park.

Appropriate gradients might be achieved by bridging across the valley from the south as in option 3c. However this will require considerable engineering and integrating development with such a structure would be very difficult.

Main elements of Forder Valley route, northern side

**Positive**
- Development within the valley could in principle be attractive and of high quality with an accessible linear park retained around the Forder.

**Negative**
- Gradients required to enter the business park are unsuitable for a major route and especially unsuitable for buses;
- The existing route once it enters the business park is tortuous.
Option 1: Link through Seaton Valley retaining main area of valley landscape.

Approximate line of route in Option 2a and 2b. There are very few points to access the business park and this leads to difficult gradients at the western end of the route which would not be suitable for buses.