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Devonport Area Action Plan
Plymouth City Council Local Development Framework
Devonport Preferred Options - July 2005
1. **Purpose of this Preferred Options report.**

1.1. This document has been produced by the City Council as a basis for consultation on Plymouth’s emerging Local Development Framework (LDF). It builds on the earlier Issues & Options consultation stage (Spring 2005), developing your ideas as to how to turn Plymouth into - ‘one of Europe’s finest, most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone’.

1.2. An Area Action Plan (AAP) is being prepared for Devonport as part of the LDF. Its purpose is to identify a strategy and proposals for the development and regeneration of Devonport.

2. **What is a Local Development Framework?**

2.1. Plymouth’s LDF will replace the existing Local Plan. It will provide a strategic planning framework for the city, guiding change to 2016 and beyond. When adopted, the LDF together with the Regional Spatial Strategy will form the statutory Development Plan for this area.

2.2. The LDF is be made up of a portfolio of documents. This includes a Core Strategy, and Local Development Documents (LDDs), which set out policies and proposals for implementing the Core Strategy. Some of these LDDs will have the legal status of “development plan”. Documents with this status will be afforded very great importance in guiding decisions made on planning applications. They are called Development Planning Documents (DPDs). The Devonport Area Action Plan (AAP) is one of these DPDs.

3. **What is a ‘Preferred Options Report’?**

3.1. Preferred Options Reports must be published for each DPD. They set out for consultation the Council’s proposed policy directions, and highlight alternatives where appropriate.

3.2. Such reports will be material considerations in the planning application process. The Council intends that where there is a conflict between the preferred policy direction set out in this report and the provisions of Plymouth’s First Deposit Local Plan, this report will take precedence.

3.3. A background report will be published in July 2005 to provide more information on the context for the proposals in this document and the issues that have led to its conclusion. This will be able to be viewed on the Council’s web site www.plymouth.gov.uk.
4. **How can you get involved?**

4.1. You may already have been involved though earlier consultation processes. The Devonport AAP builds on work done in the Devonport community over several years. This includes consultations on documents such as the First Deposit Local Plan and the Devonport Development Framework. Also, an Issues & Options consultation was undertaken in Spring 2005 as part of the LDF process.

4.2. A statutory period of 6 weeks will now given for people to make formal representations on the Preferred Options Report. The period for making representations on this Preferred Options report is from *Friday 29th July to Friday 9th September*.

4.3. **Representations should be made of the official form.** This can be found on the Council’s Website (www.plymouth.gov.uk), and is available at the Civic Centre and libraries.

5. **What happens next?**

5.1. The Council will consider carefully all representations received and, where appropriate, seek to resolve objections. The DPD will then be amended and formally “submitted” to Government.

5.2. The submitted document will be made available for another statutory six-week period during which formal representations can be made. This will be followed by a further six-week consultation period on any alternative sites being put forward by objectors.

5.3. All representations received will be considered at an Independent Examination to be conducted by Planning Inspector. He / she will test the ‘soundness’ of the plan. The Inspector’s report will be binding on the Council.

5.4. **For further information, please see www.plymouth.gov.uk, or contact the Planning Strategy team at: Civic Centre, Plymouth, PL1 2EW (tel. 01752 307845 or 304818).**
6. **Context**

6.1. Devonport lies to the west of the City Centre on the River Tamar. It originally developed as a neighbourhood to serve the Royal Naval dockyard in the early 18th Century, and its economy has remained heavily dependant on the Dockyard ever since. Recent changes in defence policy, however, have seen substantial job losses in the defence sector which has given rise to unemployment and associated social and environmental problems.

6.2. In recognition of the problems faced by Devonport the area was awarded substantial funding as part of the Government’s New Deal for Communities initiative, which is being administered by the community led Devonport Regeneration Company (DRC).

6.3. The programme of regeneration and development arising as a result of this initiative has been further expanded by recently announced Ministry of Defence land releases at Mount Wise, and of part of South Yard. These represent substantial development opportunities, and will further fuel, and accelerate the potential for change in Devonport.

6.4. There is an urgent need to engage the wider community and stakeholders in the regeneration of Devonport, and to guide the development that will arise. Devonport has been selected as one of the first phases of Area Action Plans in acknowledgement of the above.

7. **The Preferred Vision.**

7.1. The Council’s preferred vision for Devonport is as identified in the Devonport Development Framework, and is set out below:

7.2. “The recreation of Devonport as a distinct place in modern Plymouth, a vibrant self sustaining community; a place of real quality, variety and interest, the pride of residents, attractive to visitors and a model of 21st century living working and playing.”

7.3. Many of the problems currently experienced in Devonport such as poor housing conditions, poor environment, poor health, lack of choice of housing, high unemployment and crime rates will be addressed by the community working in partnership with public bodies and service providers to deliver the new vision. Devonport should become a thriving place whose residents have aspirations for themselves, and for their community. It will become a place where people want to stay and it will attract new residents, businesses and visitors.

7.4. The physical fabric of the area will be improved as a result of new and re-development opportunities, and environmental improvements to existing buildings, streets and open spaces.
7.5. The re-establishment of a traditional pattern of streets across the South Yard Enclave will again unite the once divided community and provide opportunities to introduce a variety of house types and tenures. This in turn will assist in delivering a more mixed and balanced community. New local jobs and training and will also be provided for on the released MoD sites, and along Chapel Street.

7.6. The planned increase in prosperity, and local population will be better able to support improved local shops and services, planned for the Fore Street area, and help in the creation of a sustainable linked community.

8. The Preferred Strategy.

8.1. The Council’s preferred strategy for the Devonport AAP is based upon the following development principles. These are consistent with the goals of the City Strategy, and informed by the key principles for building sustainable neighbourhoods as identified in the DDF: -

8.2. Principle 1. A population able to sustain local services – making the best use of precious brownfield land, by building to a density sufficient to sustain mixed use development which brings basic amenities within walking distance and supports public transport.

8.3. The redevelopment of some existing housing sites at lower densities will result in a better mix of house and tenure types. This however would mean a loss of population. The release of the previously developed MoD sites will more than compensate for this loss and will help to deliver the population to support local services.

8.4. New homes would be delivered through release of the land to Private developers, and housing associations


8.6. For too long Devonport has been fragmented. The long awaited return of South Yard Storage Enclave to the community will result in the re-establishment of links between the two parts of Devonport and provide a heart for the community.

8.7. Further improvement to accessibility from better footpath and cycle links through the parks, and new linkages at Mount Wise will help to connect the various parts of Devonport, and to improve linkages to other parts of the city.

8.8. Much of this will arise as a result of new development opportunities, but also through new cycle routes and footpaths through the parks.

8.10. Much of the historic character of Devonport was destroyed as a result of the war, and subsequent activity of the MoD. Development in the 50s and 60s has done little to enhance the areas built heritage. There still remains many buildings of quality, and distinctive character areas. New buildings, streets and public spaces, should respect the tradition of Devonport and deliver distinctive quality developments.

8.11. It will be the responsibility of all those who are involved in the development of the area to produce developments of a high standard, and that reflect the principles of good architecture, and urban design

8.12. **Principle 4. A mix of well-integrated uses – located within a structure of perimeter blocks that creates a vital and vibrant area and brings amenities, living and working areas close together.**

8.13. Opportunities exist through redevelopment to create vibrant mixed-use areas. The storage enclave will deliver homes, employment, shops, education and training, and local services. It will act as a focus of the community and attract new investment and opportunities to the area. Further scope for mixed uses including commercial employment, residential and sporting activity are created in the release of MoD Mount Wise.

8.14. Developers will be required to comply with the principles as set out in this document to ensure a mix of uses that are compatible within the site and to have regard to surrounding land uses.

8.15. **Principle 5. A range of high quality homes – which encompasses both a range of tenures, residential and commercial, closely knitted to encourage social and economic cohesion and opportunity, and housing types to suit differing needs provided to a high quality that creates far higher living standards and diversifies the socio-economic profile of the area.**

8.16. Existing housing in Devonport is unbalanced, being heavily biased towards social rented accommodation predominantly in the form of flats. This is not at present a sustainable community. Improvements to the existing housing stock, together with redevelopment of some of the poorer quality accommodation will help to redress some of the housing problems. New housing developments on the Storage Enclave, and MoD Mount Wise will deliver family housing and private houses to help to build a more mixed and balanced community. Wherever possible existing residents should be given the opportunity to remain in, or to return to the area following redevelopment of existing properties

8.17. The City Council is committing resources to improve its existing stock; private owners will be also encouraged to improve their property where appropriate. Developers of new sites will be required to provide a mix of house types and tenures to meet local needs.
8.18. **Principle 6. Maximising energy efficiency – optimising the use of energy efficiency and renewable energy applications, water conservation and reuse.**

8.19. All new building will be encouraged to embrace the principles of sustainable development, in terms of energy efficiency and the use of recycled materials and materials from renewable resources. New buildings should seek to achieve the higher ratings when measured against BREAM and ECO homes standards.

8.20. An important principle will also be to improve accessibility by creating new linkages, and locating services and community facilities so as to maximise the opportunity to visit a number of these services at a single destination, thereby reducing travelling. This can be further enhanced by placing services and jobs etc at the centre of the community to encourage walking, cycling and the use of public transport.

8.21. **Principle 7. A healthy and safe environment – providing high quality healthcare and an urban area that is secure by design that has a range of attractive sports, recreational and cultural attractions and which makes the most of Devonport’s waterfront setting and rich heritage.**

8.22. The design of streets and public spaces can make significant contributions to public safety, both in terms of reducing conflict between traffic and pedestrians, and, actual or perceived threat of crime. This in turn will encourage people to walk more rather than to rely on the use of private transport.

8.23. Improvements to sporting facilities have already taken place at Brickfields, and the release of MoD Mount Wise sports facilities for public use will further enhance the opportunity to partake in active recreation. New and improved routes through the parks and along the waterfront will also separate vulnerable cyclists and pedestrians from vehicular traffic and encourage these healthy modes of movement.

8.24. Further health benefits will arise through improvements to the existing housing stock, and from the provision of new houses.

8.25. The new health centre in the enclave will help to redress some of the health problems in Devonport.

8.26. Devonport is poorly served by local shops. The proposed new retail units will providing more choice and thereby making it easier to adopt a healthier eating lifestyle.

8.27. **Principle 8. Improving education for all – providing a range of high quality facilities offering the potential for lifelong learning.**

8.28. The two primary schools in Devonport each serving a part of the community.
8.29. Although there is capacity within the schools, the opportunity presented by the release of the Storage Enclave would allow the two outdated schools to be replaced by a modern city school located at the heart of the community thereby strengthening the community, improving education provision, and acting as a stimulus for regeneration.

8.30. The option for a heritage centre making use of historic buildings within the dockyard also present the opportunity to incorporate an adult training facility, based upon traditional marine related skills.

8.31. Adult training opportunities also exist within the existing Picquet Barracks site linked to the College of Further education.

8.32. The City Council will explore the potential of a new school on the Enclave site. Other training activities could be delivered from public sector bodies such as the College of Further Education, and DRC, and through S106 obligations from new developments

8.33. Principle 9. Developing employment opportunities – containing a diversity of jobs, linked to training and skills development.

8.34. A vital element of Devonport’s regeneration is the provision of local employment opportunities to help to reduce the high local unemployment rate. Preference should be given to local employment and training in the construction of new developments.

8.35. The Enclave will deliver a variety of employment sites including manufacturing (B2), and office (B1) jobs. There will also be jobs provided in the service sector as a result of the new retail units.

8.36. MoD Mount Wise provides further potential for office or training jobs or in the leisure industry dependant upon the final use of the site.

8.37. The Strategy Diagram shows the broad pattern of development proposed.
Open spaces enhance sports facilities, public access and enjoyment.

Primarily established residential area - improve and build new housing.

Mount Wise - mixed use regeneration

Community focus.

Naval Base visitor centre.

Increase accessibility and enhance Green arc.

Cycle and pedestrian links.

Water transport links.

Proposed extension of conservation Area

North of Granby Green & Bull Ring - Mount Street/Kerr Street.

Re-routing A374

Key views

Marlborough Street.

Improve connectivity.

Preferred Option 1 - South Yard Enclave.

9.1. To recreate the heart of the Devonport community through comprehensive and coordinated redevelopment providing for:

1. The creation of a new district shopping centre, including a new medium sized supermarket (approx 930 sq m. net), and a similar amount of other comparison retail space for new uses, and relocated retail uses from Marlborough Street.

2. High density residential development as an integral part of the new district centre.

3. A mix of houses and flats throughout the site (approx between 400 to 500 dwellings).

4. Approximately up to 2,000 sq m. of B1 employment use

5. Approximately up to 1,000 sq m. of B2 employment use

6. A new primary school, potentially as part of a wider mixed use scheme including community and commercial uses.


Development should provide for:

1. Reuse of the following historic buildings: - the Old Market Hall, which is a listed building, and non listed buildings (such as the old Marks and Spencer building) along the old part of Fore Street within the Enclave where this proves possible

2. An understanding of historic street patterns in helping to form the new streetscape.

3. High quality public realm, open space provision and architecture.

4. High quality physical link to the current Marlborough Street shopping area.

5. 25% Affordable housing.

6. 20% lifetime homes.
9.2. This 7.2 ha site offers the greatest opportunity to assist in the regeneration of Devonport. The site was taken over by the MOD after the Second World War, effectively removing the heart from Devonport, and dividing the community in two. The release of the site offers the chance to recreate the traditional street patterns, reuniting the community and creating major development opportunities. This would help to address a number of issues such as the existing imbalance between private and social rented accommodation, the lack of food shopping in the area, and high local unemployment rates. In addition development here, together with other initiatives by Devonport Regeneration Company and the local community, will improve the quality of the environment and help to make Devonport a desirable area in which to live.

9.3. On release of the site to English Partnerships significant works of demolition and site decontamination and re modelling will need to take place before development commences.

9.4. **Delivery of the preferred option:** English Partnerships will be controlling the release of the site, which will be developed by private developers and Housing Associations in accordance with agreed guidelines.
Devonport Storage Enclave

- Central public open space to utilise the mass of new development and to act as both a visual and activity focus.
- Potential for a primary school and LIFT in proximity to shops.
- Visual axes reintegrating the Market Building, St. Aubyn’s Church and Dockyard into the street scene.
- Predominantly employment development.
- Activity focus adjacent to restored market building.
- Improve north-south links to integrate divided communities.
- Landmark Listed Building
- Mixed employment/residential development adjacent to Chapel Street.
- New development respects existing site levels.
- Historic Street Pattern reinstated visually reintegrating Market Building, St. Aubyn’s Church and Dockyard.
- Gateway
- Commercial focus at Fore Street / Chapel Street junction.
- Predominantly employment development.
Preferred Option 2 – MoD Mount Wise

9.5. To see high quality development and restoration of the site, sensitive to its historical significance, which integrates the site into the wider community. The following uses and scale of development would be appropriate:

1. B1 employment use (Office development).
2. Residential, and non-residential institutional uses, including health or educational / training facilities.
3. Sporting facilities.
4. Hotel.
5. Residential (approximately 80 dwellings).

Development should provide for the following:

6. Public access (the creation of a private gated community on the site will not be acceptable).
7. Development to form part of an overall comprehensive and integrated scheme for the site which is acceptable in environmental terms.
8. Development to take place in the context of a Conservation Plan for the site.
9. Local vehicular access to enable public transport linkages through the site to be realised.
10. Pedestrian and cycle access through the site along the Mount Wise headland, providing a vital link in the Green Arc.
11. Sensitive restoration and reuse of Admiralty House and Mount Wise House and their attractive landscaped setting.
12. Protection of other historic assets and archaeological features on the site, and their setting.
13. Retention of the cricket pitch, which should be brought into community use, complementing the proposed new recreational facilities at Brickfields.
14. Redevelopment of the HMS Vivid site to provide attractive frontage to the cricket pitch.
15. 25% affordable housing.
16. 20% lifetime homes.
17. Assessment of land contamination and implementation of appropriate mitigation.

18. Historical interpretation boards.

9.6. This site of approximately 10.4 ha is also due to be released by the MoD. Its development potential is more limited than the South Yard site because of the important nature of the archaeological interests / listed building, greenspace and sports pitch constraints.

9.7. The release of this site presents an opportunity to integrate this important space into the community of Devonport. In the same way that the Storage Enclave allows the chance to link the communities, so too will MoD Mount Wise, and allow the community to be re connected to the waterfront and to the line of adjacent parks and open spaces (The Green Arc).

9.8. The site has excellent views over Plymouth Sound, and contains listed buildings, and structures of significant archaeological interest. It contains a cricket pitch of a high standard, together with ancillary facilities in a magnificent setting.

9.9. Some redevelopment of the more recent accommodation blocks (HMS Vivid) for residential or other purposes would be possible and limited development on less environmentally sensitive parts of the site could also be possible.

9.10. Because there are different character areas to the site, and the number of development options, any development proposals should form part of a comprehensive site development brief. This is a significant redevelopment opportunity on a site of the highest quality.

9.11. Any development should take place within a clear partnership framework with the City Council, and DRC, and involve community and stakeholder engagement additional to that required by the Statement of Community Involvement.

9.12. **Delivery of the preferred option:** will depend on the eventual landowner and the planning application process. It will be developed within the context as expressed through the LDF, the Devonport Development Framework, and the DRC.

Preferred Option 3 - The South Yard Heritage Area.

9.13. To see the development of a South Yard Heritage Quarter, involving the sensitive restoration and reuse of historic buildings, and monuments. Uses should include visitor / tourist related facilities, including a Naval Base Visitor Centre, as well as potentially visitor related retail, employment workshops, offices, and training facilities.
9.14. Within the retained area of South Yard, there are a number of historic buildings, in two different areas, with the potential to form a South Yard “Heritage Quarter” which, if released by the MOD, could be secured for visitor / tourism and related uses.

9.15. This area, within the MoD South Yard area, is defined by two clusters of listed buildings and scheduled ancient monuments, centred on the Ropery, Master Ropemaker’s Office, Slipway Number One and Kings Hill Gazebo to the south and North Smithery, Heavy Lifting Store, Former Fire Station and former Pay Office to the north.

9.16. This part of the Dockyard is considered to include a wealth of built and buried remains dating back to the inception of the yard three centuries ago which, if restored and suitably interpreted, could become an important tourist attraction providing benefits to the local community through employment and commerce.

9.17. One of the difficulties in making the Naval Base Visitor Centre work as one unified attraction is that the two areas containing listed buildings and scheduled monuments are in different parts of the Yard.

9.18. **Delivery of the preferred option:** *will be through the MOD, and DRC, within the context of the long-term conservation of the historic dockyard, including areas that will remain in active naval use.*

**Preferred Option 4 - Marlborough Street.**

9.19. To enable it to evolve into a mixed use street with significant increase in residential accommodation as well as retail, office, health, and community uses.

9.20. With the new retail focus being located at Fore Street, Chapel Street junction, a flexible approach will be taken with regard to changes of from retail to other appropriate uses in Marlborough Street. Consultation between English Partnerships, DRC, and the existing traders has revealed that a number of existing traders would be prepared to re-locate to the new location, with assistance from English Partnerships.

9.21. Marlborough Street could still retain specialist retail uses. Suitable alternative uses could include residential, offices, community or health.

9.22. **Delivery of the preferred option:** *will depend on the current landowners, with possible assistance for any relocations, and the planning application process.*

**Preferred Option 5 – Devonport Conservation Area.**

9.23. To review the Devonport Conservation Area boundary with a view to extending it to include MoD Mount Wise, Richmond Walk and Mutton Cove to the south, and areas of historic interest to the north and east.
9.24. It is proposed to review the existing Devonport Conservation Area boundary with a view to extending it. This will be reviewed in the context of understanding Devonport’s particular historic character and assessing the significance of the historic structures, archaeological sites and streetscape. The proposed areas for extension are illustrated to gain public opinion and for information. Formal designation will not take place through this AAP, but through separate legislation.

9.25. **Delivery of the preferred option:** *will be by Plymouth City Council in consultation with English Heritage and local landowners and conservation interests.*

Preferred Option 6 – The “Green Arc”.

9.26. **To improve the quality and accessibility of the green spaces of Devonport Park, Brickfields, and MoD Mount Wise that together comprise “The Green Arc”, and better integrate them into the community.**

9.27. The green spaces comprising Devonport Park, Brickfields and MoD Mount Wise once lay beyond Devonport’s defensive perimeter and today define its eastern boundary. It is important to connect these spaces into an integrated whole. Improvements to sporting facilities at Brickfields are already underway. Further improvements to landscaping, play facilities, cycleway routes and improved surveillance will help to integrate the spaces into Devonport and the city as a whole. Public access to MoD Mount Wise in particular will offer spectacular views of Plymouth Sound, and provide the opportunity to improve links to the waterfront. The cycleway links and associated highway safety measures are part of the City Councils Strategic Cycle Route linking the Torpoint Ferry with the City Centre, and will form part of the Local Transport Plan. A Heritage Lottery fund bid will also be submitted for works to Devonport Park.

9.28. **Delivery of the preferred option:** *will be via the City Council in partnership with DRC.*

Preferred Option 7 – North of Granby Green.

9.29. **To provide for the demolition and redevelopment of the Council flats on the north side of Granby Green at Granby Green, Park Avenue, Granby Way, St. Aubin Road (approximately 50 Dwellings)**

9.30. **Any redevelopment would need to ensure that:**

1. Development forms part of an overall comprehensive and integrated scheme for the area.
2. Improved pedestrian linkages through the site
3. A mix of house types and sizes
4. Public art as an integral part of the development
5. On site open space / play facilities or a contribution for the equivalent off site provision.

6. At least 25% affordable housing

7. At least 20% of housing to lifetime homes standard.

9.31. This area is currently developed in the form of 116 Council flats.

9.32. Its redevelopment will allow for reduced densities in the area, and improvements to the mix of house types, sizes and tenure. Some element of mixed including office/commercial development would also be acceptable on Granby Green frontage. There is an over reliance on flats and rented accommodation particularly in the council owned sector. A large proportion of the housing stock is suffering from lack of repair, and is energy inefficient. Approximately 25% of the new dwellings will be affordable rent with the remainder being private for sale. Other redevelopment opportunities in the area will allow for relocation of existing residents within Devonport.

9.33. **Delivery of the preferred option:** will be via the City Council in partnership with Devon and Cornwall Housing Association.

Preferred Option 8 – The Bull Ring, at -Duke Street, Monument Street, Ker Street, and 100-120 Ker Street

9.34. To provide for the demolition and redevelopment of existing Flats approximately 50 Dwellings (40 Bull Ring, and 10 Ker Street)

9.35. Any redevelopment would need to ensure that:

1. Development forms part of an overall comprehensive and integrated scheme for the area.

2. A mix of house types and sizes

3. Public art as an integral part of the development

4. On site open space / play facilities or a contribution for the equivalent off site provision.

5. At least 25% affordable housing

6. At least 20% of housing to lifetime homes standard.
9.36. This area is currently developed in the form 85 Council flats. Its redevelopment will allow for reduced densities in the area, and improvements to the mix of house types and sizes. Some element of mixed including office/commercial development would also be acceptable on the Ker Street frontage. There is an over reliance on flats and rented accommodation particularly in the council owned sector. A large proportion of the housing stock is suffering from lack of repair, and is energy inefficient. Approximately 25% of the new dwellings will be affordable rent with the remainder being private for sale. Other re development opportunities in the area will allow for relocation of existing residents within Devonport. Any redevelopment must respect the listed buildings and the historic context of the area.

9.37. **Delivery of the preferred option:** *will be via the City Council in partnership with Devon and Cornwall Housing Association.*

Preferred Option 9 – Devonport Guildhall

9.38. To provide for Devonport Guildhall as a community focus for a mixture of cultural, recreational, and community facilities.

9.39. Any uses would need to ensure that:

1. The uses did not adversely impact upon the fabric or character of the building.
2. They are not prejudicial to the residential amenity of adjacent occupiers.
3. Were compatible with other uses within the building.

9.40. This is a very significant landmark listed building, and represents the historic heritage and civic pride of Devonport. There are a number of community uses taking place within the building, but much greater use could be made of this valuable resource. In a new and regenerated Devonport it should once again take its place as a focus of the community.

Preferred Option 10 – Richmond Walk

9.41. To provide for the retention of waterside and marine related uses. Some limited mixed residential / commercial mixed use may be acceptable.

9.42. Any redevelopment would need to ensure that

1. Any residential would not prejudice continued commercial activity and marine related uses in the area.
2. Development forms part of an overall comprehensive and integrated scheme for the area.
3. A mix of property types and sizes and tenures are provided.
4. Public art as an integral part of the development.
5. At least 25% affordable housing.

6. At least 20% of housing to lifetime homes standard.

9.43. The Devonport Development Framework indicated that Richmond Walk had potential for mixed use development. Whilst mixed uses not involving significant elements of residential might be appropriate, the introduction of non-employment uses should not be permitted if this would prejudice the viability of continued employment uses in the area. It is important to protect local employment opportunities in Devonport, which has high levels of unemployment. It is also important in a citywide context to protect existing employment sites on or close to the waterfront for marine related employment uses.

9.44. **Delivery of the preferred option:** *The implementation of this option would be through the planning application process.*

**Preferred Option 11 – Transport**

9.45. **Not to proceed with re-routing of A374 traffic along Kings Road, but to seek traffic management along Chapel Street, and encouragement of light through traffic along Kings Road.**

9.46. The option of re-routing A374 traffic stemmed from the idea that Chapel Street would become more pedestrian friendly, enabling better linkages from east to west, if there was a significant reduction in the amount of through traffic. The diversion would necessitate highway works, particularly to the roundabout at the junction of Devonport Hill, and Kings Road. The option however attracted no support and two expressions of concern as a result of the consultation on Issues and Options Report.

9.47. The preferred option is therefore to undertake appropriate traffic management to improve environmental conditions in the Chapel Street area.

9.48. This could include as part of a package of measures re-routing of light traffic.

9.49. **Delivery of the preferred option:** *Any re-routing of light traffic should be investigated through the Local Transport Plan. Traffic management measures will be implemented by the City Council.*

**Preferred Option 12 Redevelopment at Mount Street and Ker Street**

9.50. **To provide for the demolition and redevelopment of dwellings at Mount Street and Ker Street (approximately 70 Dwellings).**

9.51. **Any redevelopment would need to ensure that:**

1. Development forms part of an overall comprehensive and integrated scheme for the area.
2 A mix of house types and sizes.
3 Public art as an integral part of the development.
4 On site open space / play facilities or a contribution for the equivalent off site provision.
5 At least 25% affordable housing.
6 At least 20% of housing to lifetime homes standard.

9.52. This area previously contained 140 dwellings although demolition has already taken place to the south of Mount Street. Its redevelopment will allow for reduced densities in the area, and improvements to the mix of house types and sizes. Some element of mixed including office/commercial development would also be acceptable on the Ker Street frontage. Any redevelopment must respect the listed buildings and the historic context of this area.

There is an over reliance on flats and rented accommodation particularly in the council owned sector. A large proportion of the housing stock is suffering from lack of repair, and is energy inefficient. Approximately 25% of the new dwellings will be affordable rent with the remainder being private for sale. Other re development opportunities in the area will allow for relocation of existing residents within Devonport.

9.53. **Delivery of the preferred option:** will be via the City Council in partnership with Devon and Cornwall Housing Association.

Preferred Option 13

9.54. To provide for the demolition and redevelopment of dwellings at Curtis Street/Duke Street, and 1-49 Curtis Street (approximately 20 dwellings).

9.55. Any redevelopment would need to ensure that:

1 Development forms part of an overall comprehensive and integrated scheme for the area.
2 A mix of house types and sizes.
3 Public art as an integral part of the development.
4 On site open space / play facilities or a contribution for the equivalent off site provision.
5 At least 25% affordable housing.
6 At least 20% of housing to lifetime homes standard.
9.56. This area previously contained 28 dwellings, its redevelopment will allow for reduced densities in the area, and improvements to the mix of house types and sizes. There is an over reliance on flats and rented accommodation particularly in the council owned sector. A large proportion of the housing stock is suffering from lack of repair, and is energy inefficient. Approximately 25% of the new dwellings will be affordable rent with the remainder being private for sale. Other redevelopment opportunities in the area will allow for relocation of existing residents within Devonport.

9.57. **Delivery of the preferred option:** *will be via the City Council in partnership with Devon and Cornwall Housing Association.*

**Preferred Option 14**

9.58. To provide for the redevelopment of Mount Wise Primary School for mixed use purposes, including residential / mixed use purposes (approximately 35 dwellings).

9.59. Any redevelopment would need to ensure that:

1. Development forms part of an overall comprehensive and integrated scheme for the area.
2. Provision is made for community uses, including potentially child care facilities.
3. A mix of house types and sizes.
4. Public art as an integral part of the development.
5. On site open space / play facilities or a contribution for the equivalent off site provision.
6. At least 25% affordable housing.
7. At least 20% of housing to lifetime homes standard.

9.60. This is option is dependant upon alternative school provision incorporating Mount Wise, and Marlborough Street Schools being made within the released South Yard Enclave.

9.61. **Delivery of the preferred option:** *the actual release of the site by the City Council and its timing will be dependant upon the development of a new school.*

**Preferred Option 15**

9.62. To provide for the redevelopment of Marlborough Street Primary School for residential / mixed use purposes (approximately 25 dwellings).
9.63. Any redevelopment would need to ensure that:

1. Development forms part of an overall comprehensive and integrated scheme for the area.
2. Provision is made for community facilities.
3. A mix of house types and sizes.
4. Public art as an integral part of the development.
5. On site open space / play facilities or a contribution for the equivalent off site provision.
6. At least 25% affordable housing.
7. At least 20% of housing to lifetime homes standard.

9.64. This is option is dependant upon alternative school provision incorporating Mount Wise, and Marlborough Street Schools being made within the released South Yard Enclave.

9.65. **Delivery of the preferred option:** *the actual release of the site by the City Council and its timing will be dependant upon the development of a new school.*

**Preferred Option 16**

9.66. To provide for the demolition and redevelopment of flats between Marlborough Street Primary School and Morice Street (approximately 20 dwellings).

9.67. Any redevelopment would need to ensure that:

1. Development forms part of an overall comprehensive and integrated scheme for the area.
2. A mix of house types and sizes.
3. Public art as an integral part of the development.
4. On site open space / play facilities or a contribution for the equivalent off site provision.
5. At least 25% affordable housing.
6. At least 20% of housing to lifetime homes standard.
9.68. This area contains 28 dwellings, its redevelopment will allow for reduced densities in the area, and improvements to the mix of house types and sizes. There is an over reliance on flats and rented accommodation particularly in the council owned sector. A large proportion of the housing stock is suffering from lack of repair, and is energy inefficient. Approximately 25% of the new dwellings will be affordable rent with the remainder being private for sale. Other redevelopment opportunities in the area will allow for relocation of existing residents within Devonport.

9.69. **Delivery of the preferred option:** will be via the City Council in partnership with Devon and Cornwall Housing Association.
Devonport - Mount Wise

Local development framework

MoD Mount Wise
Mix of possible uses including: public access, employment, residential, hotel, retention of sport facilities

Picquet Barracks

Richmond Walk
Retention of marine employment uses and limited mixed uses

George Street

Devonport Hill

Existing Housing

2

10
Devonport - Southern

- Residential re-development
  - Curtis Street / Duke Street
- Residential re-development
  - Bull Ring and Ker Street
- Residential re-development
  - Mount Street / Ker Street
- Devonport Guildhall community uses
- Mount Wise primary school possible relocation and re-development for housing / mixed use
- Existing residential area
Devonport - Northern

- Primary school possible relocation and re-development for housing / mixed use.
- Residential development of existing dwellings north of Granby Green.
- Morice Street re-development for housing.
We need to know what you think

The statutory consultation period to respond is 29th July 2005 - 9th September 2005.

All comments must be received within this period and can be sent to:

**Planning Policy Manager**
Planning and Regeneration Service
Plymouth City Council
Civic Centre
Plymouth
PL1 2EW

or

by fax: 01752 304294
by e-mail: ldf@plymouth.gov.uk

Further copies of the leaflet and response forms are available from:

www.plymouth.gov.uk
The Civic Centre (Planning Section)
Local Libraries

The document is also available in Large Print, Braille, or on Audio Tape.