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North Plymstock (including Minerals) Area Action Plan

Plymouth City Council *Local Development Framework*
Preferred Options- July 2005



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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 North Plymstock as part of the LDF. Its purpose is to identify a strategy and proposals for future development in the North Plymstock area, including minerals extraction and cross-border issues arising from the development of Sherford new community proposal in South Hams.

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 to 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 North Plymstock 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 through earlier consultation processes. The North Plymstock AAP builds on work done in the local community over several years. This includes consultations such as; the Community Planning Workshop for the former Blue Circle site in 1999, the Community Planning Study in 2000, the First Deposit Local Plan consultation in 2002, the two Community Planning (master planning) Workshops in 2003 and finally through the Enquiry by Design process in relation to the Sherford new community in 2004. 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 be 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 2005*.
- 4.3. **Representations should be made on 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 be amended to take account of representations received. It will then be formally 'submitted' to the Government in Spring 2005.
- 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, see www.plymouth.gov.uk or please contact the Planning Strategy team at: Civic Centre, Plymouth, PL1 2EW (tel. 01752 307845 or 304818).***

6. Context

- 6.1. The eastern corridor of Plymouth, between Plymstock and Plympton, is an area which will be subject to significant change in the coming years. The change is driven by the need to plan for development, which responds to changing population characteristics and meets the housing needs of the people in Plymouth. In addition, large previously used sites have become available for redevelopment. The identification of Sherford as a place to provide a large sustainable new community, to meet local housing need, together with the availability of Plymstock Quarry for re-development creates the conditions, which support the creation of a sustainable new urban district for Plymouth.
- 6.2. An 'Area Action Plan' (AAP) for North Plymstock (inc Minerals) is being prepared by Plymouth City Council, and an Area Action Plan for Sherford is being prepared by South Hams District Council. The Area Actions Plans for both are required to ensure the co-ordinated planning and delivery of development options in a manner that is integrated and complimentary. There are significant infrastructure issues, particularly in relations to transport. The Area Action Plans provide a critical framework to guide developers and decision makers on the form and content of development and the provision of infrastructure that is vital to support successful and sustainable communities.
- 6.3. There is a significant mineral reserve in the form of limestone in North Plymstock. This reserve has been safeguarded because of the important contribution it makes towards the South West's minerals land bank. Minerals are a finite resource and they can only be worked where they exist. Minerals are a vital resource for society, there must be an adequate supply to provide the raw material for building, infrastructure and goods that we need. This Action Area Plan needs to ensure that supplies of limestone reserves in the area are safeguarded. At the same time the Action Area Plan needs to strike a balance between planning for an adequate supply of limestone aggregate and sustainable development.

7. The Preferred Vision.

- 7.1. The Council's preferred vision for North Plymstock (including Minerals) is as follows:

- 7.2. To create a new high quality and distinctive urban district to Plymouth, that will include a new sustainable neighbourhood. Development will be well related to the new community at Sherford, the existing urban fabric and the City Centre. The significant amount of development focused in this area will provide major new sustainable infrastructure, particularly a high quality public transport system and facilities to support a high quality of life. Other development opportunities and long term development potential in the area are coordinated to create successful relationships between different uses. The character of the new district will be strongly influenced by significant new recreational opportunities in the form of Country Parks and green space links.**
- 7.3. To continue to safeguard the existing limestone land bank at Hazeldene Quarry and to safeguard sufficient limestone reserve to the north of Hazeledene quarry to make an adequate future contribution to the South West's crushed rock reserves. Current and future quarrying should be planned and operated to support the development of the new community at Sherford.**
- 7.4. A new opportunity has emerged, supported by the identification of Sherford as a site for a new community, to create and connect communities that will form a new part to Plymouth's Urban Area, combined with an outstanding natural and historic landscape.
- 7.5. North Plymstock co-ordinated with Sherford will comprise by 2016:
1. High quality sustainable mixed use, but mainly residential, new neighbourhoods (such that they represent exemplars of sustainable urban design), including at Plymstock Quarry, whose residents can meet their daily needs locally and enjoy a good quality of life. These will include:
 - a. New neighbourhood centres containing local shops, commercial services and leisure facilities.
 - b. A network of well designed streets, spaces, walking and cycle routes between homes, schools, local centres and other facilities, which are safe, pleasant and convenient to use.
 - c. Modern and sufficient public facilities, such as schools, indoor and out door sports facilities, a swimming pool, community facilities and local health services.
 - d. New employment opportunities.
 - e. Safe places for young children to play.

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- f. Space and facilities for older children and teenagers to gather, socialise and exercise.
 - g. A range of housing accommodation to meet the needs of all sections of the community.
2. A High Quality Public Transport system (HQPTs) linking; the new community at Sherford, and Plymstock Quarry to the City Centre via the A379 corridor and with other key employment and community infrastructure destinations in the northern corridor and Langage. Provision of modern clean and safe Multi Modal Interchanges (to include an element of park and ride) at Plymstock Quarry and on the eastern fringe of Plymstock linked to the HQPTs, in locations to maximise catchment populations and with excellent access from all surrounding development within walkable distance.
 3. High quality, accessible country park land with Saltram Park at its heart, with green links between the River Plym and through the area to the new community at Sherford, acting as a local, citywide and regional recreational resource.
 4. A limestone aggregate quarry, which will provide aggregate for the city's and region's building and growth needs well into this century.
 5. The potential to accommodate more growth as an extension to the recently completed new community at Sherford,
 6. High quality frontage development along main transport corridors, waterfront areas and at gateway locations. Including along the A379, and where visible from other corridors.

8. The Preferred Strategy.

- 8.1. The Council's preferred strategy for the North Plymstock AAP is based upon the following development principles. These are consistent with the goals of the City Strategy: -

Principle 1. Create new 21st century neighbourhoods – establish sustainable mixed-use villages, providing locally for the needs of residents and which effectively connect with and relate to the existing adjacent urban area.

Principle 2. A high quality public transport system – new developments will link into and contribute proportionally to the implementation a new mass transit scheme.

Principle 3. Walking & cycling will come first – through the creation of a network of streets, spaces and routes within and between neighbourhoods walking and cycling will be made easy, safe and pleasant.

Principle 4. Protect minerals resources & provide for waste treatment and management – development and land use will protect and facilitate the extraction of minerals and collection, treatment and management of waste.

Principle 5. Provide green links and green space – development will facilitate a web of green links and contribute towards extensive areas of wildlife rich open space.

Principle 6. Sustainable employment and jobs – new development will protect existing viable jobs and provide new employment opportunities for local residents.

Principle 7. Meeting the needs of everyone in the community – new neighbourhoods will provide for the; health, housing, recreational, accessibility, educational, social, cultural, and governance needs of the communities they serve.

Principle 8. Enhancement of existing corridors and gateways – the relationship and quality of existing frontage development and new development opportunities on main corridors, waterfront areas and at gateway locations will be improved and well related.

Principle 9. High Quality design, architecture & local distinctiveness – the design of buildings and spaces, their relationship, connections and materials will be good quality and make places.

Principle 10. Sustainability & energy efficiency – environmental and natural resource protection will underpin the design and development of new communities, so that future generations can meet their needs and have good quality lives.

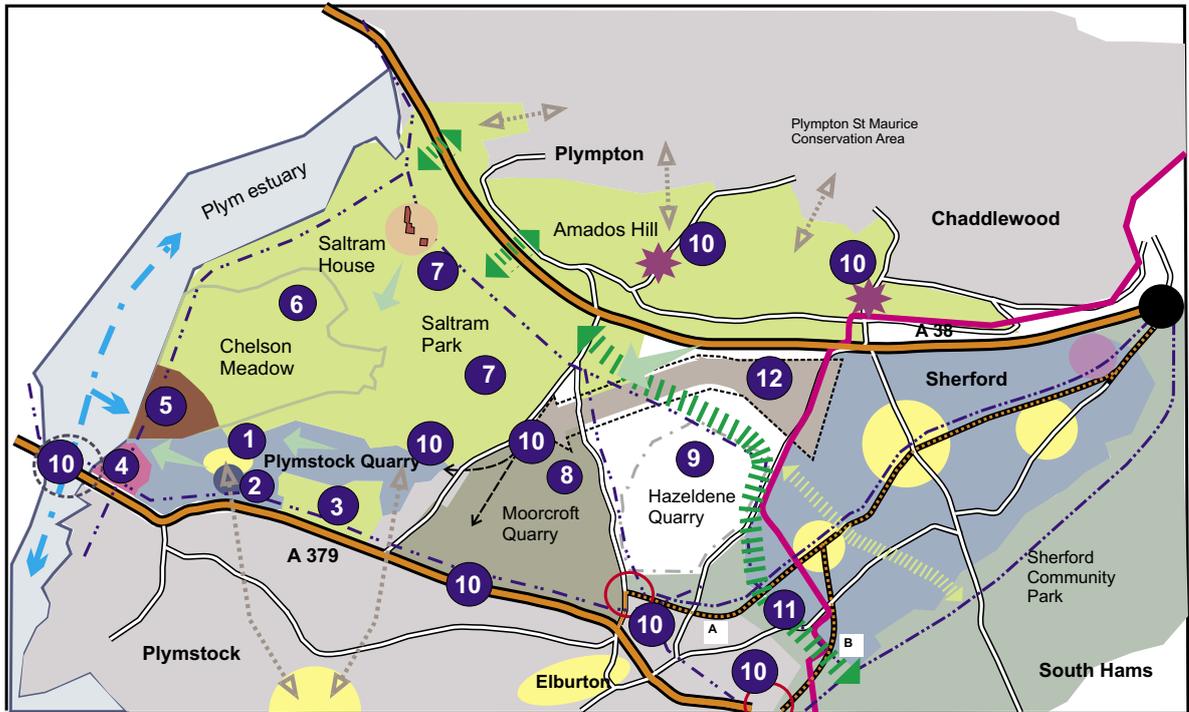
Principle 11. A high quality of life for everyone in the community – will be provided by creating the conditions to promote good; physical and mental health, individual and community well being, personal and environmental safety.

Principle 12. Plan development now to facilitate future development – development in this period will be planned such that future growth can take place in a sustainable way.

8.2. The Strategy Diagram shows the broad pattern of development proposed.

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- 8.3. The preferred spatial strategy as set out in the diagram responds to the key opportunities that exist within the North Plymstock area. Together, the development principles enabled by the opportunities provide the scope for North Plymstock to play a strategic role in the future prosperity of Plymouth and its sub region by 2016 and beyond, as well as to provide many locally needed facilities (such as affordable housing and high quality employment, leisure and recreational opportunities). The key opportunities in the area are:
- 1. The requirement in the Devon Structure Plan for South Hams to identify a new community at Sherford to accommodate 4,000 homes.**
 - 2. The opportunity to re-develop the former Blue Circle Cement works and quarry at Plymstock as a sustainable new neighbourhood of up to 1500 homes. Together with the Sherford development, this will enable critical mass of population to be achieved to sustain a variety of major investments in community infrastructure and high quality public transport.**
 - 3. The need to provide new high quality public transport infrastructure to link the new community at Sherford with the City Centre, and the ability for the redevelopment of Plymstock Quarry to utilise and contribute towards it.**
 - 4. The width and standard of the A379 corridor providing the opportunity for it to accommodate a high quality public transport route.**
 - 5. The closure of the landfill element of Chelson Meadow and opportunity to make new positive use of this new landscape.**
 - 6. The existence of Saltram Park and potential to link it to a new Community Park attached to the east of Sherford.**
 - 7. The potential to dramatically improve the arrangement and quality of development on key road frontages and the waterfront.**
 - 8. The opportunity to make positive and more sustainable use of waste heat from the landfill gas powered electricity generation plant on Chelson Meadow.**
 - 9. The opportunity to make use of reclaimed land within Moorcroft Quarry, which will become available during the period of the plan.**
 - 10. The opportunity to review the previously expected pattern of mineral extraction to the east of Moorcroft Quarry, whilst maintaining levels of aggregate production.**

Plymstock Strategy Diagram



Numbers in blue circles refer to Preferred Options, refer to text.

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|---|--|---|--|
|  | Water front opportunity area. |  | High quality public transport corridor and gateway corridor. |
|  | Proposed mixed use neighbourhoods. |  | Proposed new routes (options A and B to be tested through Eastern Corridor Study). |
|  | Moorcroft Quarry waste and employment development. |  | Potential water transport links. |
|  | Community Park, playing space and green buffers. |  | Strategic cycle/footpath links. |
|  | Existing residential area |  | Traffic management measures to safeguard Plympton St Maurice conservation area. |
|  | Chelson Meadow Waste facility. |  | Wildlife corridor |
|  | Greenspaces. |  | Greenlinks. |
|  | Historic house and parkland / tourism focus. |  | Improve pedestrian and cyclist connectivity. |
|  | Multi-modal interchange. |  | Potential long term links. |
|  | Community focus. |  | Potential direction and areas for future growth (post 2016). |
|  | Strategic junction improvements |  | Key views |
|  | Park and Ride Interchange |  | Hazeldene Quarry. |
|  | Strategic transport improvements to Eastern Gateway. |  | Plymouth / South Hams boundary |
|  | Potential location of public transport interchange (need to be tested through Eastern Corridor Study). | | |

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11. *The potential to define and create connections to potential future development land beyond 2016, if it's needed.*
 12. *Due to the scale of development and a new more enlightened planning system, the opportunity to create high quality sustainable communities and not housing estates, which will provide benefits for residents of the city as a whole.*

9. The Preferred Development Options.

Preferred Option 1 – Plymstock Quarry.

- 9.1. **The City Council's preferred option is to see Plymstock Quarry developed as a new neighbourhood of Plymouth, based upon principles of sustainable development and an exemplar design-led approach. This should include the following elements.**

Strategy, planning and design.

1. *Development to take place within the wider context of a strategic plan for the eastern corridor, which includes North Plymstock Action Area Plan and Sherford Action Area Plan, with coordination of infrastructure provision.*
2. *A single comprehensive Master Plan for development of the neighbourhood, which shall include the redevelopment of the site of Pomphlett Industrial Estate.*
3. *The design of the scheme to incorporate the best practice principles of urban design and buildings and spaces shall be of a high quality.*
4. *The master plan must, following assessment and appraisal, take account of and respond appropriately to the environmental, transport, health, educational, amenity, historic environment, bio-diversity and quality of life issues that the site and its existing adjacent land uses/developments pose for the re-development of this site.*

Housing.

5. *The development shall accommodate in the region of 1,500 homes if it can be demonstrated that the number can be provided with out unacceptable impacts.*
6. *A mix of different home types at a density across the site, which exceeds 30 homes/ha, shall be provided. The development should provide for significantly higher densities at and close to the local centre, including the provision of homes above ground floor commercial, business and retail uses.*

7. **25% mixed tenure affordable homes.**
8. **In the region of 20% of homes to be of Lifetime Homes standard.**

Employment Opportunities.

9. **Provision of employment opportunities on site to accommodate the economically active element of the resident population. In this respect a minimum of 0.7 job ratio will be sought on site. Of these jobs a greater portion should be in the traditional B1 employment use category but other jobs from the other uses in the mix will be accepted to provide a balanced and sustainable range of job opportunities. A minimum of 3.5 ha of B1 employment land shall be defined.**
10. **Provision should be made on-site for the potential relocation of existing occupiers of Pomphlett Industrial Estate.**
11. **There should be live-work units provided as part of the scheme, a mechanism to secure their status as live-work units shall be secured.**

Retail and entertainment.

12. **Small-scale retail (non-food) units shall be provided in the local centre to meet the daily needs of residents, the number and scale of such facilities should be appropriate to the needs of the community.**
13. **A medium sized food-store (up to 1,800 sqm gross, subject to impact) should be provided in a position which forms part of the local centre and which is closely related to the multi modal interchange. Such a facility should not have an adverse effect on the vitality and viability of The Broadway and Embankment Road.**
14. **A mix of food and drink uses (e.g. pub, bar, café, restaurant, hot food take away) should be provided in the local centre, of an appropriate scale and sensitively located.**

Commercial.

15. **The local centre should include a mix of commercial (A2) and business office (B1) uses which are commercially viable and which are of sufficient scale to make an appropriate contribution towards local job opportunities.**

Education, Health and Community.

16. **An 'extended' primary school shall be provided, which should be well related to the local centre and include the neighbourhood's other health and community facilities.**

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- 17. Provide a contribution to meet the secondary schooling educational needs arising from the development.**
 - 18. The development should provide facilities that encourage and promote healthy lifestyles, such as trim trails with supporting information and facilities.**
 - 19. A doctors' surgery should be provided, this should include sufficient accommodation for other health care practitioners.**
 - 20. A range of community facilities and meeting space should be provided, appropriate to the scale of the development.**
 - 21. The development should include provision for a number of informal meeting spaces for older children and teenagers. Such facilities should be over looked, safe to use and located so as not to cause nuisance.**
 - 22. The provision and use of public art as an integrated element of the development.**

Sport and Leisure.

- 23. The development should provide an adequate amount and standard of outdoor playing pitches and supporting infrastructure. Commuted sums towards off-site provision will be acceptable. Off site contributions will go towards the enhancement of the sports facility provided in association with the new community at Sherford.**
- 24. The development should make an appropriate contribution towards the provision of a swimming pool at the new Community in Sherford, such a contribution shall be fairly and reasonably related to the scale of the development at Plymstock Quarry.**
- 25. The development should make appropriate provision for indoor sports facilities to meet the needs of its occupiers. Off site contribution to the provision of indoor sports facilities reasonably related to the development will be acceptable instead of on site provision where the scale of on-site provision will not result in a viable indoor sports facility of an acceptable standard.**
- 26. The development shall include areas of formal and informal public open space and commuted sums towards its provision.**
- 27. Children's play space of an appropriate scale and standard shall be provided in locations in the development, which are accessible to all its residents.**

28. The development proposal should explore the potential to include a commercial leisure facility, that would take advantage of the site's unique landform and context, subject to commercial viability, transport impact and impact on the mix of sustainable uses in the Quarry.

Transport.

29. Preferred main access points into the site are the existing one at Broxton Drive and a new one off the Billacombe Road to the east of Broxton Drive.

30. The existing access of the Ride is suitable only as a secondary access serving part of the site and should not be readily useable through access to Billacombe Road.

31. A bus / emergency vehicle only link should be provided at the site's eastern limit onto Colesdown Hill (in a northerly direction only). This access should be designed or land safeguarded such that the route can be opened in the future to general traffic.

32. A transport plan shall be prepared to support and encourage a shift in travel modes towards sustainable transport for all occupants (business, commercial, residential, health, education) of the development.

33. The development shall make a contribution towards strategic transport infrastructure, including the implementation of a High Quality Public Transport service along the A379 corridor which will link the new community at Sherford, via Plymstock Quarry with the City Centre.

34. The development should include a multi-modal interchange (MMI) in association with the local centre and linked to a route which would serve a high quality transport service as part of the strategic transport infrastructure for the Eastern Corridor. The MMI should be focused on a building providing passenger and travel information facilities.

35. The development shall include the provision of satisfactory footpath and cycleway links to adjacent sites and open spaces and existing and planned foot and cycle paths.

Landscape and Biodiversity.

36. Use of the majority of fields and woodland on the north facing slopes overlooking Chelson Meadow and Saltram House and Wixenford Quarry & marsh as natural green space with public access, and a commuted sum for their improvement and maintenance.

37. Provision of green infrastructure to maintain functional ecological links with adjoining areas.

38. The development should make acceptable provision for protection and enhancement of the site's ecological resource and mitigation for those elements which are removed in the interests of creating a high quality and viable scheme.

39. The proposal shall include high quality landscaping proposals, which make use of local materials, and traditional local boundary treatment methods where this is appropriate.

Environmental Protection.

40. The development will be expected to meet 10% of its energy requirements from on-site renewable energy measures.

41. The development proposal should explore the viability of implementing a district heating scheme, utilising the waste heat generated by the landfill gas powered electricity generation plant at Chelson Meadow. If such a scheme is technically viable all reasonable efforts should be made to include district heating within a significant portion of the development, unless such a proposal is demonstrated to be not financially viable.

42. The development should seek to incorporate Sustainable Urban Drainage and water conservation measures as an integrated design of the development scheme. Opportunities should be provided to enhance biodiversity in such measures.

43. Development should make provision for appropriate waste storage areas that are integrated into the development and recycling facilities.

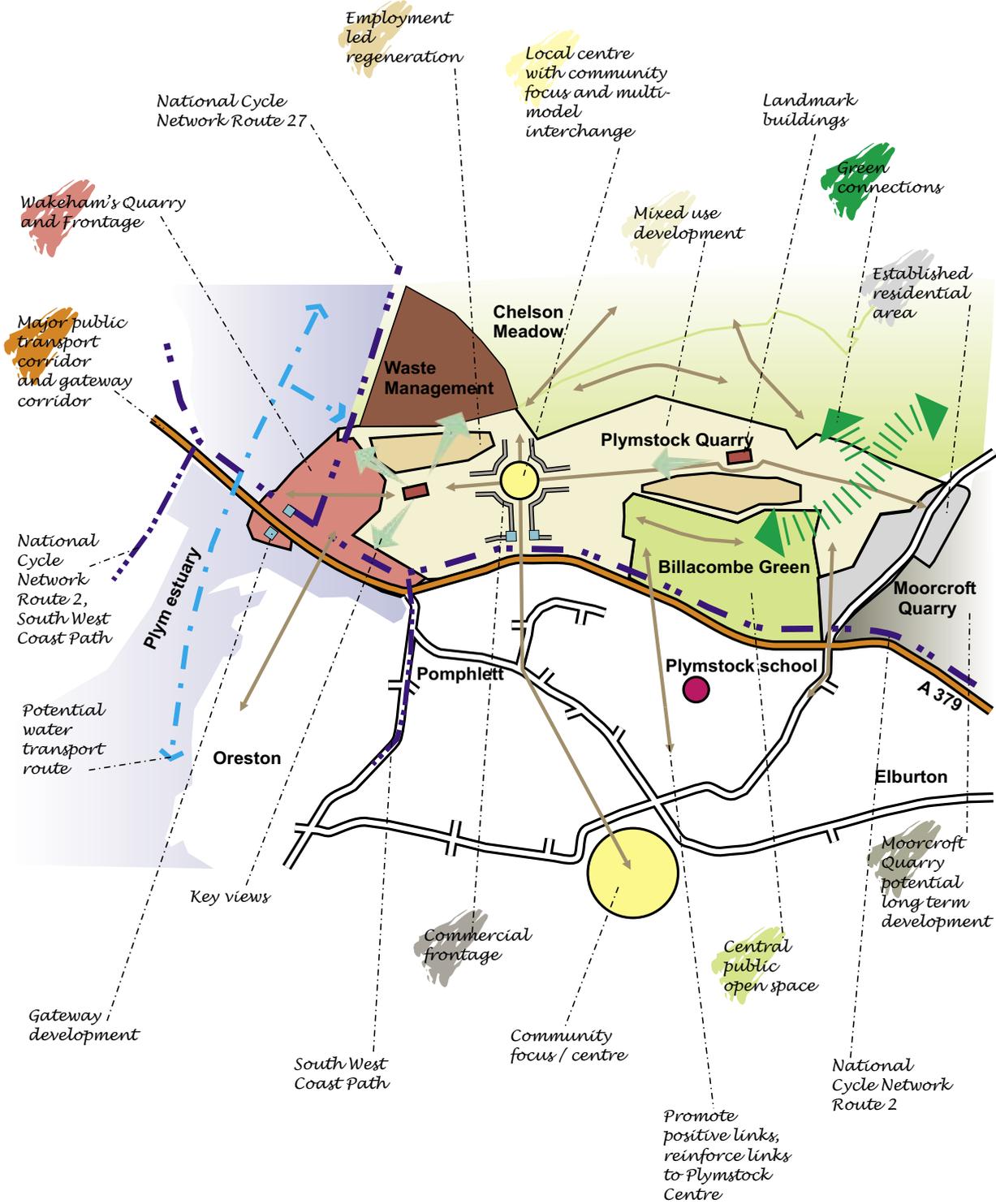
44. Integration of sustainable design principles and objectives into the sites master planning and the design and building of homes and other buildings. This should address recycling and reuse of on site materials and use of local materials in the sites construction.

45. Development ensures environmental health and safety of occupants in its layout and design with regard to potential sources of pollution.

- 9.2. This site presents the single greatest opportunity within the Area Action Plan to not only create a sustainable and successful new neighbourhood but also to make a significant contribution to the achievement of strategic sustainable growth for the Plymouth Sub-region. The success of both this development, the new community at Sherford, their physical linkages and the development strategy for the eastern corridor of Plymouth is premised on the need to not only get each development opportunity right but to make the strategic connections between the developments work. There is, therefore, a need for partnership working between developers, Local Authorities, the community and other stakeholders.

- 9.3. The proposals for the redevelopment of the former Plymstock Quarry will combine to ensure the provision and delivery of a high quality, sustainable, mixed use but mainly residential, new neighbourhood. It should seek to provide for the daily needs of residents. Access to principal higher order facilities and places of employment off site will be made possible, as a first and natural choice, by sustainable travel alternatives to the car. The development will be required to meet the needs of its occupiers and make a reasonable and proportionate contribution to off site infrastructure and facilities, which are necessary to support the sustainable re-development of this site. In relation to the calculation of the level of provision of indoor sports facilities the Council will have regard to Sport England's Sports Facility Calculator as maybe adjusted by local circumstances. Until a locally defined outdoor playing pitch standard is defined, the Council will have regard to the Playing Pitch Strategy of 1.2 ha for playing pitch provision, as maybe adjusted by local circumstances.
- 9.4. **Delivery of the preferred option:** *Private development, S106 planning obligation funding, potential for specific public sector contribution, e.g. ERDF objective 2 transitional relief funding, other specific grant opportunities, potential role for the City Council to use its statutory compulsory purchase powers.*

Plymstock Quarry



Alternatives considered for Plymstock Quarry.

- 9.5. The City Council has considered and rejected a number of alternative options for Plymstock Quarry. These include:
1. *Continued cement production – this was rejected at an early stage, and prior to the current planning legislation, as cement production at this site was no longer competitive in the global market. Since that time the cement production facility was demolished and establishment of new plant is not likely to be a realistic proposition.*
 2. *Continued quarrying of limestone as an aggregate – information supplied set out that the limestone did not form part of an established aggregate reserve and that the amount of high quality aggregate and its distribution did not justify its economic extraction. There is an established aggregate reserve in the county, which far exceeds the regional apportionment for the county. Therefore the need for the aggregate was not regarded as matter which out weighed the potential advantages of other alternative uses of the site.*
 3. *Use of the quarry for landfilling of waste – the quarry was not suitable for consideration as a potential landfill site as it is over a ‘major aquifer’ and therefore is not considered suitable for landfilling, due to the potential to pollute the aquifer.*
 4. *Use of the quarry for other forms of urban development, such as a significantly greater proportion of employment / industrial land or other such single institutional type use – whilst possible, these uses would not offer the same advantages of regeneration and sustainability benefits that mixed use residential scheme does.*

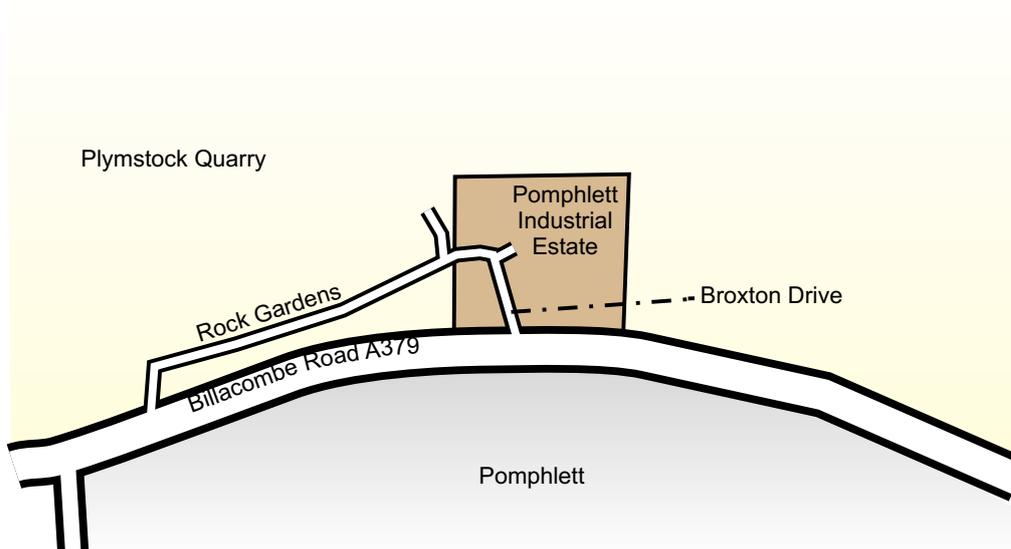
Preferred Option 2 – Pomphlett Industrial Estate.

- 9.6. **The City Council’s preferred option for this site is to integrate it with the master plan for the redevelopment of Plymstock Quarry in order to create a better connection between Plymstock and the new neighbourhood and achieve an acceptable frontage development to Billacombe Road. To facilitate this, the re-development of Plymstock Quarry should provide for:**
1. ***A master plan that integrates this site with the re-development scheme for Plymstock Quarry.***
 2. ***A range and form of suitable development on this part of the site, but which is likely to include an element of the multi modal interchange.***

3. Assessment of the impacts of development on the sites ecology and appropriate mitigation.

4. The relocation of existing users of this estate into serviced employment units at the boundary of the Plymstock Quarry site with Chelson Meadow waste management area, at an early time in the initial phase of development.

- 9.7. Broxton Drive is small relatively modern industrial estate consisting of 15 units, most of which are in active use. It is set back from Billacombe Road in a quarried section of the hillside. A relatively narrow band of steep rock wall separates it from Plymstock Quarry to the rear. The estate is well screened from the road.
- 9.8. The land ownership at Plymstock Quarry allows for the potential to provide access into the quarry re-development and work around this existing industrial estate. However, this would not result in a high quality road frontage development that connects the quarry as well as it should with Billacombe Road and Plymstock.
- 9.9. The integration of this estate into the development would achieve a far superior development and also allow the inside of the quarry to be made more open by the removal of a rock band which creates physical and visual containment as well as north shadow. To facilitate this, alternative serviced industrial units should be provided within the site, in addition to new employment provision, at an early stage to allow the re-engineering works at the site to be achieved.
- 9.10. **Delivery of the preferred option: Private development and potential role for the City Council to use its statutory compulsory purchase powers.**



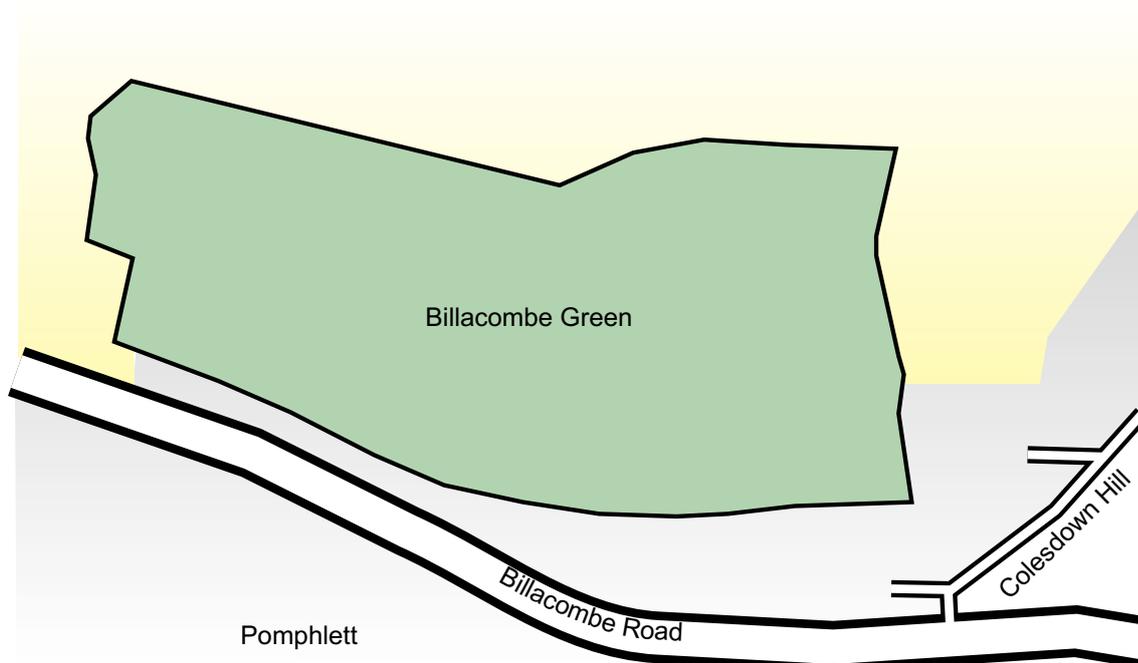
Alternatives considered for Pomphlett Industrial Estate.

- 9.11. The alternative is to retain the industrial estate in its current form. Whilst this is a viable alternative, it would result in a scheme for Plymstock Quarry of significantly less quality in terms of the physical and perceptual connection of the site to the south and also in terms of the internal quality of the development.
- 9.12. A Commission of Architecture and the Built Environment (CABE) Design Review Panel and the Plymouth Design Panel have both expressed concern about proposals, which seek to retain the Industrial Estate in its current position.

Preferred Option 3 – Billacombe Green.

- 9.13. **The City Council's preferred option for Billacombe Green is to allow re-grading of a small area in the northwest corner, but to retain it as an area of public open space. The whole of the Green will be preserved as a registered green. The character of the Green as an informal public open space of high amenity value and nature conservation value will also be preserved. The re-grading works and re-development of the quarry should make provision for:**
- 1. Sensitive re-grading works that will compliment the Green's existing character.**
 - 2. Pedestrian connection and routes from the Plymstock Quarry development into and through the Green at the west to the east and south, in a manner which is sensitive and appropriate to the Green's existing character.**
 - 3. A Commuted sum to fund the necessary consent procedures to carry out works to a village green.**
 - 4. Assessment of the sites capacity to accommodate increased patronage and measures to mitigate against impact on important ecological areas.**
 - 5. A Commuted sum to fund improvements to the Green to make it secure, protect public safety, and to contribute towards its future management.**
- 9.14. A pocket of clay lies within the cliff face inside Plymstock Quarry, underneath the northwest corner of Billacombe Green. The clay erodes with rainfall and creates an instability in the cliff wall. This instability will result at some time in the erosion of the part of Billacombe Green into the quarry. In addition the instability creates a sterile section of land within the quarry, which could otherwise be treated more positively.

- 9.15. The existence of Billacombe Green as a natural open space resource of great value for its amenity and bio-diversity, is a little known secret outside the area immediately around it, as it is largely hidden from view. It has the character of a piece of countryside within the City. The Green has low levels of use, but many more people will use it when the Quarry development is occupied. There is, therefore, a need to carefully design measures which will protect the landscape quality and bio-diversity.
- 9.16. The re-grading works of the preferred option will have a short-term negative effect on the Green until the re-graded land has re-vegetated. The final result however will be a change to the shape of the landform of only a very small part of the Green, which will be of very little consequence in the long term and ensure better pedestrian connections.
- 9.17. **Delivery of the preferred option:** *Private development, S106 planning obligations from Plymstock Quarry development, Village Green applications to the secretary of State funded by private development.*



Alternatives considered for Billacombe Green.

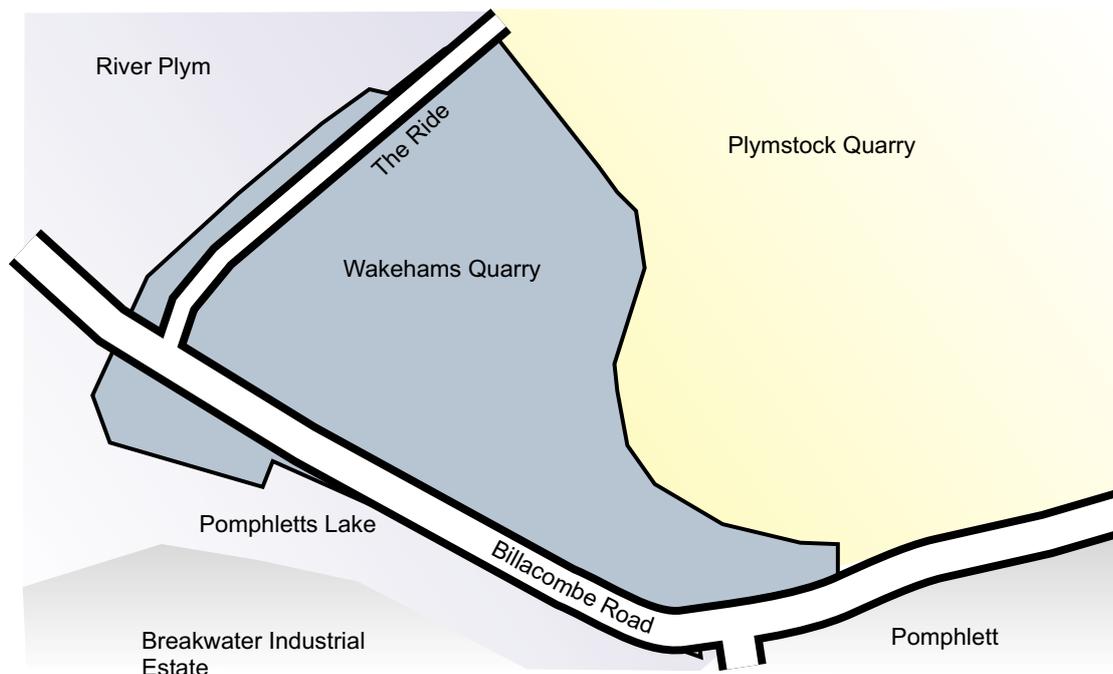
- 9.18. The alternative to resolve the clay pocket issue is to physically shore up the cliff face on the inside of the quarry. This would result in works not being necessary to Billacombe Green, but this is considered to be less acceptable as it would have a greater impact on the quality of development inside the quarry site and it would prevent such a good potential pedestrian connection from the site into Billacombe Green.

Preferred Option 4 – Wakehams Quarry, river and road frontage.

- 9.19. **The City Council’s preferred option for the important gateway area at Wakehams Quarry and the adjoining areas fronting the River Plym and Billacombe Road is to achieve the regeneration of this area of poor quality and poor arrangement of development and uses through a comprehensive and co-ordinated high quality mixed use re-development. Development should provide for:**
- 1. *The relocation of the bus depot to an alternative site.***
 - 2. *A scheme which integrates effectively with the Plymstock Quarry development.***
 - 3. *A scheme which provides high quality design appropriate to a gateway location.***
 - 4. *Assessment of ecological, transport (including potential water transport connections) and flood risk impacts and appropriate mitigation measures to address them.***
 - 5. *A range and mix of uses appropriate to the sites context.***
 - 6. *The relocation of displaced units.***
 - 7. *Potential need to use land within this area to accommodate the provision of strategic transport solutions for the gateway – (awaiting outcome of Eastern Corridor Study).***
- 9.20. This is a major opportunity site for the future, for which the Council would wish to explore opportunities for redevelopment with potential partners. The area fronts a city gateway location at the junction of Laira Bridge and Billacombe Road (A379), a principal corridor into the city from the east. It also faces the waterfront of the Plym estuary, which is one of the city’s key natural assets. The standard of development facing these key road and water frontages is of a very poor standard, with little attention to design or materials, thrown up buildings and buildings adapted from their original purpose to new uses.

The arrangement of development both on the frontages and behind them inside the former Wakehams Quarry is fragmented and wasteful of land. There is now an opportunity to look at this area as a whole to develop a comprehensive plan for its redevelopment. It is too early to specify a precise range of uses. Further work is needed on this. Clearly there are uses and occupiers in this area who play an important role as employers and providers of local commerce and services. There is a need to explore whether such uses should be retained in a redevelopment. Some relocation of uses maybe appropriate to facilitate an appropriate scheme. A key issue will be the need to identify a suitable alternative location for the bus depot.

- 9.21. In addition the Eastern Corridor Study will be exploring the public transport and traffic issues in the area over the coming months. An option suggested in the earlier 'Eastern Gateway Study' identified the need for land within this area to facilitate the long-term transport solution for the A379 and its junction with the A374. The outcome of this issue will be clarified on completion of the Eastern Corridor Study.
- 9.22. **Delivery of the preferred Option:** *Private sector development; potential partnership working with the City Council; potential use of City Council compulsory purchase powers.*



Alternatives considered for Wakehams Quarry, river and road frontage.

- 9.23. The alternative for this area is to not to recommend a comprehensive and planned re-development intervention for this area, but instead to adopt a reactive approach to development proposals as they arise. Whilst this is possible as many of the uses are both individually viable and successful, it is less likely to result in a high quality re-development of an area which has very significant potential.

Preferred Option 5 – South West sector of Chelson Meadow

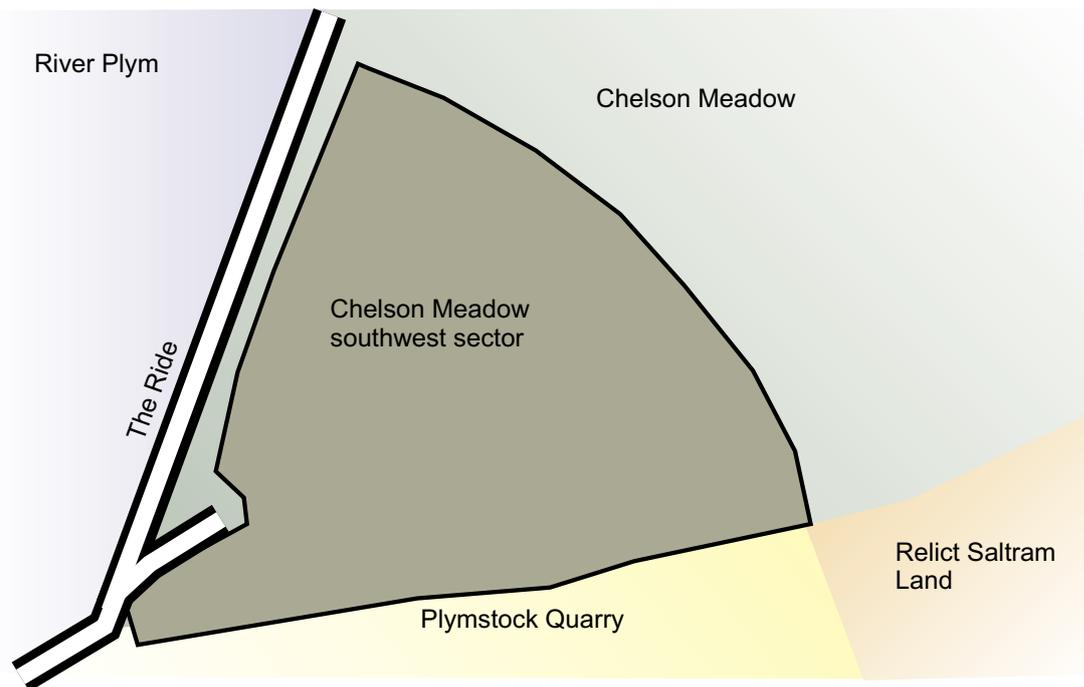
- 9.24. The City Council's preferred option for the southwest sector of Chelson Meadow is to retain the site as a waste management centre with the potential to accommodate new waste handling and/or treatment facilities as set out in the Waste Development Plan Document Preferred Options Report. Development should provide for:**

- 1. *Sensitive design, siting, layout, and orientation of development having regard to the landscape setting and allocation of Plymstock Quarry as a new neighbourhood.***
- 2. *Protection of the health and amenity of prospective occupants of the new development at Plymstock Quarry.***

- 9.25. The southwest corner is the existing centre for the city's waste management and disposal services. In this respect it is of strategic importance to the city. The site includes a variety of waste management facilities, such as a civic amenity site, glass transfer, green waste composting and Material Reclamation Facility. Whilst the tipping of waste on the current landraise part of Chelson Meadow will cease in mid 2007, there will be ongoing waste management and treatment on this part of the site for the foreseeable future.

- 9.26. The site also contains environmental control facilities which are critical to the environmental health of the area, as they process and control the emission from 4 decades of tipping at Chelson Meadow. As an existing strategically important waste management facility, this site has the potential to accommodate new waste management uses such as waste transfer or other forms of waste treatment and disposal. The planning of the area must respond to both the existing on-going waste management activities and the potential for the site to accommodate new ones.

9.27. **Delivery of the preferred option: Public sector development; private sector development.**



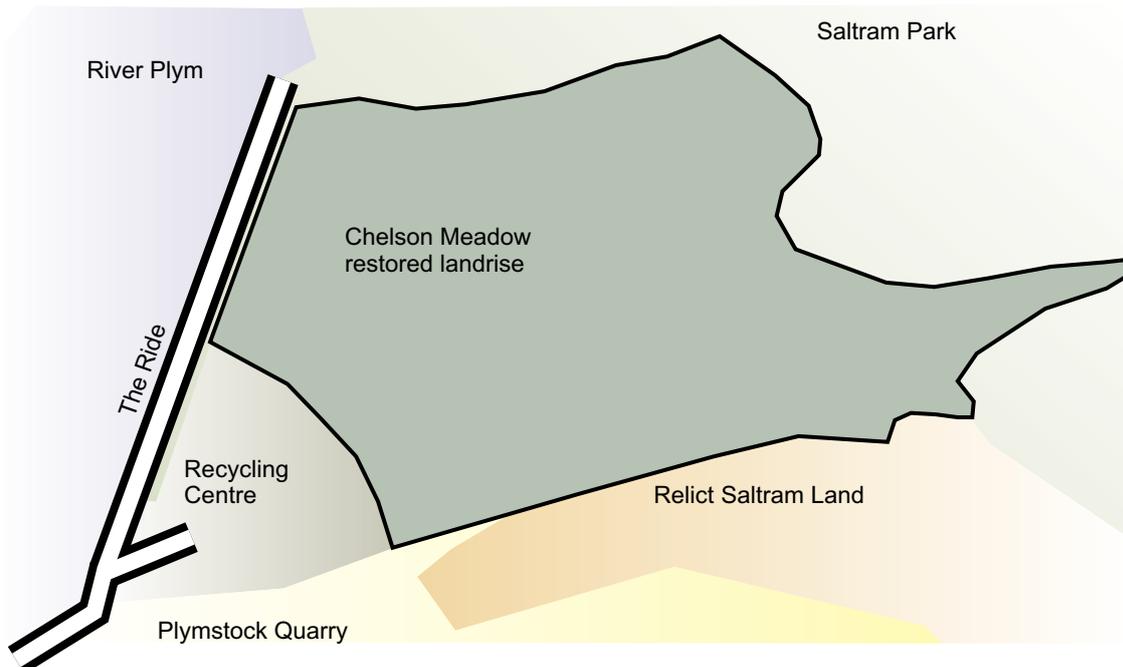
Alternatives considered for the South West sector of Chelson Meadow

- 9.28. The alternative for this area would be to integrate it more with the preferred leisure use for Chelson Meadow landraise and to restrict waste management on this part of the site to a very limited range of 'local' waste management facilities and the maintenance of the existing landfill environmental control facilities. An advantage is that this alternative option would be an easier neighbour for the re-development of Plymstock Quarry to respond to. However, this site is the only site in the whole city which currently plays a strategic waste management function. There is a need for the city to identify sites that are likely to be able to accommodate new waste uses to meet waste management needs, which means that this site must be retained as a potential strategic waste site. If the waste facilities that are needed to meet the city's waste management needs are eventually provided and secured on alternative sites, this will enable the status of this site to be reviewed.

Preferred Option 6 – Chelson Meadow Restored landraise site

- 9.29. The City Council's preferred option for the restored landraise site is to create a new recreation and leisure resource for the city which could form part of the Country Park Preferred Option (No. 7), which should provide for:**
- 1. *Informal public open space with the ability to accommodate open air leisure uses on the southern, hillier, section of the restored landraise.***
 - 2. *More active 'open air' sports / leisure uses on the northern, flatter, area of the restored landraise.***
- 9.30. Development should provide for the following:**
- 1. *The preparation of a master plan for the site, which integrates the proposals with the area's other opportunities.***
 - 2. *Protection of the landraise restoration system.***
 - 3. *Protection and improvement of the amenity of the existing traveller community at the north end of The Ride.***
 - 4. *Protection of the amenity and historic importance of Saltram Park and House and greenspace character of the area.***
 - 5. *Provision of pedestrian and cycling links to adjoining public access land or routes.***
- 9.31. Prior to tipping Chelson Meadow has had a number of previous land uses, from tidal mud flats, to agriculture and a horse racing course. Chelson Meadow has been a waste tip site since the early 1960's. The land has been raised from its previous levels and now has the form of a long east west running hill of the southern part and a flatter area of the northern part. Tipping has already ceased on significant parts of Chelson Meadow, and the land is being progressively restored. The final phase of waste tipping on the man made hill in the southern area will cease in mid 2007 at the latest. The restoration of the site is designed to protect the environment from the emissions from the decomposing waste buried in the tip. Therefore, any future use of the former tip must protect that restoration system to prevent potential pollution.
- 9.32. There are a number of potential leisure uses which would be acceptable in principle on this site subject to details like access, car parking, landscaping, design and location of buildings. Such uses would certainly include informal open space with ancillary facilities and either a short golf course or pitch and putt type facility. There may be scope for other open air facilities. Therefore, a master plan for the site's re-development and delivery will need to be prepared, to explore a range of leisure options, their delivery mechanisms and impacts.

- 9.33. **Delivery of the preferred option:** *Public sector funding; private sector development; S106 Planning obligations form appropriate developments.*

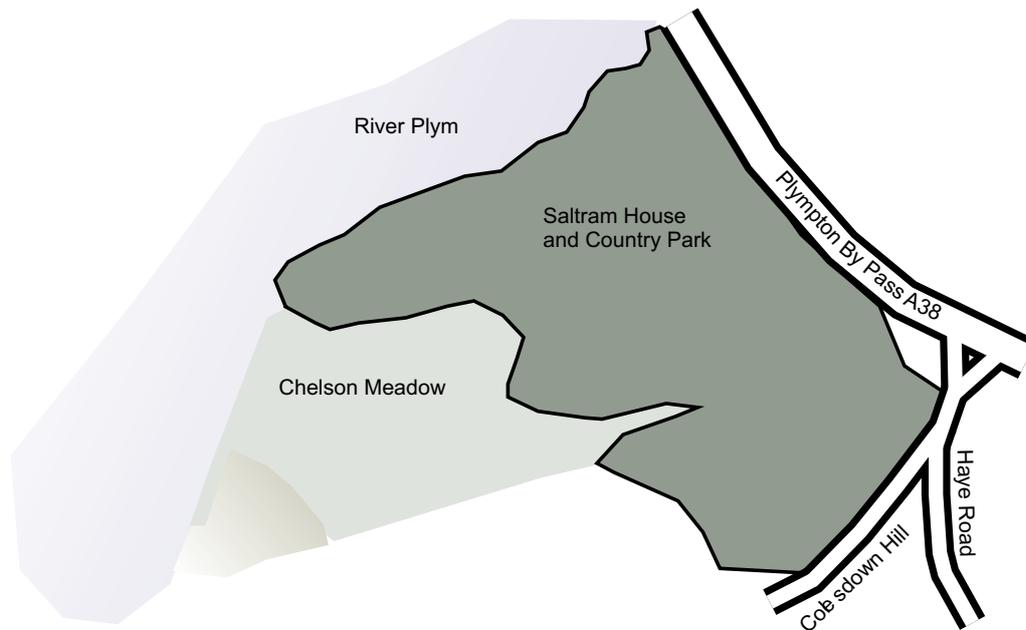


Alternatives considered for the Chelson Meadow Restored landraise

- 9.34. The alternatives for Chelson Meadow landraise are:
1. *To continue tipping waste on it – this is not considered acceptable as the landraise has been extended on previous occasions and ongoing tipping would have an on-going detrimental impact on surrounding land. Additionally, the reliance on tipping waste is no longer an acceptable waste disposal solution and more sustainable ways of treatment and disposal of waste must be accommodated. A potential site to do this in the South West corner of Chelson Meadow has been identified as one of others in the Waste Local Development Document.*
 2. *Re-development of Chelson Meadow for ‘urban development’ – this is not considered to be an acceptable use of a former landfill due to health implications for both occupiers of the development and the wider environment. Large scale development is not likely to be compatible with or viable, in terms of engineering, on a former landfill site, which will be subject to settlement. The setting of the site is too sensitive for extensive development.*

Preferred Option 7 – Saltram House and Country Park.

- 9.35. The City Council's preferred option is to create a new country park focussed on Saltram House and the Saltram estate, providing an enhanced focus for recreation and tourism focus. The country park should be on a network of links with wildlife corridors and walking and cycling routes to the following areas which either already have or have the potential to offer, significant amenity, landscape and recreational benefits:**
- 1. *Sherford new community and a new community park at the eastern side of Sherford.***
 - 2. *Amados Hill and Hardwick Wood.***
 - 3. *Plym Valley and Dartmoor.***
 - 4. *Hooe Lake and South West Coastal Path.***
- 9.36. Saltram Park and House, which are owned and managed by the National Trust, are a key resource for the city and the sub-region. The landscape and built heritage of the area are nationally important and the City Council's planning framework seeks to support the National Trust's hard work and positive management efforts to protect and improve that heritage of the area. The area also acts as a very significant tourist, amenity and local recreational facility. The planning strategy seeks to support the National Trust's marketing and tourism strategy for the House and Park. In the context of growth anticipated in this area, both during this plans period and in the longer term, there is a need to explore the potential to expand the amount of public space available for recreation to absorb both the needs of the current population and potential for population growth. This also important in the sub-region, as it will provide an alternative informal open space recreation destination to Dartmoor National Park, thus relieving the potential for additional pressure on Dartmoor's natural resources. The area of land which could accommodate a country park, to the southeast and potentially north east of Saltram, is not as sensitive as the Saltram landscape and has the ability to accommodate facilities that are ancillary and complimentary to a country park. An additional benefit is that this area can be connected with the proposed Community Park to the east of Sherford, which will provide an extensive network of recreational footpath and cycle routes.
- 9.37. **Delivery of the preferred option:** *Grant funding; private sector development; S106 planning obligation funding from appropriate developments.*



Alternatives considered for Saltram House and Country Park

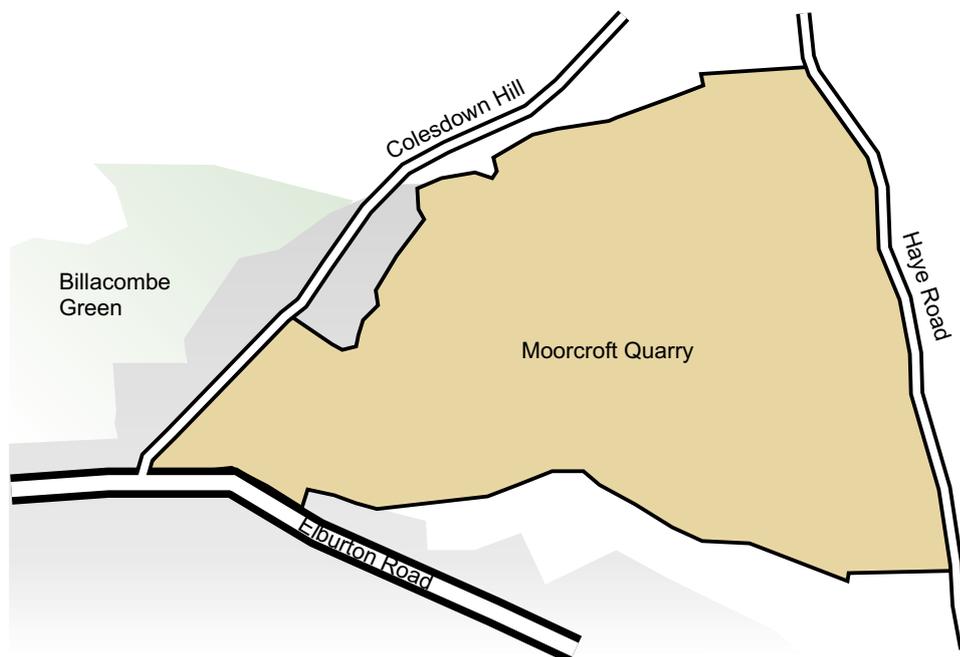
- 9.38. The alternative approach for this area would be to retain its current arrangement of land uses, primarily agricultural, and continue to support the preservation of the historic environment. This option would preserve the current extent of agricultural land, but may be perceived as a huge missed opportunity in the context of development changes in this part of the city.

Preferred Option 8. Moorcroft Quarry.

- 9.39. The City Council's preferred option is to allocate land within Moorcroft Quarry for redevelopment, where the land is no longer required to support mineral extraction. Development should provide for:
1. ***The allocation of approximately 4.5 ha of land for re-development within the Quarry in the plan period, with the potential to extend this by an additional 4 ha, if the additional land is not operationally required for mineral extraction.***
 2. ***A range of waste management facilities (recycling and recovery), as set out in the Waste Local Development Document Preferred Option.***
 3. ***Employment development, including employment uses related to waste management.***
 4. ***Uses that need to be relocated from other sites to facilitate delivery of regeneration priorities and proposals in the Local Development Framework.***

5. An assessment of the environmental/ health/ transport and amenity impacts of any development proposals and provision of mitigation measures to address any impacts which can be effectively reduced or offset, where appropriate.

- 9.40. Land previously forming part of the mineral extraction operation within Moorcroft Quarry has now become surplus to operational requirements. Active mineral extraction within Moorcroft Quarry will cease by about 2007/8. The quarry is used to support quarrying in Hazeldene. Activity in Moorcroft also consists of aggregate processing and storage/treatment of mineral waste and by-products. These activities, whilst less significant in terms of impact than quarrying, would nevertheless not be good neighbours to sensitive uses. Therefore, the range of alternative uses that can sit adjacent to them by way of the level of activity and disturbance is limited. An assessment of sites across the whole city for their potential to accommodate waste management uses has identified this land as being a site which is suitable for the provision of waste management facilities. There are very few sites suitable in the city and therefore the priority is to reserve a significant portion of this site for waste management uses. There is potential for the site to accommodate employment uses, as it is not likely that the whole site will be needed for waste management purposes. Plymstock would benefit by having additional employment opportunities to improve the areas job ratio. The site could also accommodate commercial uses that need to be relocated from other sites to facilitate redevelopment.
- 9.41. **Delivery of the preferred option: Private sector development.**



Alternatives considered for Moorcroft Quarry

- 9.42. Alternative development options for this site include: residential development; employment development only; a multi modal interchange (park and ride). Residential development is not considered appropriate at this stage given the current uses within the quarry are likely to be operational for the period of the plan. However, residential development on the edge or within the quarry is a potential long-term option, if changes in the quarry operation result in the improvement of the environment within the quarry. The need to identify a suitable range of sites capable of managing waste precludes the site's identification as a traditional employment site only. Park and Ride has been suggested on part of the site, however it not considered to be a suitable location for a park and ride facility. However, this issue will be considered as part of the Eastern Corridor Study and assessment of the potential of other sites.

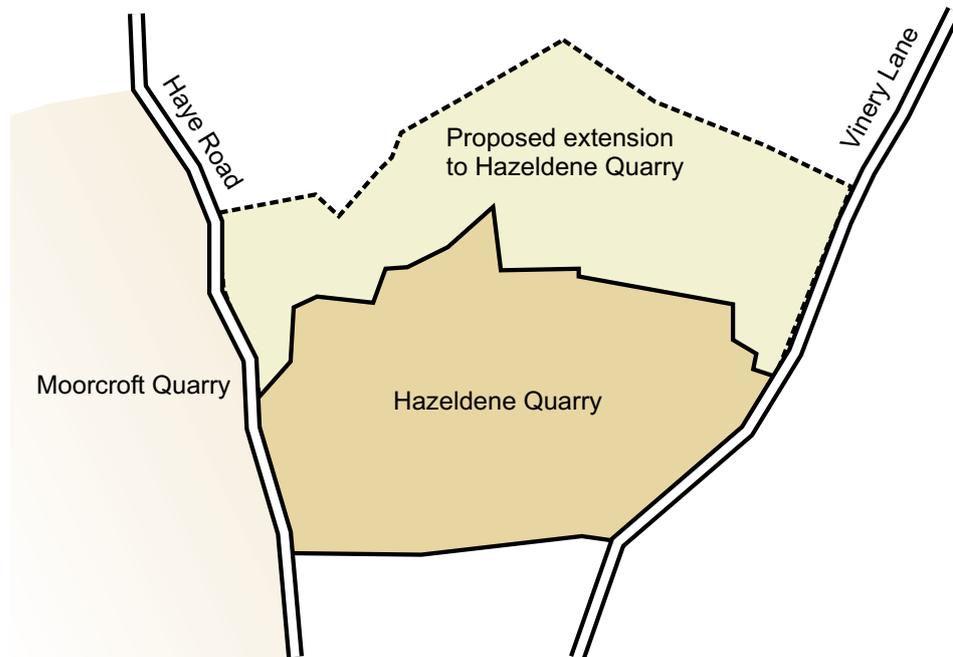
Preferred Options 9. Hazeldene Quarry – Minerals.

- 9.43. **The City Council's preferred option is to safeguard the extraction of limestone aggregate from the permitted extraction area at Hazeldene Quarry and to allocate and safeguard land on the north side of Hazeldene Quarry for possible future mineral extraction, as an extension to Hazeldene Quarry. Mineral extraction in this area should provide for:**
- 1. *The revocation of mineral extraction to the east of Hazeldene Quarry, to facilitate the development of Sherford new community (this is in South Hams).***
 - 2. *A working plan and proposed quarry operation which will be compatible with the future development of the area.***
 - 3. *The definition of a mineral buffer zone on the fringe of the potential extension area, which is to be safeguarded from development which would be sensitive to and inappropriate in close proximity to a future mineral working site.***
 - 4. *Assessment of the impacts of mineral extraction on the natural and planned built environments, amenity, heritage and landscape and provision of suitable monitoring and mitigation measures to address impacts as and where appropriate.***
 - 5. *Satisfactory restoration and after care proposals.***
 - 6. *Management of transport impacts.***

7. Assessment of the proposals impact on the water environment with particular regard to protection of ground water resources and effects of the proposal on flood risk.

8. Siting and assessment of impacts of plant and relationship of the proposal to exiting mineral working/ process sites.

- 9.44. Minerals are a finite resource and they can only be worked where they exist. Minerals are a vital resource for society. There must be an adequate supply to provide the raw material for building, infrastructure and goods that we need. It is the role of the LDF to ensure that adequate supplies of minerals are provided for and safeguarded in the form of land banks (sites with permission) and provision to meet anticipated need (areas of potential extraction with out consent). The LDF must also consider the balance between planning for an adequate supply of minerals and sustainable development. The 'Enquiry by Design' process, which included stakeholders with minerals interests, established that the best form of development of the new community results in the need to develop land in South Hams which has consent for minerals extraction and is on land which have some minerals reserves. An extension of the Hazeldene Quarry will compensate for the loss of that reserve, but any consent must be tied to formal revocation of the area with existing planning permission.
- 9.45. The 'Enquiry by Design' process which explored the best location and form of development for Sherford New Community concluded that previously identified limestone reserve and consented limestone extraction area at Sherford Quarry, should form part of the development of the new community. Having consulted the mineral extractor and having regard to regional apportionment requirements it has been ascertained that adequate supplies of limestone can be provided for the future by extending the quarrying operations in a northern direction instead of easterly. This allows land previously 'sterilised' as a mineral consultation area to be made available for redevelopment, whilst maintaining adequate mineral supplies for the future.
- 9.46. **Delivery of the preferred option: Private sector development, S106 planning obligations, minerals planning consent revocation agreement.**



Alternatives considered for Hazeldene Quarry

- 9.47. The alternative options for Hazeldene Quarry are to either; not provide any area for future mineral working; or to retain the existing area safeguarded for mineral extraction to the east of the site. These options have not been pursued as they are not considered to be an appropriate response to the need to balance supply and sustainable development. There is need to safeguard future mineral supplies for future generations and provide for the sustainable development of the city.

Preferred Option 10. Strategic High Quality Transport links.

- 9.48. **The City Council's preferred option is to ensure the provision of high quality sustainable transport infrastructure in the eastern corridor (A38 & A379) to meet the transport needs of existing and future development, such that there is a very significant shift towards the use of sustainable transport modes (walking, cycling and public transport).**
- 9.49. In order to plan for the delivery of a viable suite of transport measures to achieve this the City Council has commissioned the 'Eastern Corridor Study'. The findings of the study will provide a robust basis for setting out the sustainable transport measures in the eastern corridor that development will have to deliver. In advance of these findings and subject to them, it is likely that such measures will require major development proposals to provide for:

- 1. Safeguarding of an alignment for the provision of a High Quality and High Capacity Public Transport (HQPT) system linking the new community at Sherford with the City Centre along the A379 corridor, which will connect with the same HQPT system provided for in the Sherford AAP and utilizing the A38 corridor.**
 - 2. The provision of a multi modal interchanges associated with the new community at Sherford and Plymstock Quarry developments.**
 - 3. A proportionate contribution towards the full cost of providing the HQPT to serve the eastern corridor, at the commencement of development.**
 - 4. Safe and convenient walking and cycling routes within neighbourhoods, between them and to principal destinations in the existing urban areas.**
 - 5. Traffic management measures to protect safety and amenity on potentially sensitive routes.**
 - 6. Measures to minimise the need to travel.**
 - 7. The potential to provide water transport links.**
 - 8. Sustainable travel plans for all significant developments and their implementation.**
 - 9. The potential to accommodate routes and connections to future phases of development, outside the plan period.**
- 9.50. Sustainable transport is at the very core of creating sustainable new neighbourhoods. The whole basis of planning for these areas focus on creating communities where the need to travel by car is removed for local journeys and that opportunities are provided for activities such as work, education and leisure in the locality which means that you can walk or cycle to them, and that to do so should be easier than driving. Not everyone will be able to meet all of their daily needs in their locality. Therefore, there must be access to a high quality, frequent, easy to use and affordable public transport service. Occupiers of the new neighbourhoods at Plymstock Quarry and Sherford, must regard the public transport option as the first choice of transport to principle destinations, such as the City Centre and Derriford area. Otherwise these developments will not be sustainable and the area will suffer from significant traffic problems, for existing and new residents, as the transport corridor is not likely to be able to cope with everyone driving to work.

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- 9.51. The developments on the area which will generate transport demands of the A38 and A379 corridors must provide the strategic transport solutions arising from the developments they are promoting. They must make proportionate contribution to the full cost of implementing the strategic transport measures.
- 9.52. The City Council has commissioned an Eastern Corridor Transport Study, which will examine the current traffic issues in the A38 and A379 corridors, and the impacts of the new developments. It will suggest strategic transport measures to address them. The initial phase of the Eastern Corridor Study will report during the summer 2005 and the final phase will report early winter 2005. Whilst the study is not available to provide detailed information for this stage of the Area Action Plan, the findings will be able to inform the next stage of the production of this AAP.

- 9.53. **Delivery of the preferred option:** *Through private sector development projects and working with regional and local partners in transport programmes.*

Alternatives considered for Strategic High Quality Transport Links

- 9.54. At a strategic level the alternative option is to rely on private transport measures only and not provide any significant public transport measure other than a normal bus service and a scattered bus stops. This is not a sustainable solution for transport and will result in worsened traffic problems in the corridors. At a localised/ detailed level there are many options for routes/ facilities and type of public transport. These issues will be considered as part of the Eastern Corridor Study and in the on-going preparation of this Action Area Plan.

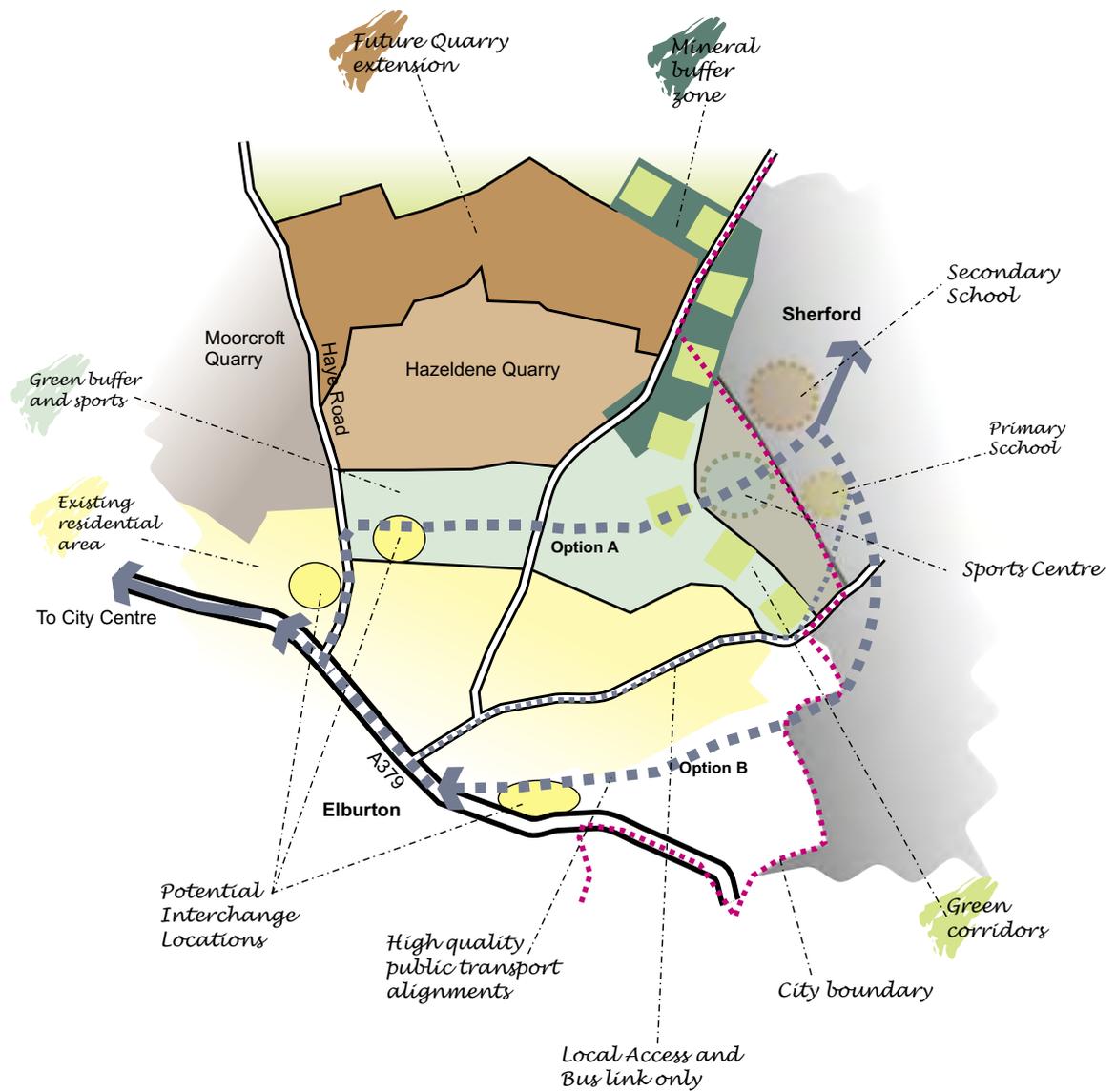
Preferred Option 11. Sherford (north Elburton).

- 9.55. **The City Council's preferred option is to allocate land to accommodate part of the Sherford New Community within the city boundary to the north of Elburton. Development should provide for:**

Housing

1. ***The development should accommodate in the region of 125 to 210 homes, which are integrated into the design of the local centre to which they relate, where it is demonstrated that number can be provided with out unacceptable impacts.***
2. ***A mix of different home types at a density across the site which exceeds 30 homes/ha. The density of development should reflect its relationship with its nearest local centre.***
3. ***A minimum of 25% mixed tenure affordable homes.***
4. ***In the region of 20% of homes to be of Lifetime Homes standard.***

Sherford (North Elburton)



Minerals

- 5. No development within the mineral buffer zone on the east side of Hazeldene Quarry, which would be sensitive to the effects of mineral extraction.**

Transport

- 6. A contribution towards the strategic transport infrastructure commensurate with the scale of the development.**
- 7. Road links between the New Community at Sherford and the A379, on an appropriate alignment. The preferred option identifies two broad options (A&B); these options are subject to on-going assessment as part of the Eastern Corridor Study.**
- 8. A multi modal transport interchange at an appropriate location linked to the A379 corridor, and which is also on the route of the High Quality Public Transport system. The preferred option identifies three locations where an interchange could be provided; these locations and the need for an interchange are subject to on-going assessment as part of the Eastern Corridor Study.**
- 9. Pedestrian and cycling links.**

Sports and Recreation

- 10. A sports centre/ swimming pool facility, which shall include outdoor pitches, to meet the needs of the new Community, to offset potential losses of existing sports facilities from highway works. The developments in the area, principally at Plymstock Quarry and Sherford, will be expected to make reasonable and proportionate contribution to the provision of these facilities.**
- 11. Areas of informal public open space, with appropriate landscaping and facilities.**
- 12. Children's play space and youth meeting space.**

Landscaping and buffer

- 13. The provision of a landscaped green corridor in between the northern limit of existing built up area at Elburton and the southern limit of the proposed built up area of Sherford, which will provide a wide green link between Saltram Estate/Country Park and the proposed Community Park to the east of Sherford.**

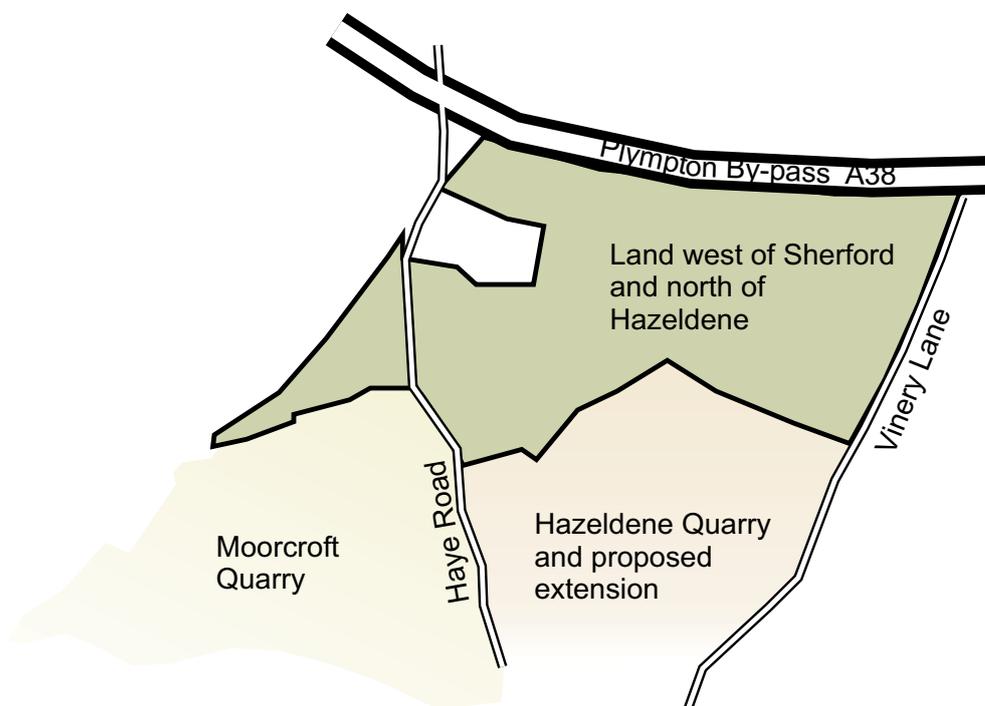
14. Safeguarding of a green buffer, that combines the green link with informal open space and outdoor sports facilities to create a broad buffer between the existing residential area at Elburton and limit of development at the Sherford New Community.

- 9.56. The Devon Structure Plan allocates land to the east of Plymouth at Sherford for a new Community of 4000 homes. A process known as 'Enquiry by Design', led by the 'Prince's Foundation' was commissioned by South Hams District Council. The process, which included the City Council, other public agencies, stakeholders and representatives from the community, explored the options for the location and form of the new community. The outcome of that process has resulted in the identification of the preferred option for the location of the new community and a small part of the built form, as well as significant elements of infrastructure, lies within the City boundary to the north of Elburton. The parts of the new community within Plymouth are subject to the North Plymstock Action Area Plan and main part of the new community being in South Hams is the subject of the Sherford Action Area Plan prepared by South Hams District Council published in June 2005. The two Council's have been working closely together on this matter and have prepared a joint strategy diagram, which will appear in both AAPs. The cross border issues and common parts, although presented differently in each AAP do reflect the same issues and preferred options.
- 9.57. A principle issue for the City Council is the alignment of public transport routes and new road connections between Sherford and the A379. This preferred options paper identifies two potential route options as well as options for subsequent transport interchange sites. The 'Enquiry by Design' process identified the northern of the two (option A) as the preferred option, on the basis that this option supported the best urban form of the new community. However, the City Council, South Hams District Council and Devon County Council are of the view that, whilst option A has 'design' advantages, that it is not possible to favour a single route option at this stage, prior to a fuller transport assessment of the corridor. This will be achieved through the Eastern Corridor Study, which will explore the transport options and alignments in greater detail. The results of that study will inform the next stage of the preparation of the Area Action Plans for both North Plymstock and Sherford.

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- 9.58. The green buffer between the new community and Elburton fulfils several functions. It provides: a green link between Saltram and the proposed new Community Park; a buffer to mineral operations at Hazeldene; space for sports facilities and public open space; and to protect the amenity of Elburton's residents during the plan period whilst Sherford is being constructed. There is a potential long-term opportunity for development within this buffer that retains green links, if this would enable a more sustainable community with a focus in the north Elburton area. However, this is a long-term potential option which is beyond 2016 and which should be considered through the 'Plan, Monitor, Manage' approach. Incremental development in this area will not be sustainable and the green buffer will be safeguarded in the interim.
- 9.59. **Delivery of the preferred options:** *Private sector development, S106 planning obligations, and working with regional and local partners in transport programmes.*
- Alternatives considered for Elburton
- 9.60. A variety of alternative options were explored for the location of the new community to meet the sub – region's housing needs through the Devon Structure Plan process, which allocated Sherford as the favoured option. The Enquiry by Design process, has refined and defined the precise location and boundaries of Sherford new community. These are set out in the Preferred Options for Sherford AAP. The transport route alternatives of options A & B will be explored as part of the Eastern Corridor Study.
- Preferred Option 12. Land to West of Sherford and North of Hazeldene Quarry.
- 9.61. **To identify an area to the west of Sherford and North of Hazeldene Quarry as having potential to accommodate long term development, beyond 2016, subject to assessment of need and economic justification through a Plan, Monitor, Manage process.**
- 9.62. The new community proposed at Sherford, in the Sherford Action Area Plan, has been explicitly designed to define a fixed 'outer' (eastern) limit to the urban edge of the new community, so that there is no prospect, in the future, of the expansion of the new community further in to the sensitive countryside of South Hams. However, Sherford has been designed so that it could allow for potential growth back towards the City. This is regarded, in principle, as a sustainable and appropriate approach, particularly as it would allow development at Sherford to be physically connected through transport links with the planned development at Plymstock Quarry, potentially enabling even better linked communities in the very long term.

The area identified could physically accommodate development, and there are no significant constraints on development potential. However, the need for additional growth and the economic conditions necessary to support more homes in the future is not yet known. This can only be assessed through monitoring during the plan period when it is clearer what future needs are and what the economic situation is. It is however important to plan for the potential future long term growth to assure that this happens in the most sustainable way.

- 9.63. Other development proposals, including Sherford, Plymstock Quarry and Hazeldene Quarry, should be designed such that future integration with this potential growth area can be achieved in a sustainable and seamless manner.
- 9.64. **Delivery of the preferred option:** *Through private sector development, S106 planning obligations.*



Alternatives considered for potential long term development

- 9.65. Alternatives to the development of this potential area of long term growth will be explored at the time of there being a clear justification of the need for additional growth.







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**.

