

APPENDIX IX

PLYMOUTH PLAN CHECK-UP

Summary Report – September 2015



This report sets out how people got involved with the Plymouth Plan during Plymouth Plan Check-Up which ran from 21 January 2015 to 4 March 2015. Over 400 comments were received externally which will be used to inform the final Plymouth Plan as well as taking into account internal representations and comments from partners.

To see how we have considered each comment which was submitted during this consultation period please see APPENDIX I.

WHAT IS THE PLYMOUTH PLAN?

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

It will incorporate the strategic policy elements of the following:

- Local Transport Plan
- Local Economic Strategy
- Waste Strategy
- Health and Wellbeing strategy
- Children and Young Peoples Plan
- Sustainable Communities Strategy
- Visitor Plan
- Vital Spark Cultural Strategy

Plus a range of other longer term plans and planning processes that have previously been developed separately.

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

THE PLYMOUTH PLAN CHECK-UP

The Plymouth Plan Check-Up followed on from [Plymouth Plan Connections \(up to October 2014\)](#) and the [Plymouth Plan Conversation \(up to July 2014\)](#) which began the consultation process of the Plymouth Plan. Using the comments and the evidence base collected and produced, a consultation draft of [Part One of the Plymouth Plan](#) was published and went to Plymouth City Council Cabinet on 9 December 2014. The Plymouth Plan Check-Up began on 21 January 2015 and ended on 4th March 2015.

The draft Plan had a completely different feel. Instead of dry strategies, it painted an image of what the city could look like in 2031, and set out a course to move the city closer towards that vision. It set out the city's strategic role as a regional city and a major economic driver for the heart of the South West.

As well as consulting on Part One of the Plymouth Plan, during the Plymouth Plan Check-Up, an [Interim Sustainability Appraisal \(SA\)](#) and [Equality Impact Assessment \(EqIA\) booklet](#) was released for comments. The SA is a mechanism for considering the merits of a draft plan and its reasonable alternatives and the EqIA looked to ensure the protected characteristics under the Equality Act 2010 and the principles of fairness in the Fairness Commission Report 2014 are considered for the duration of the plan.

HOW PEOPLE GOT INVOLVED

The Plymouth Plan Check-Up was about encouraging interested parties to read the Plymouth Plan Part One consultation draft and ‘check’ to ensure the Plan is on the right track to delivering what is best for the city. During this consultation period we received:

- 170 Plymouth Plan Part One comments
- 2 comments on the SA
- 1 comment on the EqIA
- 218 comments on sites being released by the council (all retained for Part Two)
- 388 comments in total
- 348 contributing consultees

During the Plymouth Plan Check-Up we received the most positive amount of comments Plymouth City Council have ever received when consulting on a local development plan.

Where representations are more relevant to Part Two of the Plan these will be retained for the later stages of plan preparation.

PLYMOUTH PLAN PART ONE COMMENT SUMMARY

Arts and Culture:

23 comments were made which relate in some way to the **Arts and Culture** theme, 48 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
None of the initiatives mentioned actively promote heritage, only about protecting and recording.	Arts and Culture
Plymouth’s assets are important culturally as well as historically.	Arts and Culture
Need more promotion and maintenance of Forts and Palace Theatre.	Arts and Culture
The design of buildings must consider adjacent uses.	Arts and Culture
The role of the historic environment should be just as embedded in the Plan as the natural environment.	Arts and Culture
Need to establish the City as a centre for arts and culture with new spaces.	Arts and Culture, City Pride and Vision
Future heritage investment should be concentrated on a limited number of high profile waterfront heritage destinations.	Arts and Culture, City Pride and Vision
Need to ensure the principles for development in the urban fringe are robust to safeguard assets and to promote enhancement.	Arts and Culture, City Pride and Vision
Need to regard and recognise Saltram in the Eastern Corridor Growth Area.	Arts and Culture, City Pride and Vision
Need to recognise the sports hub in the north of the city.	Arts and Culture, City Pride and Vision
Plymouth Devil’s Speedway team and Plymouth Swallows Gymnastics should be mentioned.	Arts and Culture, City Pride and Vision
Need to create more facilities linked to Britain’s Ocean City branding such as a new Maritime Museum which can recognise Plymouth’s Naval	Arts and Culture, City Pride and Vision

history.	
Need to give historic assets a new lease of life and renew existing infrastructure – not just roads, rail and digital.	Arts and Culture, City Pride and Vision
Need to reference the role of the historic environment at the beginning of the Plan.	Arts and Culture, City Pride and Vision
New development should make a positive contribution to local character and enhance local distinctiveness.	Arts and Culture, City Pride and Vision
Need to recognise that Plymouth is a man-made city with most of its housing stock already built. This historic fabric and history is embedded in the City's and indeed the Country's DNA.	Arts and Culture, City Pride and Vision
Need to address the current lack of studio provision for artists.	Arts and Culture, City Pride and Vision, Economy
Plymouth's unique waterfront heritage is optimised to attract national and international visitors.	Arts and Culture, City Pride and Vision, Economy
The Plan should mention the European city of culture and what actions could enable a successful bid.	Arts and Culture, City Pride and Vision, Economy
Need to explore the value of cultural heritage to tourism further and invest more.	Arts and Culture, Economy
The Plan needs to balance wider ambitions with the cultural needs of the residents of Plymouth.	Arts and Culture, Economy
Need to spell out more clearly how Plymouth could compete as a smaller, niche (but still major) destination for the international tourist.	Arts and Culture, Economy
Good emphasis on marine environment, important to safeguard boating facilities – shoreline development should be geared towards recreational boating.	Arts and Culture, Greener Plymouth
Want more sporting/swimming facilities in the city.	Arts and Culture, Health and Wellbeing
Heritage should be recognised and benefits of the historic environment in the economic, social and environmental aspirations of the City should be highlighted.	Arts and Culture, Health and Wellbeing, Local Community
The Plan appears to overlook the importance, promotion and protection of local cultural facilities, which are vital for the health and social wellbeing of the local community, rather than tourism and economic standing.	Arts and Culture, Health and Wellbeing, Local Community
Plymouth needs to be better marketed.	City Pride and Vision, Economy
Not enough reference to marketing, one central place for tourists.	City Pride and Vision, Economy
Need to provide for the protection and enhancement of all existing community and cultural facilities, including those outside the proposed 'cultural hubs', and those that have the potential to be brought back into community use.	City Pride and Vision, Local Community

City Pride and Vision:

91 comments were made which relate in some way to the **City Pride and Vision** theme, 22 per cent of which had positive feedback on the Plan:

- Most comments relating to City Pride and Vision concern other objectives and are covered under other various themes in the report such as air travel (**Getting Around**) and tourism (**Economy**)

Economy:

39 comments were made which relate in some way to the **Economy** theme, 74 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
Promote air racing events.	Arts and Culture, City Pride and Vision
Shoreline development must give priority to recreational facilities which can only be situated on the shoreline.	Arts and Culture, City Pride and Vision
More should be made of international yachting and sailing events.	Arts and Culture, City Pride and Vision, Economy
Plymouth is being marketed as a maritime city where the port facilities do not match other maritime cities around the world - need to explore options for South Yard for suitable facilities for larger vessels.	City Pride and Vision, Economy
The City needs to think carefully about how it is going to diversify its economy and attract inward investment as a response to changes in the economy.	City Pride and Vision, Economy
Sutton Harbour should be a key waterfront destination.	City Pride and Vision, Economy
Mention that Plymouth Fisheries retail hub is considered to be the most successful in England.	City Pride and Vision, Economy
Support the growth of Plymouth's marina sector which attracts a significant number of international visitors and has the highest number of Gold Anchor awards of the south coast of England.	City Pride and Vision, Economy
Need to provide high quality office space which will retain and attract quality employers and employees, as well as crucially acting as a catalyst to attract inward investment opportunities and create a vibrant and healthy economy.	City Pride and Vision, Economy
Supports the confidence of PCC to support the higher number of retail floorspace.	City Pride and Vision, Economy
Better WIFI service.	City Pride and Vision, Economy
Enabling enterprise should be a principle of the Plan.	City Pride and Vision, Economy
More could be made of the need within the objective to address Plymouth's relatively poor levels of entrepreneurship and enterprise.	City Pride and Vision, Economy
Need to be cautious of using the Ocean City branding.	City Pride and Vision

The Plan should make specific provision for the safeguarding of mineral wharves.	City Pride and Vision, Economy
Possibility to include centres in the retail hierarchy which might be at the forefront of future development, but are not located within Plymouth.	City Pride and Vision, Economy
The Plan needs to provide investor certainty.	City Pride and Vision, Economy
Sutton Harbour affords opportunities for retail development.	City Pride and Vision, Economy
Need specific reference to the Visitor Economy.	City Pride and Vision, Economy
Facilitating the location of Plymouth branches of established tourist brand attractions is something that is worth consideration. Plymouth could be more proactive in identifying suitable sites for major attraction location and in promoting this as a means of economic development and inward investment.	City Pride and Vision, Economy
Need to expand and recognise in policy the existing high quality Central Business District around Sutton Harbour to encourage a greater concentration of office workers in one particular area of the City, taking advantage of the fantastic environment and benefits that waterfront working provides.	City Pride and Vision, Economy, Health and Wellbeing
The Council will need to support organisations in achieving goals which may require additional funding to deliver.	Economy
The level of retail growth provided for should be increased.	Economy
Available retail floorspace needs to be appropriately allocated to not compete with the City Centre. Retail in out-of-centre sites should be carefully managed with appropriate restrictions. Heavily restricted, bulky goods only, minimum size of units with restricted sub-division. RIA needed for out-of-centre.	Economy
Retail hierarchy – ‘neighbourhood parades’ rather than ‘neighbourhood centres’ to avoid confusion and to ensure that they are not considered as a ‘town centre’.	Economy
Possible future expansion of Drake Circus should be recognised.	Economy
Clarity on references: i.e. do numbers refer to gross internal, gross external or net trading floorspace figures.	Economy
An expected end date is not set for providing the new quantum of floorspace.	Economy
Need to include food retail development within the City Centre.	Economy
Concerned at the gap between past performance and future expectations regarding employment growth.	Economy
The 500 sq/m threshold for Retail Impact Assessments is too low.	Economy
Should recognise that some forms of retailing i.e. ‘bulky goods’, are not typically fulfilled by the City Centre.	Economy
Suitable sites for economic development on the urban fringe should be	Economy

explored, proposals should be considered site-by-site.	
Sherford employment land should be recognised in the Plan to free up more land in Plymouth's administrative boundary for housing.	Economy, Living and Housing
It is important that the economy develops in such a way so as to avoid a mismatch between economic growth and housing provision.	Economy, Living and Housing
It should be made clear that the growth areas identified are not the only locations for development.	Economy, Living and Housing
Suitable locations that prove to be attractive to the market must be identified. Not just affordable housing needs in the city. Locations identified for development should be supplemented by additional locations to create choice.	Economy, Living and Housing
Need to define what a "residential area" and "local convenience store" are.	Economy, Living and Housing
Need to consider more the investment, delivery and provision of hotel facilities.	Economy, Living and Housing
Want more apprenticeships.	Economy, Education and Learning
Significant weight should be placed on the need to support economic growth through the planning system	Economy, Living and Housing

Education and Learning:

20 comments were made which relate in some way to the **Education and Learning** theme, 40 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
Gymnastics should be referred to alongside football, rugby, sailing and basketball.	Arts and Culture
Being active should be an intrinsic part of everyone's life pattern. The master planning of new housing proposal has a vital role in providing easy access to a choice of opportunities for sport and physical activity to suit all age groups for making new communities more active and healthy.	Arts and Culture, Education and Learning, Living and Housing, Local Communities
There should be greater recognition of Plymouth Swallows Gymnastic Club	City Pride and Vision
WIFI It should be available and free throughout the Plymouth and Devon area.	City Pride and Vision
Need to increase student retention after graduation.	City Pride and Vision, Education and Learning
Need to set a threshold for more community facilities for every 1,000 homes built in Plymouth to mitigate development including: health facilities; green space; sporting facilities and libraries	City Pride and Vision, Education and Learning, Greener Plymouth, Health and Wellbeing
Want to see more people taking on and keeping a sporting habit for life; Create more opportunities for young people; Nurture and develop talent.	Education and Learning

More schools in Plympton area.	Education and Learning
Want more youth facilities.	Education and Learning
5000 apprenticeships per year should be started, particularly in the dockyard.	Education and Learning
Opportunities should be explored to establish apprenticeships on the same basis as the University courses.	Education and Learning
Would like to see evidence of engaging and supporting communities in Tamerton Foliot. This has particular relevance to the current application on the Hilltop community Centre site and the need to retain community facilities on site and deal with the impact of new development on existing services e.g. the school, doctors and infrastructure (- roads, drainage).	Education and Learning, Getting Around, Health and Wellbeing, Local Community
More emphasis on new schools and recreation facilities	Education and Learning, Health and Wellbeing
Want to encourage more 'diversity' work in the curriculum (including race and disability discrimination) as it is with this younger cohort that attitudes are more likely to be open to change.	Education and Learning, Local Community
Taking into account the proximity of hot food takeaways to schools or indeed any other type of facility has no basis in national policy and national practice guidance.	Health and Wellbeing

Getting Around:

98 comments were made which relate in some way to the **Getting Around** theme, 30 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
Need to clarify whether Saltash is part of the Plymouth Urban Fringe.	City Pride and Vision
67 respondents mentioned that they want Plymouth Airport to reopen.	City Pride and Vision, Getting Around
The Plan needs to commit to reopening the airport, not just safeguarding the land.	City Pride and Vision, Getting Around
Need to safeguard the runway extension.	City Pride and Vision, Getting Around
Need more maintenance on roads.	City Pride and Vision, Getting Around
Re-establishing the link to Tavistock via the Tamar Valley line would contribute to establishing a railway hub for Devon and Cornwall.	City Pride and Vision, Getting Around
Good mention of cycling but needs stronger vision in Part One.	City Pride and Vision, Getting Around
Need radical improvement to city gateways with high quality and modern arrival points.	City Pride and Vision, Getting Around
It seems that infrastructure needs will be developed reactively rather than in conjunction with the development of the Plan.	City Pride and Vision, Getting Around

Sites should be based on their proximity to public transport corridors and employment opportunities (to reduce car use).	Economy, Getting Around
Transport investment could be forthcoming in the form of contributions towards, or delivery of, infrastructure be new development in adjoining areas e.g. Cornwall.	Economy, Getting Around, Living and Housing
Plymouth City Council needs to move forward with improving the cycling infrastructure and facilities in the city.	Getting Around
There is limited detail concerning improvements to the western infrastructure corridor and more emphasis should be put on it.	Getting Around
Support the safeguarding and the expansion of port activities.	Getting Around
Need to explore the potential for the Devon and International Airport (Exeter Airport) Park and Ride at Deep Lane.	Getting Around
Need greater emphasis on ferry and taxi links.	Getting Around
Support the safeguarding and the expansion of port activities.	Getting Around
Want to reopen the Tavistock and Bere Alston railway line to provide additional capacity for the travel routes between Tavistock and Bere Alston.	Getting Around
Better transport links to key areas. Extend night-time bus services. Create new bus hub at Derriford to reduce congestion.	Getting Around
The transport evidence base should be developed before part two of the Plan.	Getting Around
Need a holistic review of the whole transport network.	Getting Around
Need to reference mental as well as physical disability access.	Getting Around, Health and Wellbeing, Local Community
Development in Woolwell could have issues in terms of existing capacity on the A386.	Getting Around, Living and Housing
What are the impacts of the proposed development areas on the A386 might be and how this could be mitigated for.	Getting Around, Living and Housing
Shrinking the retail area in the city centre will put pressure elsewhere, such as Derriford, which will put more pressure on key junctions.	Getting Around, Living and Housing
The Plan fails to optimise alternative uses on the former airport site.	Living and Housing

Greener Plymouth:

31 comments were made which relate in some way to the **Greener Plymouth** theme, 39 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
Want a criteria-based policy allowing the reopening of former quarries for small-scale extraction of limestone to meet local conservation needs.	Arts and Culture, Greener Plymouth
Planning policies should be based on up-to-date assessment of the needs for open space, sport and recreation facilities and opportunities for new	Arts and Culture, Greener Plymouth, Health and

provision.	Wellbeing, Living and Housing
Need to recognise the resource at Drakelands Mine is of international importance, as well as being a significant economic asset to the city.	City Pride and Vision, Economy
Need to utilise the protected landscape as a learning platform and a general leisure area for all generations due to proximity of National Park.	City Pride and Vision, Education and Learning
Policies for waste needs more refinement and a commitment to working jointly with adjoining waste planning authorities to ensure that adequate capacity remains available to meet needs.	City Pride and Vision, Greener Plymouth
The Plan would benefit from inclusion of targets for recycling and energy recovery to demonstrate commitment and enable monitoring.	City Pride and Vision, Greener Plymouth
Need more mention of protection.	City Pride and Vision, Greener Plymouth
Should mention that the water quality/cleanliness is maintained to the highest standard and the experience is one of vibrancy and prosperity under Welcoming City. Bathing water pressures need to be addressed by the Plan.	City Pride and Vision, Greener Plymouth
Shouldn't sell off playing fields for maximum profit but for uses which is better for the city.	City Pride and Vision, Greener Plymouth
Need to include other priorities upon which sustainable growth will depend upon such as upgrading flood defences at Sutton Harbour and strategic drainage improvements for the City Centre.	City Pride and Vision, Greener Plymouth
The value and potential of the natural economy should not be underestimated.	Economy, Greener Plymouth, Health and Wellbeing
It is inappropriate to make environmental sustainability at the heart of decisions in isolation without any reference to social and economic sustainability in philosophy (roots theme).	Economy, Greener Plymouth, Living and Housing, Local Community
Emphasis should be placed on ensuring that environmental protection will not preclude economic and residential development which will assist in meeting local community needs.	Economy, Greener Plymouth, Living and Housing, Local Community
Need to recognise the wealth harnessed by the protected landscape and requires new communities to utilise this to its full potential.	Economy, Greener Plymouth, Local Community
Need to reference improving the resilience of the railway at Dawlish and implementing the Levels and Moors Flood Action Plan.	Getting Around, Greener Plymouth
Could include delivering flood risk improvements on the railway at Cowley Bridge Exeter and the recreation of an inland route via Tavistock and Okehampton.	Getting Around, Greener Plymouth
Need to reference hazardous and radioactive wastes.	Greener Plymouth
Should refer to the importance of green buffers around estuaries to	Greener Plymouth

allow for sea level rise and the relocation of habitat and any other improvements.	
Need to reference the combined drainage system and the Shoreline Management Plan.	Greener Plymouth
Because of the lack of detail there is a lack of knowledge of the full impact of the Plan on the environment.	Greener Plymouth
Need to clarify the intention to safeguard the limestone resource beyond the currently-operational Hazeldone Quarry.	Greener Plymouth
Managing the risk of flooding both from surface water and coastal and fluvial sources is a challenge the Plan will need to address.	Greener Plymouth
Want specific reference to the critical importance of protecting irreplaceable ancient woodland and ancient/veteran/notable trees and a separate policy for the protection of trees.	Greener Plymouth
Reference how trees can help mitigate flood risk.	Greener Plymouth
Need to keep playing pitches and green spaces which already exist.	Greener Plymouth
The Plan must contain policies and proposals that facilitate and support enhancement of existing habitats and species and, wherever possible, creation of new areas of UK and Devon priority.	Greener Plymouth
Waterfront and other developments proposed must avoid harm to the European protected sites and be assessed for potential to harm these in accordance with The Conservation of Habitats and Species Regulations 2010.	Greener Plymouth
Want more green space.	Greener Plymouth
Policies need strengthening in respect of the greenspace designations and protection of these sensitive areas.	Greener Plymouth
Additional reference to health benefits of trees and woods and the benefits of increased accessibility.	Greener Plymouth, Health and Wellbeing
Need to recognise the potential benefits of the natural environment to local communities.	Greener Plymouth, Health and Wellbeing, Local Community
Green infrastructure features linking neighbourhoods should be identified.	Greener Plymouth, Local Communities
Most of the housing stock is already built - re-use, conversion and adaptation are the most sustainable forms of development.	Greener Plymouth, Living and Housing
Too much green space sold for housing.	Greener Plymouth, Living and Housing
No mention of strict energy efficiency for new builds.	Greener Plymouth, Living and Housing

Health and Wellbeing:

27 comments were made which relate in some way to the **Health and Wellbeing** theme, 26 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
The Plan needs to set out clear objectives and lobby government for health support.	City Pride and Vision, Health and Wellbeing
The policy which aims to support healthy lifestyles is negative in its assumptions, using the concept of 'unhealthy food', which is at best unhelpful in isolation from an understanding of the person eating the food, their health and lifestyle, and at worst is simply subjective.	City Pride and Vision, Health and Wellbeing
Are references strong enough to the costs of alcohol misuse?	Economy, Health and Wellbeing
Link sport better to health and education.	Education and Learning, Health and Wellbeing
Need to mention learning difficulties as well as reference to physical and mental disabilities.	Education and Learning, Health and Wellbeing
The role of the air ambulance and organ transport needs to be mentioned in the context of health related transport.	Getting Around. Health and Wellbeing
Need better links between access to high quality open space and benefits to mental health.	Greener Plymouth, Health and Wellbeing
Good linkage of cycling to health.	Greener Plymouth, Health and Wellbeing
Need to recognise the term 'Active Design' which has been adopted to describe ways in which master planning can promote healthy environments through creating healthy environments through creating conditions for participation in sport and physical activity and the use of active travel modes (walking and cycling).	Greener Plymouth, Health and Wellbeing
Lack of mention of health facilities in certain modules.	Health and Wellbeing
Need to focus on good support and eradicating abuse.	Health and Wellbeing, Local Community
Need to think of the role of communities in reporting and challenging DV/SV/CA etc.	Health and Wellbeing, Local Community
Want more sports/swimming facilities, particularly in Plymstock.	Health and Wellbeing, Local Community
Want more dentists	Health and Wellbeing, Local Community
The population of Plymouth shouldn't grow until the infrastructure is improved, including new health facilities and a general hospital.	Health and Wellbeing, Living and Housing

Living and Housing:

39 comments were made which relate in some way to the **Living and Housing** theme, 44 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
The Plan's target for the delivery of housing and economic growth is not ambitious.	City Pride and Vision, Economy, Living and

	Housing
The Plan should not limit the potential for developers which may in turn slow the rate of building through lack of incentive.	City Pride and Vision, Living and Housing
The Plan is relying too heavily on the delivery of housing outside of its boundaries and has not fully assessed the potential to deliver a greater proportion of the housing needs within the Plan's administrative area.	City Pride and Vision, Living and Housing
Thought might be given to the inclusion of housing text and reference to increasing the supply of housing under the 'Philosophy' of the Plan.	City Pride and Vision, Living and Housing
Want clarification on where possible expansions of Sherford will be.	City Pride and Vision, Living and Housing
Support Eastern Corridor as an area for development.	City Pride and Vision, Living and Housing
Need to highlight the National Planning Policy Framework (NPPF) where policies indicate that development should be restricted and consider whether in some areas, to meet some of the city's other objectives.	City Pride and Vision, Living and Housing
The Plan fails to meet affordable housing needs. The Plymouth Overview Report identifies a net annual need for affordable housing over the next five years of 1,323 affordable dwellings per annum which is clearly significantly higher than the annual requirement for all housing (both market and affordable) put forward by the Plan.	City Pride and Vision, Living and Housing, Local Community
The proposal to increase the number of "smaller" dwellings seems only to serve the interests of the local, national and international property developers and does very little for the purchaser in anything other than a buy to let market.	City Pride and Vision, Living and Housing, Local Community
Plymouth shouldn't build new houses and concentrate on becoming a nicer city and provide more spaces for buildings.	City Pride and Vision, Living and Housing, Local Community
Suitable locations that prove to be attractive to the market must be identified. Not just affordable housing needs in the city. Locations identified for development should be supplemented by additional locations to create choice.	Economy, Living and Housing
The current SHMNA is out of date due to economic recovery and needs to be updated as well as the targets in the Plan updated.	Economy, Living and Housing
Continuing student accommodation provision should be included and there should be explicit provision for student accommodation within Plymouth City Centre, which is easily accessible to the University.	Education and Learning, Living and Housing
Need to think of associated infrastructure for new developments.	Getting Around, Living and Housing
Greenfield sites will prove to be more attractive in general terms and therefore serious consideration should be given to reviewing the potential for the delivery of those sites.	Greener Plymouth, Living and Housing
More preservation of green space, brownfield sites before greenfield.	Greener Plymouth, Living and Housing
We would expect to see a specific policy that guides and enables housing	Health and Wellbeing,

and care developments that respond to this growing age group's diverse needs. It is also important to recognise that viability issues are frequently associated with specialist care housing, which prevents delivery.	Living and Housing, Local Community
With the introduction of optional regulations setting the standards of wheelchair housing and age friendly housing the Council's current proposed policy will become obsolete and we would advise the Council to consider the implications of the new regulations and the associated changes to the viability of construction they will infer.	Health and Wellbeing, Living and Housing
The proposed prioritising of previously developed land is contrary to the NPPF.	Living and Housing
Need to look beyond the key growth areas and also look at alternative sites.	Living and Housing
Locations for development will be considered on a site-by-site basis.	Living and Housing
As evidence gathering is still ongoing, Plymouth City Council may need to reconsider the overall scale and pace of new dwelling provision assumed by the for the wider urban area.	Living and Housing
Support the principle that priority will be given to meeting the city's housing and economic needs within the city's administrative boundary.	Living and Housing
Further evidence is required regarding the capability of the urban fringe and it will be necessary for the neighbouring authorities to formally endorse the principles advocated.	Living and Housing
The Plan should recognise the geographical constraints on Plymouth and the primary need to achieve their five year supply of land for housing – sites outside Plymouth should be considered.	Living and Housing
All suitable urban fringe sites should be considered, not just those to the north and north-east.	Living and Housing
Plymouth has the ability to be self-sufficient in terms of housing provision without the need to rely on sites outside its administrative boundaries.	Living and Housing
Previously developed sites are not always suitable for housing.	Living and Housing
Need to use correct reference to 'Building for Life' legislation.	Living and Housing
The former airport site can go a long way in meeting Plymouth's housing needs.	Living and Housing
Need up to date housing figures before being able to comment fully on the Plan.	Living and Housing
Self-build and custom build should be in addition to the objectively assessed housing need.	Living and Housing
No evidence of strong support for self-build and custom built.	Living and Housing
Plymouth has the ability to be self-sufficient in terms of housing provision without the need to rely on sites outside its administrative boundaries.	Living and Housing
Policy on affordable housing should be flexible on tenure and encourage alternative delivery models.	Living and Housing, Local Community

Local Community:

28 comments were made which relate in some way to the **Local Community** theme, 25 per cent of which had positive feedback on the Plan:

Comment	Plymouth Plan Theme
The Plan appears to overlook the importance, promotion and protection of local cultural facilities, which are vital for the health and social wellbeing of the local community, rather than tourism and economic standing.	Arts and Culture, Economy, Health and Wellbeing, Local Community
Development proposals adjoining cultural facilities such as theatres, pubs and music venues, need to ensure that any new residents will not be disturbed to the extent that Council would be required to take action.	Arts and Culture, Health and Wellbeing, Living and Housing, Local Community
The Plan needs to balance wider ambitions with the cultural needs of the residents of Plymouth.	Arts and Culture, Living and Housing, Local Community
Wants more honesty/openness.	City Pride and Vision
Consideration should be given to designing out crime, disorder, anti-social behaviour and community conflict within the built environment.	City Pride and Vision, Living and Housing, Local Community
Clarity is required to define what justifies delivering greater synergy with nearby visitor and cultural hubs. Clarification would also be appreciated as to what makes a visitor and cultural hub.	City Pride and Vision, Local Community
Need strong messages about celebrating diversity.	City Pride and Vision, Local Community
Need to transform local communities to become more resilient and self-sufficient.	City Pride and Vision, Local Community
What constitutes a balanced community and how will the addition of student accommodation in the communities dominate?	Education and Learning, Living and Housing, Local Community
Want more youth facilities.	Education and Learning, Local Community
Too much emphasis on students rather than residents.	Education and Learning, Local Community
Want a new swimming pool per 1,000 homes built.	Health and Wellbeing, Living and Housing
Need to mitigate development with local facilities.	Living and Housing, Local Community
Need to ensure that every effort will be made to ensure the objectives of any development for the community, are not impeded by adjacent development.	Living and Housing, Local Community
Need to better recognise that new developments affect local people.	Living and Housing, Local Community
The opportunity to build new communities/neighbourhoods should be mentioned.	Local Community

Link strengthening communities to volunteering.	Local Community
Need to provide for the protection and enhancement of all existing community and cultural facilities, including those outside the proposed 'cultural hubs', and those that have the potential to be brought back into community use.	Local Community

Plymouth Plan:

16 comments made general observations about the Plymouth Plan and the delivery mechanisms of the Plan, 44 per cent of which had positive feedback on the Plan:

Comment (General)
Need a more statistical and analytical benchmark approach, current statements are subjective and wholly.
Worried about the lack of detail due to encompassing all strategies in one place.
Need more mention of co-operation and collaboration and need to specifically mention the potential need to work in conjunction with neighbouring authorities as they will have their own plans which will affect the development of the Plan.
The Plan needs simplification and a clear summary.
Question the decision to issue the current document as a Regulation 18 consultation and the short time to submit comments.
Need to mention the role of the private sector in the Philosophy.
The glimpse of in international city needs to mention Asia, South America and Africa.
Need to include Devon County as a sub-regional local authority.
Need to reference other strategic partners, such as the LEP.
Font sizes are very small in icons.
The Abercrombie Plan needs to be digitised and identified/referenced.
The Plan doesn't make reference to the Highways England (former Highways Agency).
Comment (Delivery Specific)
A lot of policies lack substance and delivery proposals.
Policy should not negate whole plan viability testing.
A 'Nationally Recognised Waterfront destination' should be an indicator of success
Has the delivery of the Plan been costed?
Need to think more about what's a Strategic Objective and what is the process
Important that the Plan helps to support the establishment of funding strategies for various projects.
A measure of success would be that Plymouth continues to protect, enhance and harness having regard to environmental limits.
Developer contributions should not negate the Council's responsibility to undertake whole plan viability testing as part of the process of preparing the Plan.
A measure of success should include conservation and enhancement.

The Plan needs to be consistent with national transport policy.
The Plan will need a transport evidence base which will need to consider the local and strategic networks in delivering high level of service.
No mention of how or when the transport infrastructure needs of the plan will be identified.
Important that the plan provides the policy hooks to support the establishment of funding strategies for various projects (e.g. the upgrade of defences at Sutton Harbour).
Want more detailed management policies in reference to Plymouth's natural networks.
The plan should support the Marine and Management Organisation to fulfil its statutory function.
Suggest a high level dashboard for monitoring the Plan

SA Comments

There were 2 representations received which mentioned the SA:

Comment
Need a more statistical and analytical benchmark approach, current statements are subjective and wholly.
The proposed spatial distribution of housing will need to be demonstrated through the SA that this is the most sustainable option. This is absent from the SA at the moment and a significant omission – not clear which is the most sustainable approach.
The SA only considers the high level strategy and not the policies.
Figure 1 in the SA should be included in the Plan.
The SA does now consider the Special Area of Conservation and other designations within the biodiversity and open spaces section in terms of climate change mitigation and adaptation.
It is not demonstrated that the acknowledged tension with housing land and critical transport schemes and the proposed control of these by the site allocation process will be achievable in practice.
There is no mention of fluvial and surface water flood risks within the sustainability appraisal.

EqlA Comments

There was 1 representation received which mentioned the EqlA:

Comment
Why is there reference only to 'physical disability'?
Although there is an adjoining subsection on mental health needs and dementia, there is no reference at all to 'learning disabilities' which are a separate and very important and large group of people, of all ages.
Is the term 'physical disabilities' adequate to cover those with sensory impairments? Particularly people identifying as deaf (sign language users)? 'Physical' tends to suggest only mobility problems.
The preamble for Disability and the Race section point up hate crime/incidents, which is good but should specific action not be referenced below?

Positive Comments:

"I think this is a very good and overall worthy plan"

"I am pleased to see that cycling both for leisure purposes and as a primary means of transport has been made integral to policies, particularly those concerning Health and Transport."

"The plan is certainly detailed and has many things to commend it."

"Plymouth City Council should be congratulated on setting out a bold agenda for positive change for the city. Almost everyone in the city would agree that in order for the proposals and vision to be implemented"

"The scope of the plan is ambitious and on the whole encouraging"

"I am glad to see that the strategy is about growth of economy and prosperity and that population growth is implicitly a by-product or an enabler."

"Well done! We very much appreciate the time and effort that has already gone into this process and welcome the opportunity to make a response, at this stage."

"Firstly I would like to congratulate Plymouth City Council for formulating such a bold plan for the City's future"

"Overall, The Theatres Trust is pleased with the acknowledgement of the important role cultural infrastructure, and particularly theatres, play in supporting creative, healthy and sustainable communities."

"Personally, we believe that the Plymouth Plan 2031 is possibly the most important document to guide the future of our city that we shall see in our lifetimes. We must not get it wrong."

"Excellent plan..."

"The Plan preparation sets out an exciting vision for Plymouth..."

"In large part IML support the strategic approach being pursued by Plymouth City Council through the preparation of the Plymouth Plan. An integrated plan which has regard to the future of the city's economy, transport and housing needs as well as planning to improve the lives of residents to deliver a healthy and prosperous city is a laudable objective which IML support."

"We welcome the key principles behind part one of the draft Plymouth Plan - it is an ambitious and positive document that clearly sets out Plymouth's long term future describing the necessary steps needed to deliver that vision. Throughout the plan there is a clear commitment to reviving the greatness of Plymouth and establishing it as a recognised international City and Britain's Ocean City."

"It is good to see such an emphasis on Plymouth's biggest asset, namely the fantastic and unique marine environment that is present on three sides of the City."

"We are delighted to see a proposal which places the emphasis on improving the environment for the benefit of cyclists and pedestrians as well as providing for much enhanced visual surroundings. We are also pleased to see a willingness to recognise that the car should not be allowed to dominate our environment as it has so often over recent decades."

"There is much to commend in the Plymouth Plan and SHH supports its overarching strategic objectives."

"...wishes to express its continued 'in principle' support for the majority of policies contained within."

"I recognise a lot of work has gone into the Plymouth Plan and full marks to those who have contributed. I received my copy today."

"The vast majority of the plan is supported..."

"The content of this document in general is one of a proactive nature rather than reactivity. Therefore Plymouth City Council should be commended on their forward thinking approach in relation to all elements of the Plan and the need to address certain issues beyond their own administrative boundary. The document clearly sets the boundaries for Plymouth's sustainable growth in the future, whilst respecting those existing communities."

"Overall you have our strong support for the strategy being put forward."

WHO GOT INVOLVED?

Below is a list of organisations who submitted comments during this third consultation phase of the Plymouth Plan. We would like to thank all who submitting representations and we look forward to working with them to develop the Plymouth Plan Part Two:

- Aircraft Owners and Pilots Association (AOPA) Channel Islands Region
- Atkinson Architects Ltd
- Bailey Partnership
- Barne Barton Neighbourhood Forum
- Concise Construction Ltd
- Courtgate Ltd
- Cyclist Touring Club
- Dawnan Ltd
- Devon & Cornwall Police and Crime Commissioner
- Devon County Council
- Drake Circus Limited Partnership
- Economy & Employment Manager Plymouth City Council
- English Heritage
- Environment Agency
- Friends of Devonport Park
- Hannick Homes
- Heynes Planning Ltd
- Highways Agency
- Home Builders Federation
- Imerys Minerals Ltd
- Jersey Aero Club
- Kentucky Fried Chicken (Great Britain) Limited
- Linden Homes
- M&G Real Estate
- The National Trust
- Natural England
- Partnership Property Limited
- Persimmon Homes
- Petros Developments Ltd
- Planware Ltd
- Plymouth Area Disability Action Network (PADAN)
- Plymouth City Airport Limited (PCA Limited)
- Plymouth Cycling Campaign
- Plymouth Civic Society
- Plymouth Local Access Forum
- Plymouth Swallows Gymnastics Club
- Plymouth Waterfront Partnership
- Royal Yachting Association (RYA)

- RSPB (Royal Society for the Protection of Birds)
- Shropshire Aero Club
- Skydive Jersey Ltd
- South Hams District Council
- South West HARP Planning Consortium
- South West Strategic Developments
- South West Water
- Sport England
- Stuart Partners
- Sutton Harbour Holdings plc
- Tamerton Foliot Village Conservation Society (TFVCS)
- The Theatres Trust
- Trustees of the Cann Estate
- USS Ltd
- Viable Plymouth Ltd
- Wainhomes (South West) Holdings Ltd.
- Walker Developments
- West Devon Borough Council
- Woodland Trust

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

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

WHAT HAPPENS NEXT

The next stage of plan preparation is the publication of the final draft of Part One of the Plymouth Plan which is estimated to go to Plymouth City Council Cabinet in Autumn 2015 and the first consultation period on Part Two of the Plymouth Plan will commence soon after. During this time:

- There will be events, debates and workshops to discuss different parts of the plan
- We will continue to promote the Plymouth Plan and consultation events via newspaper articles, e-newsletters and on social media to ensure we are engaging with as many people as possible
- Community groups that ran their own events in 2014 will get additional support to remain involved
- An interactive version of the draft Plan will be piloted to make sure it encourages different audiences to explore the plan and find what they need easily; and that it can promote the clear strategic plan to investors
- There will be discussions with partnerships, businesses and organisations to make sure the plan is meeting their needs
- There will be specific support provided for groups that are less likely to participate or need extra support to understand and comment on the plan
- There will be further consultation on the draft EqlA and SA to ensure all impacts are considered fully
- Working with Plymouth Octopus project we will continue to work towards establishing a Community Planning Network to look at how local people can help to monitor the Plan and make sure that it is doing what they hoped it would – this is in response to feedback during the Plymouth Plan Connections stage.

FOR FURTHER INFORMATION

- For further information on the Plymouth Plan as it develops please visit our website:
- www.plymouth.gov.uk/plymouthplan
- E-mail us at plymouthplan@plymouth.gov.uk
- Ring us on **01752305477**
- Follow us on Twitter **@plymouthplan @plymccplanning**
- Follow our **Plymouth Plan** facebook page
- Sign up to the ‘**planning news**’ e-newsletter on the [Plymouth City Council website](#).

APPENDIX I: Comments made in relation to Plymouth Plan Part One and actions taken

Legend		Themes				
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)				
Retained for Part Two						
Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
(Meeting Notes)		Culture Board		They are going to consider what would be useful to monitor, and what they are monitoring already. They have some work by SERIO and the Artory app collects data about peoples cultural experiences, they are also working with i-DAT on sentiment analysis which sounds really interesting – I'm catching up with them tomorrow so I'll find out a bit more on that.	A&C	
(Meeting Notes)		Culture Board		Complimentary of the plan in general and pleased we're working with Mutant Labs. They also said they felt it took the pressure of them knowing that this bigger picture is in place so their plans can be more focused around delivery.	A&C, CP&V	
(Meeting Notes)		Culture Board		Happy to sign up to the plan and they'll think about what they need to do to prepare for that.	A&C, CP&V	
157	Mr Ross Simmonds	English Heritage		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=36002&lookingFor=representations&tab=list	A&C, CP&V, EC, GA, GP, L&H	
6	Mr Martin Hunt		Question 6	I think a mention of Plymouth Devils Speedway team also deserve a mention. I do not understand the mention of digital links, we have a very resilient Broadband service from both BT and Virgin, what else is required? Transport see previous comments, 2:30 minute train travel to London is a must as well as re-opening the Airport More work is required on the waterfront, instead of selling off the land for development of luxury flats accommodation, look at more innovative options, A water Park, Waterside Hotel, Underwater Aquarium, Pier, are more viable and will add to the Ocean City claim	A&C, CP&V, GA	
408	Chris Arscott	Plymouth Waterfront Partnership		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=208937&lookingFor=representations&tab=list	A&C, CP&V, GA, H&WB	
408	Chris Arscott	Plymouth Waterfront Partnership		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=208937&lookingFor=representations&tab=list	A&C, CP&V, GA, H&WB	
55	Mr Michael Calder	The National Trust		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=36861&lookingFor=representations&tab=list	A&C, CP&V, GP	
115	Mr G Parsons	Sport England	Question 10	Sport England supports use of planning obligations (s106)/community infrastructure levy (CIL) as a way of securing the provision of new or enhanced places for sport and a contribution towards their future maintenance, to meet the needs arising from new development. This does need to be based on a robust NPPF evidence base. This includes indoor sports facilities (swimming pools, sports halls, etc) as well as playing fields and multi use games courts. All new dwellings in Plymouth in the plan period should provide for new or enhance existing sport and recreation facilities to help create opportunities for physical activity whilst having a major positive impact on health and mental wellbeing. The evidence base should inform the Infrastructure Delivery Plan (IDP) or CIL Reg 123 list. We all need to be mindful of s106 regs that restrict up to 5 schemes contributing to a single project.	A&C, Ec, ED&L, GP, L&H	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
116	Mr G Parsons	Sport England	Question 16	Sport England supports use of planning obligations (s106)/community infrastructure levy (CIL) as a way of securing the provision of new or enhanced places for sport and a contribution towards their future maintenance, to meet the needs arising from new development. This does need to be based on a robust NPPF evidence base. This includes indoor sports facilities (swimming pools, sports halls, etc) as well as playing fields and multi use games courts. All new dwellings in Plymouth in the plan period should provide for new or enhance existing sport and recreation facilities to help create opportunities for physical activity whilst having a major positive impact on health and mental wellbeing. The evidence base should inform the Infrastructure Delivery Plan (IDP) or CIL Reg 123 list. We all need to be mindful of s106 regs that restrict up to 5 schemes contributing to a single project.	A&C, Ec, Ed&L, GP, L&H	
406	Jeanine Caley	Plymouth Swallows Gymnastic Club		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=875701&lookingFor=representations&tab=list	A&C, Ec, Ed&L, H&WB, LC	
(Meeting Notes)		Culture Board		Culture comes through well in the International section but less well in Healthy and Growing. Compared to sport for example culture isn't woven through as well. They are keen to work on the text with us around this over the next few weeks which I said was fine. Technically they see sport as culture and as part of the role as a board – Cara Aitchinson wasn't there but they said really everytime we're mentioning sport it should also include culture	A&C, H&WB	
26	Dennis Silverwood		Question 10	Broad support but in particular policies 27,29,31 Policy 31 Add "Promote our heritage to tourism authorities and the tourist industry." Despite the title, there are no initiatives mentioned which ACTIVELY promote our heritage e.g.lectures to business, tourist trails or mention of the proposed 'history centre'. As they stand, the initiatives are about protection and recording.	Arts and Culture	
95	Miss Vickie Fear		Question 12	I strongly support Policy 37 but feel it currently lacks support for individuals who can have a great impact on the profile of the city's cultural offer. The Policy currently sets out clear support for organisations and venues but does not address the current lack of studio provision for artists wishing to pursue their career in Plymouth. If Plymouth City Council could consider measures to support affordable artists' studios, for example business rates relief, this could improve the problems of minimal graduate retention within the arts. Another initiative I would like Plymouth City Council to consider is a seed fund for individuals to develop creative projects and act as match funding to open up further funding support from outside of the city. With clear support from Plymouth City Council artists can be good advocates for the city within national and international networks.	Arts and Culture, City Pride and Vision	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
10	Mr Simon Honeywill			<p>To whom it may concern. The scope of the plan is ambitious and on the whole encouraging, however there are some areas which to myself and many others are glaringly obvious omissions, and which, if not considered will let the plan down massively. 1 - the plan talks enthusiastically of Plymouth, Britain's Ocean City, being recognised internationally as a vibrant, dynamic place with all the attributes associated with a modern metropolis with such a unique geographical location. This will only happen if you tell people about it, and I am no wiser as a result of reading the plan as to how this is going to happen. Marketing is everything. 2 - the establishment of the city as a centre for arts and culture - this is absolutely central to Plymouth's ability to reach out, but nowhere is there mention of any plans to build a concert arena, a vital and important feature to every other major city in the country, and indeed around the World. As a result of one major event held on The Hoe that got lucky with the weather, the creators of the plan seem to think that The Hoe can become a regular venue - this cannot be sustainable and is only ever going to be seasonal at best. A brisk wind and some rain will render it not only very unpleasant but very unattractive to promoters. The building of a premium 10,000 seat arena is an absolute no-brainer. The city is centrally placed in one of the largest catchment areas in the country to be un-serviced with such a facility. The establishment of such an asset, and as far as I can see there are several lentic sites, will bring well over 200,000 people to the city annually, where they will shop, eat and stay, should there be adequate hotels to accommodate them. Speaking from experience The Pavilions is currently poor quality, too small and generally not attractive to promoters, although they have done well there to maintain the throughput of acts. Where it sits within the plan is unclear, and the staff there talk of it being demolished in the near future. It is not a venue befitting a city of 300,000. 3 - the Theatre Royal is obviously a prime asset to the city, but so would be The Palace, were it to be restored as it should be for the city and the nation. The Theatre Royal has limited capacity and again the south west peninsula is a vast catchment area of potential theatre goers. Why not allow Plymouth to be the place that gives them what they want? I would be very keen to hear what the planners views are on these important issues. Yours</p>	Arts and Culture, City Pride and Vision, Economy	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
132	Mr Richard Sroka	Plymouth Civic Society		Under Policy 25 (Using transport investment to drive growth), we suggest the following actions: Introduce frequent circular shuttle bus services to link city focal points of interest and transport hubs. These might include the Life Centre / Home Park / Park n' Ride, Rail Station, new Coach Hub, Royal Parade, Drake Circus, History Centre / University, Barbican / Hoe, Millbay, Royal William Yard, Devonport, etc. Extend comprehensive bus services until the late evening to encourage growth and use of city centre facilities and amenities. Introduce direct bus services linking outer suburbs to the city centre through the use of bus interchange hubs. This is to avoid subsidiary journeys through housing estates that create extensive journey times and should lead to increased passenger use. Address the Derriford bus hub and surrounding road infrastructure to make it into a proper bus station and reduce congestion. Currently, the ensuing tailbacks frequently extend back to Derriford roundabout while the Derriford Transport Plan fails to address this problem. Hospital access would also be improved. Under Policy 31 (Promoting Plymouth's heritage), we suggest this is better placed under Module Seven - Strategic Objective 6 (Delivering the international city) rather than Module Six - Strategic Objective 5 (Delivering a growing city) In support of this, we note that Module Seven already includes references to maritime heritage and, elsewhere, the Plymouth History Centre is referred to in the context of the international city (we assume that the words 'history' and 'heritage' are closely linked). We consider that Plymouth's heritage assets are not only important historically but greatly contribute to the cultural wealth and potential tourist development of the city. The Plan should identify what these heritage assets are (eg. Palmerston Forts, Palace Theatre) as well as those on the English Heritage at risk register. Key projects and initiatives should be described for their maintenance and promotion. A higher profile should be given to those persons whose fame is associated in some way with the city - not only Drake and Scot, but also Darwin and Conan Doyle and many others. There is scope for further heritage trails based on people, buildings and activities. We should not forget that certain modern buildings have been identified as heritage assets such as the Civic Centre and the Derriford Ship. Richard Sroka Chairman Plymouth Civic Society	Arts and Culture, City Pride and Vision, Economy, Getting Around	

Legend	Themes
Change made	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)
Retained for Part Two	No change required

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
9	Richard James			<p>I am a Plymothian and have lived there most of my life, but am living away (at the moment), which in some ways is an advantage. From the outset, I am not one of the 'we don't want it's'. On the contrary I am for great, modern architecture. I am very concerned and annoyed by all the slow, round shouldered ideas and fourth division mentality. It is a pity that the 20 storey+ buildings came to nothing and many low rise monstrosities are there, or go ahead. The tall buildings include the Barbican flats (would be great at night) the Woolworth's Tower (too tall according to the Chamber of backward Commerce'. NO not tall enough) the Oceanique, Derry's Cross and the 'Flat Iron' building at Drake's Circus. Not to mention the fabulous 700ft high 'Mast' at North Cross. Much more impressive than Portsmouth's Spinnaker, which is currently the 'image' of that city. And of course the Shard- the modern image of London. These in no way detract from the old, historic buildings, such as Merchant's House, which is hidden away and not well seen. Here's another point: Why did the city waste money on David Mckay? The city has gone backwards since his small time ideas. FACT. Why did you lose John Lewis to the little city up the road? That was a disaster. Why did you not let John Lewis into the Mall? I know because it would take up too much. Pathetic. Cornwall Street is a horrible low-rise eyesore. I would bulldoze it and create a curving much narrower street (with character) linking with the sundial. The shops on the N W side would go, maybe replaced with a park and a walkway connecting with the bus station and the market. It would certainly not be two storey, but FIVE storey, the upper flats paying for the development. The Plymco Derry's House (could have) been used as an inside Mall, with some of the rubbish buildings in Cornwall Street gone. Total number of shops a few less, but more compact reflecting on-line sales. I note the plans for the new bus station and Bretonside sheds, but have no particular comment, but they won't exactly set the world alight will they? I would also change the road system and bring Ebrington Street and the Barbican into a flowing walkway connecting all the centre (most important) and making Charles Church a recreational area with laws and seats. For too long has this city been developed piece-meal à€" bits and pieces stuck here and there. Also, the city needs to learn the word 'hub'. These are at Marsh Mills and maybe now at Deep Lane. (Ikea?...oh no you lost that to the little city) Marsh Mills, originally a great place for the hospital, is now a muddle. The shops are a cul-de sac, half retail, half commercial. Why not extend the road from there to the back of Curry's to B&Q, creating an out of town shopping area, with a through road, with crossings (if necessary) seating areas by the river and coffee shops? This and the above makes for an enjoyable shopping experience'.and fun-remember that? Get the old wurzels to lighten up. Great plans produce controversy-they will. Do not shrink to small time ideas. Still comments are made about the airport and how you need it. People of Plymouth have been TOLD: The railway is not fit for purpose (and if you focus on the sea-wall only it will still be not fit for purpose) and the airport is un-viable. YES to both. So what are you going to do about it? Give up and let the little city take the benefit? I have good ideas for the transport infra-structure too and if you read this and are interested I will be glad to share those ideas with you. I am sure they will work</p> <p>Regards, Richard James</p>	Arts and Culture, City Pride and Vision, Economy, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
103	Mr Ross Anthony	The Theatres Trust	Question 9	<p>Re Policy 32, Point 8 - In addition to the issues raised for consideration, the design of a new building must also take into consideration adjacent existing uses and ensure the new development is designed to address any potential conflicts, which is unfortunately often overlooked in the promotion of regeneration and mixed use projects. Development proposals adjoining cultural facilities such as your theatres, pubs and music venues, need to ensure that any new residents will not be disturbed to the extent that Council would be required to take action, e.g. issue a noise abatement order. Given the age and construction of many older community and cultural buildings, it is often difficult to install noise mitigation measures to deal with these issues, which affects the viability of the venue. Item 123 of the National Planning Policy Framework makes it clear that the operation of existing businesses, such as cultural facilities, should not be restricted as a result of new development, supported by the PPG on Noise. Further, the loss of a valued community or cultural facility as a result of changes in the area would also conflict with NPPF guidance at item 70 which states that planning policy should protect existing cultural facilities. In order to safeguard the ongoing operation of your existing community and cultural facilities, as required by Para 70 of the NPPF, Iâ€™d like to point out a recent Planning Inspectorate decision (Reference APP/X5990/A/12) to refuse consent for conversion of offices to residential adjacent to the London Palladium Theatre, and another decision (Reference APP/K5600/A/14/2222551) to dismiss an appeal for the creation three residential units on the upper levels of the building containing the Finborough Theatre, London (Royal Borough of Kensington and Chelsea). The Inspectors concluded in both cases that there would be harm to future residents living conditions in respect of disturbance from theatre activities and that the long term operation of the theatre would not be safeguarded.</p>	Arts and Culture, City Pride and Vision, Economy, Local Community	
11	Peter Jagodzinski			<p>Plymouth should have a top quality Maritime Museum with historic ships and submarines on permanent display, ideally in an accessible waterfront location such as the Barbican or Millbay. If they were all in the same location alongside well-curated displays of artefacts illustrating naval life and technologies through the ages they would be a cultural asset of which the city could be proud. They could possibly also be linked to programmes of research in the Plymouth University so the knowledge they represented could evolve. I and I'm sure many other residents and visitors would love to see Plymouth recognise the importance of her Royal Naval heritage in the way (but better of course) that Portsmouth has. The existence of the city and its culture owes so much to the predominance of the Royal Navy in the city for centuries. Plymouth needs to become nationally and internationally recognised for this heritage.</p>	Arts and Culture, City Pride and Vision, Education and Learning	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
126	David Curno	Royal Yachting Association (RYA)		Author :- David Curno - Area Representative of the RYA It is good to see such an emphasis on Plymouth's biggest asset, namely the fantastic and unique marine environment that is present on three sides of the City. The RYA will support investment in facilities and infrastructure that promotes and enables recreational use of the water. As there are many competing interests on the coastal area, in order than facilities to support recreational boating, shoreline development must give priority to recreational facilities which can only be situated on the shoreline. Current Area Action Plans include protection for the facilities needed for recreational boating (some supported by the Planning Inspector). It is important that these safeguards for recreational boating facilities are also explicit in the Plymouth Plan. The RYA strongly promotes the shore side infrastructure required for recreational boating and would insist that it is explicitly stated that there should be no reduction in facilities for recreational boating. If Plymouth truly wishes to become an Ocean City, shoreline development should be predominantly geared towards recreational boating. Details from existing and current Area Action Plans must be included in the details of the final version of the Plymouth Plan. Dave Curno	Arts and Culture, City Pride and Vision, Getting Around	
113	Mr G Parsons	Sport England	Question 4	The National Planning Policy Framework (NPPF) published in March 2012 (replacing PPS12 & PPG17) states: Paragraph 73 - Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to health and well-being of communities. Planning policies should be based on up-to-date assessment of the needs for open space, sport and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required. Sport England's view is that, in order to meet the requirements of the National Planning Policy Framework (NPPF) (formerly PPS12 and PPG17), this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches. We are, however, aware that the Council's Leisure Team are working on producing one with adoption of a Playing Pitch Strategy by June 2015. This could influence which sites are designated as 'Local Green Space' as set out in para 1.10. For sport buildings and land that are not playing pitches (swimming pools, tennis courts, athletics tracks etc) there should also be a wider Sport Strategy including swimming pools, sports halls and other non playing pitch sports. Sport England has recently produced a final technical guide for Assessing Needs & Opportunities (ANOG) regarding sport to accompany the NPPF (as referenced on the DCLG website). http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/ The Council has a study from 2009 that should be re-visited and updated in line with ANOG and para 73.	Arts and Culture, Education and Learning, Greener Plymouth, Health and Wellbeing	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
117	Mr G Parsons	Sport England	Question 8	Active Design - Sport England believes that being active should be an intrinsic part of everyone's life pattern. The master planning of new housing proposal has a vital role in providing easy access to a choice of opportunities for sport and physical activity to suit all age groups for making new communities more active and healthy. Sport England commissioned David Lock & Associates to investigate the contribution that masterplanning can make to create new environments that maximise opportunities for participation in sport and physical activity. This work including a developer's checklist has been completed and can be accessed via http://www.sportengland.org/facilities-planning/active-design/ . Through an analysis of the current health agenda and urban design principles and good practice, the term ACTIVE DESIGN has been adopted to describe ways in which master planning can promote healthy environments through creating healthy environments through creating conditions for participation in sport and physical activity and the use of active travel modes (walking and cycling). Three overlapping Active Design objectives have been identified that should be promoted by master plans: improving accessibility; enhancing amenity and increasing awareness. Sport England would encourage new development be designed in line with the Active Design principles to secure sustainable design. The Active Design work is currently under review with possibly a new 'version' to be considered when published that meets the health / physical activity agenda too.	Arts and Culture, Education and Learning, Greener Plymouth, Health and Wellbeing, Living and Housing	
112	Mr G Parsons	Sport England	Question 3	Sport England Strategy 2012-17 sets a challenge to: See more people taking on and keeping a sporting habit for life; Create more opportunities for young people; Nurture and develop talent; Provide the right facilities in the right places. Support local authorities and unlock local funding. Ensure real opportunities for communities Sport England has assessed the Placemaking Plan in the light of Sport England's Planning for Sport: Forward Planning guidance. A copy is enclosed with this letter and it can be found on our Planning for Sport section of the website http://www.sportengland.org/facilities-planning/active-design/ . The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary, new sports facilities should be fit for purpose, and they should be available for community sport. To achieve this, our objectives are to: PROTECT sports facilities from loss as a result of redevelopment ENHANCE existing facilities through improving their quality, accessibility and management PROVIDE new facilities that are fit for purpose to meet demands for participation now and in the future. Sport England believes that sport has an important role in modern society and in creating sustainable and healthy communities. Sport and physical activity is high on the Government's national agenda as it cuts across a number of current topics that include health, social inclusion, regeneration and anti social behaviour. The importance of sport should be recognised as a key component of development plans, and not considered in isolation.	Arts and Culture, Education and Learning, Greener Plymouth, Living and Housing	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
96	Mr Ross Anthony	The Theatres Trust	Question 12	Overall, The Theatres Trust is pleased with the acknowledgement of the important role cultural infrastructure, and particularly theatres, play in supporting creative, healthy and sustainable communities. Re Policy 37 - While we agree with the aims of this policy to raise the profile of key cultural assets, such as the Theatre Royal (Point 4), and deliver new infrastructure (Point 5), the Plan also needs to provide for the protection and enhancement of all existing community and cultural facilities, including those outside the proposed 'cultural hubs', and those that have the potential to be brought back into community use. It is also of concern that there is such a great focus on the national and international importance of cultural facilities, and the Plan appears to overlook the importance, promotion and protection of local cultural facilities, including community theatres, cinemas, music venues, etc which are vital for the health and social well being of the local community, rather than tourism and economic standing. The Plan needs to balance these wider ambitions with the cultural needs of the residents of Plymouth. One of the 12 Core Planning Principles in the National Planning Policy Framework (item 17) is to 'take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. Item 70 in the NPPF states that to deliver the social, recreational and cultural facilities and services that the community needs, planning policies and decisions should plan for the use of shared space and guard against unnecessary loss of valued facilities. Also to ensure that established facilities and services are retained and able to develop for the benefit of the community.	Arts and Culture, Getting Around, Local Community	
114	Mr G Parsons	Sport England	Question 10	The National Planning Policy Framework (NPPF) published in March 2012 (replacing PPS12 & PPG17) states: Paragraph 73 Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to health and well-being of communities. Planning policies should be based on up-to-date assessment of the needs for open space, sport and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required. Sport England's view is that, in order to meet the requirements of the National Planning Policy Framework (NPPF) (formerly PPS12 and PPG17), this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches. The Council's Leisure Team are working on producing one with adoption of a Playing Pitch Strategy by June 2015. This could influence which sites are designated as Local Green Space. For sport buildings and land that are not playing pitches (swimming pools, tennis courts, athletics tracks etc) there should also be a wider Sport Strategy including swimming pools, sports halls and other non playing pitch sports. Sport England has recently produced a final technical guide for Assessing Needs & Opportunities (ANOG) regarding sport to accompany the NPPF (as referenced on the DCLG website). http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/ The 2009 study could be revisited and brought into line with ANOG and para 73 of the NPPF.	Arts and Culture, Greener Plymouth, Health and Wellbeing	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
4	Mr Martin Hunt		Question 8	I think this is a very good and overall worthy plan, I do have issues with the sporting facilities, there are only 2 public indoor swimming pools within the Plymouth region supporting circa 260k people, I think we need more sporting/swimming facilities available to the people of Plymouth (I am excluding private clubs/pools within the Plymouth vicinity)	Arts and Culture, Health and Wellbeing	
37		Local Access Forum Plymouth	Question 6	Plymouth is being marketed as a maritime city where the port facilities do not match other maritime cities around the world. You need to explore options for South Yard for suitable facilities for larger vessels.	City Pride and Vision, Economy	
59	Ann Skulsky			Dear PCC Road Transport - public There is a need to recognise that a city is only 'alive' when there is sufficient transport to ensure it does not 'die' after 7pm when services drastically reduce, forcing people to fund other means of transport such as taxis or car ownership [what happened to nationwide proposals to reduce car traffic?]. Air Transport I fully support the campaign by Viable to retain our airport. It is an important asset that puts Plymouth in the league expected of a major UK city. It is embarrassing that Newquay has an airport and Plymouth does not. Business and other investors will not take Plymouth seriously until we have air transport links again. Things that could be improved in the Plan: Needs more simplification and a clear summary Airport opening needs to be in the measures of success Air connectivity is implicit in the strategic outcome to have excellent transport and communications connectivity What is meant by strengthening links to Exeter and Bristol Airports and how? Recognition that Exeter is not a secure option Safeguarding needs to include airspace and runway extension land at Estover More explanation is required as to how a 2 hr 15 minute rail journey time to London will be achieved Conclusions: PCC should be congratulated on setting out a bold agenda for positive change Hardly anyone in the city disagrees we want our airport so its now time to focus on delivering that objective Vital to protect the airport land and also provide for a runway extension towards the end of the plan period We can't control investment in trunk roads and railways but we can re-open our own airport Need to see the airport in the Infrastructure and delivery plan Yours faithfully A Skulsky	City Pride and Vision, Economy, Getting Around	
60	Anne Sloman			Dear Sir/Madam, I have been interested to read some of the Plymouth Plan for 2031 and wish to make the following comments:- 1. Plymouth City Council should be congratulated on setting out a bold agenda for positive change for the city. 2. Almost everyone in the city would agree that in order for the proposals and vision to be implemented, it is vital that connectivity to the city is improved, particularly the re-opening of the airport as a vital, quick link to London and other major cities. 3. With this in mind, it is vital to protect the airport land and provide for a runway extension towards the end of the plan period. 4. We cannot control investment in trunk roads and railway schemes but we can re-open our own airport and to this end there is a need to see the airport in the infrastructure and delivery plan. 5. On another subject, so many visitors to our city show surprise at how very understated our city is on the tourist side, so much more could be done to promote all the wonderful attractions that the waterfront has: Barbican, Hoe, Scott Memorial, Royal William Yard, Devonport Regenerated Area, Mt. Edgcumbe, etc have to offer the visitor. Plus the importance of Plymouth to the United Kingdom - as a major naval base, the departure city of those exploring the globe, etc. I look forward to your response. Yours sincerely, Anne Sloman	City Pride and Vision, Economy, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
92	Mr and Mrs R Richard Peyton Jones			I agree with the vision you set out in the Plan. Things that could be improved are: Needs more simplification & a clear summary. Airport opening needs to be in the measures of success - Air connectivity is implicit in the strategic outcome to have 'excellent transport and communications connectivity' What is meant by 'strengthening links to Exeter and Bristol Airports' and how? Recognition that Exeter is not a secure option. Safeguarding needs to include airspace and runway extension land at Estover. More explanation is required as to how a 2 hr 15 minute rail journey time to London will be achieved. I think that: PCC should be congratulated on setting out a bold agenda for positive change. Hardly anyone in the city disagrees we want our airport so its now time to focus on delivering that objective. Vital to protect the airport land and also provide for a runway extension towards the end of the plan period. We can't control investment in trunk roads and railways but we can re-open our own airport. Need to see the airport in the infrastructure and delivery plan I see that you have stated that the site of Plymouth Airport will be safeguarded to retain options for its future potential reuse as a general aviation airport.-This is imperative to ensure the future prosperity of Plymouth.Plymouth has great potential. In your plan you highlighted that: Plymouth is an internationally renowned as Britain's Ocean city.....a major uk destination.....with world class universities and research institutions recognised for their inovation.....a place where businesses can capatalise on a unique economic position and talented workforce.....and where visitors from around the world are welcomed. These goals cannot be achieved unless Plymouth has an Airport. The PCC needs to maintain its support for re-opening the airport so that more businesses will start up here and expand.Plymouth's future depends on its efficient connectivity.	City Pride and Vision, and Economy, Getting Around	
105	Mr Geoff Wright			Lady and Gentlemen, We attach copies of our submissions in response to consultation on Part One of the Plymouth Plan 2031. You will see that our comments are very much 'cut and paste' but we should like to thank Richard Grant for meeting with us. We hope that we were able to explain our ideas more clearly to him. Richard has offered to try to redraft our revisions to Figure 8 in order that it may be more legible at the time when the results of the consultation are considered by the Council. Personally, we believe that the Plymouth Plan 2031 is possibly the most important document to guide the future of our city that we shall see in our lifetimes. We must not get it wrong. To become an International City, Plymouth needs first class connectivity by Air, Rail, Road, Sea and Digitally. None of these should be neglected. â€¢ Recent development on the eastern outskirts of the city centre has prospered at the expense of the whole west side. We must not allow the Plymouth Plan 2031 to be manipulated to promote a completely new leisure proposal outside the south-eastern quarter without highlighting its potential for devastating effects on leisure facilities already struggling inside the south-western quadrant. The effect on the forthcoming Urban Splash redevelopment of the Civic Centre should also be given some consideration. â€¢ Whilst we accept that we should not be unquestioning of the Abercrombie Plan, that document does still appear to address most of the problems facing our city, even 70 years after it was drafted. We should like to recommend that the Abercrombie Plan be digitised in order that everyone, especially the young, might see what our forefathers believed could be achieved by our city. Faithfully, Geoff Wright & Colin Thomas	City Pride and Vision, Economy, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
106	Mr Colin Thomas			<p>Lady and Gentlemen, We attach copies of our submissions in response to consultation on Part One of the Plymouth Plan 2031. You will see that our comments are very much 'cut and paste' but we should like to thank Richard Grant for meeting with us. We hope that we were able to explain our ideas more clearly to him. Richard has offered to try to redraft our revisions to Figure 8 in order that it may be more legible at the time when the results of the consultation are considered by the Council. Personally, we believe that the Plymouth Plan 2031 is possibly the most important document to guide the future of our city that we shall see in our lifetimes. We must not get it wrong. To become an International City, Plymouth needs first class connectivity by Air, Rail, Road, Sea and Digitally. None of these should be neglected. ¶ Recent development on the eastern outskirts of the city centre has prospered at the expense of the whole west side. We must not allow the Plymouth Plan 2031 to be manipulated to promote a completely new leisure proposal outside the south-eastern quarter without highlighting its potential for devastating effects on leisure facilities already struggling inside the south-western quadrant. The effect on the forthcoming Urban Splash redevelopment of the Civic Centre should also be given some consideration. ¶ Whilst we accept that we should not be questioning of the Abercrombie Plan, that document does still appear to address most of the problems facing our city, even 70 years after it was drafted. We should like to recommend that the Abercrombie Plan be digitised in order that everyone, especially the young, might see what our forefathers believed could be achieved by our city. Faithfully, Geoff Wright & Colin Thomas</p> <p>Oh dear. No airport and we talk of being an international city. If Plymouth truly wants to become a vibrant Ocean city it has to make some joined up decisions. It's no good letting Millbay docks become home to cheap looking flats without significantly investing in many other aspects. Where is the terminal for Ocean going liners, where are the cafe's overlooking the sea where are the museums and galleries which celebrate our rich association with the sea. Plymouth's most iconic building on the skyline is due to be a huge tower block in Coburg Street housing students, not international business's quality hotel or restaurant, just tatty student flats.</p> <p>The plan is certainly detailed and has many things to commend it. What I fear most is that the city is dependent on a small number of activities such as the dockyard and the university and if anything were to happen to these then Plymouth would just become a large sprawling housing estate with little employment and the consequent problems. As a city we must appear to be appealing to the outside world. As it stands no one will deliberately move their business or open an office in Plymouth, it is just too difficult and time consuming to get to. The existing road and rail links lack resilience and we little or no control over these. The airport that we used to have worked well until its untimely demise by potential property developers. This is something that city can do something about, there is even a group of motivated individuals who have been trying their best to reopen it for the past 3 years. Why not help them out with more than just words? There is much mention in the plan of 'safeguarding' and 'protecting' the airport, never mind that, commit to OPENING it. The public have clearly made their views known on the matter, you just have to look through all the letters in the local paper and petition that was submitted to see the strength of feeling. The city must have it in their power to make this a reality, so why can't the Plan explicitly state opening the airport as a goal and put a timescale on it? This is not the time for woolly thinking: be clear, be bold and deliver the plan to the citizens of Plymouth.</p>	City Pride and Vision, Economy, Getting Around	
18	Mr Lloyd Hills		Question 4		City Pride and Vision, Economy, Getting Around	
49	Mr Kevin Stewart				City Pride and Vision, Economy, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqIA); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
64	Charles Strasser	Aircraft Owners and Pilots Association (AOPA) Channel Islands Region		Dear Sirs This letter is being sent in support of the efforts being made to re-open Plymouth City airport. Not only would this be of considerable help to the General Aviation community but in particular would be of advantage to aviators from the Channel Islands and France as an entry point to the UK. Clearly it would also provide additional employment in the surrounding area. Yours faithfully Charles Strasser OBE MSc FCIM SBStj Private pilot for 60 years Vice President AOPA UK	City Pride and Vision, Getting Around	
68	Richard Hawkin	Aircraft Owners and Pilots Association (AOPA) Channel Islands Region		To whom it may concern - I have just been made aware of a deadline (4th March) for submissions regarding the closure of Plymouth Airport and wish to respond on behalf of the many Channel Islands based general aviation pilots affected by the closure. The people of the Channel Islands, Plymouth, and the South West have strong links and these are reflected in the number of occasions when they need to travel between the two. It is some years since we have had scheduled air services on this route, leaving as options flights to and from Exeter or the ferry to/from Weymouth or Poole, and these followed by a fairly lengthy car journey. Until the closure of Plymouth Airport, these difficulties have often been circumvented by the use of general aviation aircraft, flying directly between the Islands and Plymouth, either for pleasure or business purposes. But, since this time, even the private pilot has been forced to look for a suitable alternative. The only viable choices are Exeter and Newquay, neither of which is ideal compared to the convenience of flying direct. AOPA Channel Islands Region wholeheartedly supports any plan to re-open Plymouth Airport, in the knowledge that many pilots would make use of the facility, as they did in the past. Yours Sincerely, Richard Hawkin Chairman	City Pride and Vision, Getting Around	
162	Tim Freegard	Eye Doctor		The sure way to relegate a city to an irrelevance is to close its essential airport link to the outside world in a region that is already geographically disparate. The rail link has proven itself to be fragile following the downfall of the 2013 storms allowing the region to cut itself off for many months. The greater good and benefit to the city should be paramount in any kind of reckoning and this principle should not be corrupted or subjugated to short term gain of individuals or small groups of people who are transiently empowered to make self-interested short term financial gain through ill-considered property development. Do the right thing for Plymouth. Make the city great again and seize the opportunity. Reinstate the airport and do it now! Tim Freegard Eye Doctor	City Pride and Vision, Getting Around	
73	Eveline Hawkin	Jersey Aero Club		Dear Sirs, I am writing as Chairman of Jersey Aero Club to offer support for the re-opening of Plymouth City Airport. Many of our members were regular users of the airport and its loss has been an inconvenience. The remaining options are generally unsuitable with perhaps the exception of Exeter airport, although this can be quite costly for General Aviation aircraft as it entails some sort of road/rail transport to reach Plymouth and it's surrounding areas. Yours sincerely, Mrs Eveline Hawkin Chairman, Jersey Aero Club	City Pride and Vision, Getting Around	
74	Andy Brown	Partnership Property Limited		Dear Sirs, I would like to add my support to the consideration of the re-opening of Plymouth Airport. As both a business owner and light aircraft operator based in Jersey, Plymouth Airport was an excellent destination for us, giving access to Plymouth and the South West. Since it's closure we have been forced to operate to much less convenient airfields in the South which has actually moved inward business and investment away from Plymouth. I have no doubt that the re-opening of the airport would be hugely supported by the General Aviation (GA) community in the Channel Islands, and hopefully a commercial operator would also consider operating to and from the Islands again - I know of many people who frequently made use of the Air Southwest link for both business and pleasure. I am also a huge advocate of creating jobs for local people and the re-opening of the Airport would surely add to the growth of this in the area? As a marketer, I'd be more than happy to help in spreading the word of a re-opening to the Channel Islands GA community. Yours faithfully, Andy Brown	City Pride and Vision, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
94	Mr Stuart Mee	Plymouth Cycling Campaign		The Plymouth Cycling Campaign requests that Plymouth City Council moves forward with regard to improving the cycling infrastructure and facilities in the City by taking the following actions: a) High level review of the National Cycle Network within Plymouth to ensure that it is continuous, safe and coherent. b) All roundabouts and junctions on the Plymouth Strategic Cycle Network to be reviewed for safety and coherence to encourage more people to cycle instead of using cars. c) Adopt the Sherford to Plymouth Cycle Expressway already proposed to the PCC development team by Plymouth Cycling Campaign. d) Propose new cycle expressway for the north corridor of Plymouth, including links from the north to the city and Sherford. e) Propose new cycle expressway for west part of Plymouth. f) All new road schemes and revisions to existing roads to include provision for cycling and walking to meet the latest standards set by Sustrans and Transport for London. All the above to be progressed in consultation with Plymouth Cycling Campaign Infrastructure and Special Interest Group. We look forward to being involved in making Plymouth a truly cycle-friendly city.	City Pride and Vision, Getting Around	
85	John Crackett	Shropshire Aero Club		I understand that the Council is considering whether the site of Plymouth City Airport should be retained for aviation uses. I would like to speak in favour of the airfield being retained, and if possible reopened for light commercial and general aviation use. There is currently a large gap between Exeter and Newquay airports. Plymouth would serve an area of aviation interest and activity which is currently too far from either competitor. Personally I would use it for business travel to the RN base (which is a very time-consuming journey by train or car) and weekend breaks in the south west. Undoubtedly opening the airfield would also stimulate tourism from private owners, who having flown into Newquay or Exeter - are today unlikely to visit Plymouth. I think there may be interesting potential for a commercial route to the Channel Islands. Finally, all airfields encourage economic growth locally, whether this is from aviation-linked business, flying schools, maintenance and engineering, or simply connected transport and accommodation. Overall a working airfield would be of economic benefit to the city.	City Pride and Vision, Getting Around	
89	Mal Richardson	Skydive Jersey Ltd	Question 6	I would like to express my support for the retention of the Plymouth city airport facilities, in the hope that it may once again re-open as an asset to the local infrastructure. It can support aircraft movements bringing added value to the local industrial area, hospital and mariner communities, as well as general aviation flying for pleasure, which will not be replaceable, should the land be turned over for alternative development. The present council is very lucky to have such a facility in the area, and I have no doubt that should it be lost, the cost of ever replacing such a prime asset, would put it out of reach of any future standing council, therefore I would urge you to consider very carefully all facets of the decision being put upon you. There is still, opportunity to retain the general aviation connection that the city would undoubtedly miss, if the decision goes against retention of the airport. Being a pilot resident in Jersey, we are facing reducing numbers of GA airports being available to visit in the UK, due to similar circumstances to yours. I hope that in the near future, Plymouth will once again be on our list of local land aways, as it's locality and short flying time from the Channel Islands, makes it an attractive stop over.	City Pride and Vision, Getting Around	
48	Mr Ray Holland		Question 6	"retain options for (the airport's) future potential re-use" seems a very half-hearted statement that implies nothing. How about "actively promoting the re-establishment of the airport to provide excellent air services to national and international destinations" And it would be good to see an explicit statement aiming to have a fast rail link to Exeter (and thus the rest of the country).	City Pride and Vision, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
134	Mr Colin Widdicombe			PCC should be congratulated on setting out a bold agenda for positive change - Hardly anyone in the city disagrees we want our airport so its now time to focus on delivering that objective - Vital to protect the airport land and also provide for a runway extension towards the end of the plan period. We can't control investment in trunk roads and railways but we can re-open our own airport - Need to see the airport in the Infrastructure and delivery plan Plymouth need the AIRPORT Colin Widdicombe	City Pride and Vision, Getting Around	
45	Mr Kevin Stewart		Question 5	Currently the world ends at Exeter, everyone in Plymouth knows that. The only way to link us to the rest of the UK and in particular the wealth engine that is the south east, is to reopen our airport. We need a stronger commitment to achieving this objective quickly.	City Pride and Vision, Getting Around	
139	Neil Dyke			Dear Sir / Madam I am writing this short E mail to show my support for the idea of re-opening Plymouth Airport. In my opinion it was a terrible shame that the airport closed and prevented many Channel Islanders visiting such a lovely city. As a GA enthusiast and now what I do for a living I miss being able to fly directly to Plymouth. It's difficult now as you must fly to Exeter then finish off by road or rail. I feel it must be said that many students from the Channel Islands may seek other Universities now due to the extra cost and travel involved and also the tourist possibilities from the Channel Islands and indeed other parts of the UK. I think it's a good idea to re-open Plymouth as the infrastructure is already in place . Thank you for your time and attention Neil Dyke	City Pride and Vision, Getting Around	
129	Jane Renouf			Dear Sir Plymouth Plan - Consultation response to Policy 7 - Plymouth Airport When Plymouth Airport was open I visited regularly in both light Aircraft and Commercial Services. Alternative airfields such as Bolt Head or Bodmin are susceptible to the vagaries of the weather and so not really reliable alternatives especially outside of the summer months If Plymouth loses this council owned asset would be a huge retrograde step for Plymouth Air Travel continues to expand each year I have no doubt that one day it will be viable to once again run commercial services from Plymouth. It is PCC's responsibility to preserve this Strategic Asset Yours sincerely - Jane Renouf	City Pride and Vision, Getting Around	
63	Mike Pownall			Dear Sir, I understand that you are considering options to look a re-opening Plymouth City Airport. I would strongly recommended that you consider this as a option. I hold a private pilot's licence and live in jersey. Having Plymouth airport open offers an ideal short trip duration flight for me to get to the uk. I am sure many pilots from the north of the uk and indeed France would consider using the airport too. This would be a opportunity to bring many jobs to your area. Hopefully you will consider this option favourably. Yours faithfully, Mike Pownall	City Pride and Vision, Getting Around	
81	Martin Willing			Dear Sir, I was very upset by the closure of Plymouth Roborough Airport several years ago, and I understand that there is a chance that it may yet be re-opened in the future. I used Plymouth fairly frequently in the past, to visit the south west, and to help Channel Islanders get to Plymouth and other South Western cities and towns. The south west of UK is very badly served by both available airports and airlines, and even the road system is less than efficient. Airports in the UK have become very attractive targets for developers, who see only vast profit for themselves rather than a good future for the population. The closest airport to Plymouth now is Exeter, which involves a drive, over an hour long, and across Exmoor, to reach Plymouth. Beyond Plymouth, there is Newquay Airport (formerly RAF St Mawgan), which is very poorly served by the road system. General Aviation can help here, and if Plymouth were to reopen, then many GA private and corporate aircraft would, I believe, use the airfield. I am quite certain that airline traffic would follow, and I strongly urge you to reopen your convenient and very historic airport as soon as you can. Yours sincerely, Martin J. Willing	City Pride and Vision, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqA); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
62	Andy Vidamour			Dear Sir/Madam I believe you should consider re-opening Plymouth airport as it would provide additional links for people wishing to get to the south west catchment area. Exeter is very expensive and busy, Newquay is a little to far away. All you need is to have 1x Tarmac runway 2x LPV GNSS approaches as most IFR aircraft will meet this instrument approach requirement, there is no fixed ground equipment to upkeep and it is almost as good as an ILS. 1x Fuel both for aircraft operators and for the airport to make profit from Customs entry which should come from the airfield being licensed. A small cafe as this will always be a hub no matter what the airfield and is another way some small profit and linking other services of the community (hotel, local transport, local business) to those coming into the aerodrome. You would also benefit from increase GA traffic including; Corporate jets who often seek out the quieter tarmac runway for their clients. GA heading further to the south west or heading east. Flight training who will benefit immensely from the open airspace around Plymouth. Traffic trying to reach The Colleges/ University The Naval Base Various Nautical events and organisations on the coast. Various business and commercial interests in Plymouth. There is no suitable tarmac runways for aircraft within 37 miles and recreational traffic have missed the airport being available. I have used the airport both privately to drop a friend off for university and on a charter flight commercial. I believe you should strongly consider opening the airport to traffic ideally licenced but equally as unlicensed aerodrome you will be surprised at the traffic you will see coming in to Plymouth aerodrome. Regards Andy Vidamour	City Pride and Vision, Getting Around	
71	Alan Gay			Dear Sir/Madam, I write to wholeheartedly support the efforts of Viable Plymouth in their campaign to re-open Plymouth airport. Until the closure of the airport I visited Plymouth many times both in private light aircraft and by commercial flights I am a holder of a Private pilots Licence, and have an aircraft based at Jersey Airport. The airport is well placed when flying from the Channel Isles and makes a good stop off when flying around the South West. My son, in common with a number of Channel Island students attended the University of Plymouth for four years – one of the reasons for choosing Plymouth was the ease of travelling to and from Jersey (either by schedule flight with Air Southwest or on private flights), sadly Plymouth Airport was closed about half way through his course causing increased cost and longer travelling times when he wished to travel home/back to Plymouth. Had we have known that the airport was to close, it is likely that he would have chosen another university with better transport links. The re-opening of Plymouth Airport would, in my opinion, encourage more students from the Channel Isles which would bring the associated economic benefits to the area. I would urge you to consider the re-opening of Plymouth Airport. With kind regards, Alan Gay.	City Pride and Vision, Getting Around	
76	Stephen Davies			Dear Sir/Madam, I was very pleased to hear there is a possibility that Plymouth Airport might not now be built on. Whilst it's future as an aviation destination is not guaranteed I just wanted to say how keen I would be to see it re-open. As a former member of the Royal Navy now living out of area & current Private Pilot's License holder I would certainly make use of the airport in future to attend reunions & visit friends from my Service days. Whilst my individual contribution might not be a factor to persuade you I hope you will appreciate that one visit can generate others once word spreads within the General Aviation community. Yours Sincerely, Stephen Davis.	City Pride and Vision, Getting Around	

Legend		Themes	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
82	Russell Clark			Dear Sirs As a private pilot based in Guernsey and as a fairly regular visitor to Plymouth when the airport was open I implore you to re-open the airport or at least take no action that will prevent the airport from being re-opened in the near future. I used to live in Plymouth and still have many business contacts in the city. Quite aside from the business opportunities the airport gives the city it opens up the city, West Devon and East Cornwall to tourism. We used to visit the area with my family by air on a regular basis, and would come for long weekends. We have not been able to do so since the airfield closed. The region needs a reliable, hard runway airfield with appropriate instrument landing aids. If one has to fly into Exeter or Southampton in order to conduct business in the area one soon makes business contacts in Exeter or Southampton in preference to those made more remote by the lack of an airport. Yours faithfully Russell Clark	City Pride and Vision, Getting Around	
91	Ms Donna Farrell			Firstly I would like to congratulate Plymouth City Council for formulating such a bold plan for the City's future. I truly believe Plymouth has a massive natural benefit due to its unique location. This, however, is a double edged sword. Plymouth is a city which is embarrassingly difficult to get to. Often the A38 is closed due to accidents, sometimes in both directions. The train journey from Exeter to Plymouth and the far south west, is terribly slow due to the topography of the land. The cost, both in time and financially, to upgrade both transport links is huge. Poor transport links, arguably, have a huge impact on potential new businesses starting up. Exeter has an airport, a faster train service and a motorway. It is surely not a coincidence that high profile traders, Ikea for example, set up at Exeter. Plymouth needs its airport to attract new business to the area and to allow the city to be connected globally. At this time in our City's history, the airport simply is the most immediate and cost effective means of connectivity available. I urge Plymouth City Council to protect the airport site and air space. World class cities have airports, including Plymouth, ours happens to be temporarily closed. Please, please protect the airport.	City Pride and Vision, Getting Around	
75	Pauline Shepherd			Good Afternoon It would be great if Plymouth airport reopened. I have fond memories of flying in privately and commercially. It's an ideal airport and easily accessed from the Channel Islands a gateway to the south west. I will be thrilled if you decide to reopen this lovely airfield for all to enjoy. Best regards Pauline Shepherd	City Pride and Vision, Getting Around	
149	Mr Ian Hill			Good Day I have not read every single page of this plan, however i have noticed a distinct lack of 'get up and go' regarding Plymouth City Airport. Now as you know it was closed by a private developer for the wrong reasons and if this city wants to be a truly International City, then the reopening of Plymouth City Airport has to happen, otherwise we will be looked at from outsiders as a laughing stock. The airport is viable contrary to the stories coming out of SHH. As they have reneged on the S106 building contract which you all know about and wont do anything about, you have the right to take back the lease you gave them forthwith and return Plymouth to the International stage. There is a fabulous company ready and waiting to take over operations now, so do the right thing for this City before its too late. Any land to the South East of the end of runway 13/31 needs to be kept free for a runway extension which will be required eventually. Regards Ian Hill	City Pride and Vision, Getting Around	
80	Peter Paxton			Having used Plymouth Airport on many occasions I was extremely disappointed when it was closed. Toward the latter part of 2014 I was game shooting in Cornwall but the weather in Newquay was as usual difficult. Plymouth was the perfect port of entry, BUT CLOSED. I have already booked for next season, and to fly to Plymouth would make life so much easier. Please consider reopening. regards Peter Paxton	City Pride and Vision, Getting Around	

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70	Rolo Malgar			Hello I hear that there is presently discussions in progress regarding the reopening of the Plymouth Airport, If that was to happen it would not only be good for any Jersey connections, for business or pleasure, but also benefit the Plymouth area as a whole. After the Airport closed, I and I assume many others have not visited Plymouth or it's surrounding area since. If those who make the decisions on the future of the Plymouth Airport, really want Plymouth to attract old and new custom to their area, then they should vote YES to reopen. You have more chance of people visiting Plymouth if you make it easier to get there. Good luck R Mauger	City Pride and Vision, Getting Around	
65	Vin Cadigan			Hello, I emailing regarding the future of Plymouth airport and would like to lend my support to any plans to re open this important transport link to Plymouth. As a private pilot I have flown into the airport a number of times bringing friends and relatives to squash events in the city and to visit both the St Mellion and China fleet golf courses. Also I have collected puppies from local Plymouth breeders for import into jersey. Plymouth is only an hours flight from jersey in a light aircraft and is otherwise difficult to reach necessitating a flight to Exeter and hire car compared to the convenience of a local airport. I hope the airport can reopen, the runway and facilities are excellent. Kind regards, Vin Cadigan	City Pride and Vision, Getting Around	
57	Chris Hudson			Hello, I have read the notes from the meeting and basically agree with Viable that the airport is a vital link to and from Plymouth and should be included in the steps. However another point I noticed with interest is Delivering transport initiatives that unlock the city's growth. Can you please tell me why PCC are hell bent on causing congestion by introducing street furniture on main roads. These include speed Humps, narrowing roads opposite bustops. I could go on, but I am sure you get my point. (screenshot of policy 49) Thanks Chris Hudson M.I.Diag.E	City Pride and Vision, Getting Around	
61	Mr David Horn			Hello, I wish to respond to the Plymouth Plan as follows: For a city wishing to expand to 300,000 and embrace various goals including investment as set out in the plan better connectivity is paramount, this should not be restricted to better rail times to London and elsewhere but the airport site MUST be protected beyond 2031 not just as a General Aviation site but with the capacity to be able to lengthen the runway for new generation STOL jet aircraft that would be able to use Plymouth Airport with a modest runway extension. Plymouth City Council should be commended on protecting the airport site until at least 2031 - there is enough land within the city for housing and retail development without encroaching on the airport site for other use development. As there is no direct link to Exeter airport from Plymouth I find it hard to understand 'strengthening links to Exeter airport' - it should be noted that we cannot depend on Exeter always being open with the likelihood of Bristol's operations growing larger. With Mayflower 400 approaching in 2020 the city will no doubt be planning to put on big events to celebrate - the airport is a must to help achieve this. The lease issue with Sutton Harbour Holdings must be resolved for the betterment of the city of Plymouth. Yours sincerely D J Horn	City Pride and Vision, Getting Around	
133	Sven and Kat Triefenthal			Hi there, We feel very strongly that Plymouth Airport should re-open. As a Jersey resident, our access to the South coast of the UK is becoming increasingly restricted as more and more airports bite the dust. The airport was very convenient for us, being just a short hop over the Plymouth. I'm sure this would be good for jobs and inward investment if there were good connections. Our fingers are crossed !! Sven and Kat Triefenthal	City Pride and Vision, Getting Around	
58	Jules			I am firmly convinced that the city needs a functioning airport to maintain it's conomic state and increase outside investment. Jules	CP&V, GA	

Legend		Themes	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
122	Robert Wragg			<p>I am writing in support of the re opening of Plymouth Airport. I am a pilot based in the Channel Islands and therefore have a direct interest in the preservation of vital airlines with the South Coast of England. Much of my flying is done in Europe and particularly France. In recent times I have also done a significant amount of flying in America both on the East and west coasts. I am hugely impressed by the number and quality of airfields which exist in both countries. There can be no doubt that left to their own ability to be self sustaining, many would have to close. However, in both countries, due to the foresight and intervention of the State either through direct or indirect funding ensures that these vital lifelines remain operational. It is all too easy to close down a transport hub (Thomas Beeching was a classic example) in the interests of securing jam today without bothering about jam tomorrow. This demonstrates the lack of foresight so evident in everything the UK Government does whether it be Labour or Conservative. We have seen many fully operational airfields close since the turn of the century and the list is ever growing. Some of it is led by the NIMBY's of this world others lead by grasping local authorities looking to sub their woeful inability to manage their budgets by encouraging mass development without any reference whatsoever for the ability of their populations to travel efficiently. I am impressed with the courage and foresight Plymouth City Council has displayed in undertaking to temporarily mothball the now closed Plymouth Airport with a view to re opening it to General Aviation. I would sincerely hope that this would lead to scheduled traffic also returning. My own airport here in Guernsey demonstrates quite simply that the two can live side by side and even be complimentary to each other. Whether or not I as an individual pilot would ever make use of a reopened airport facility in Plymouth (it is highly likely that I would) is not really relevant. What is relevant is that any transport link in such areas brings immense economic benefits both now and in the future. Such benefits will be both direct (eg: direct employment, tourism, maintenance, etc) and indirect (eg: encouraging business to relocate, improving quality of life and therefore prosperity to the region, improved infrastructure etc). Closing an airfield simply for a one off gain of additional housing or to expand business whilst removing the very transport link that would encourage such expansion is both short sighted and in the least interest of the local area. It must be borne in mind that along the south coast there are few alternatives. Bournemouth has priced itself out of the market, Southampton whilst fine for a day visit has little or no facility for overnight parking, Exeter, whilst useable, is beginning to go down the Bournemouth route. Plymouth provides a strategic and important link to the West Country at a time when everything needs to be done to facilitate financial certainty in that part of the UK. I should be grateful if my views are taken into account in your deliberations. I am available through this e-mail address should you wish to discuss any aspect further. Robert Wragg</p>	City Pride and Vision, Getting Around	

Legend		Themes	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
78	Elaine Curtis			I am writing to express how I, and tens of thousands of other people from Plymouth and the surrounding area feel about the closing down of the airfield at Plymouth, and the loss of the opportunity to maximise on the commercial potential of the airport, which has been demonstrated in Plymouth in the past. It is a good time to relaunch a strong marketing strategy to achieve this potential, in a climate which currently demonstrates lower fuel prices, and a tourist industry which is vibrant. Visit Britain quotes a 6% increase in 2014. 38.4 million tourists to the UK. Keeping a local airport open in Plymouth would enable Plymouth to capitalise on tourism, as well as promoting local and global trade. The flight routes into France, UK, Channel Islands and Ireland were once viable, and with a revised marketing strategy this could be achievable, and would keep Plymouth in the forefront of commercial trade and industry. The airfield is historically interesting, as mail was also distributed via the airport in the 1920s and the airport has also accommodated the RAF. There are 2 Hospitals plus care homes in the area, and for patients that need repatriation from islands such as Jersey in the Channel Islands, the flight is short and could be lifesaving for patients who may need to be treated in a hospital in Plymouth in cases of an emergency, and also for routine health care which may need to be transferred to a hospital on the mainland. The road infrastructure is busy from Plymouth to London and other areas, and time consuming. Trains within the UK are not renowned for always being reliable, and I am sure a short flight competitively costed would be preferable. As a member of a local aero club, I would love to visit Plymouth by air! I hope that the Airport remains open, as a local aero club would also be a great asset and provide additional jobs locally. Elaine Curtis	City Pride and Vision, Getting Around	
88	Andrew Renouf		Question 6	I have invested in the Plymouth property sector since 1998. Virtually every property I have purchased has either been run down (or completely abandoned) and these have been renovated to the highest standards. This has brought both employment and some top quality housing units into the rental sector (which has some very poor quality housing stock). Since the closure of Plymouth Airport I have found it incredibly difficult to get from my home in Jersey to Plymouth. In the past I would fly into Plymouth in a light aircraft which was incredibly quick & convenient. My only option to visit Plymouth at present is to fly to Exeter and take a taxi which costs £60 each way. The return trip of well over £250 is very costly and difficult. As a result I have cut down my visits to Plymouth from around ten visits to as little as once or twice a year. Crucially I have not bought or redeveloped any property since the closure of Plymouth Airport. In fact since the date of closure I have invested in London where travel is 1/3 of the price and far more convenient. Good communications are essential to any economy. I urge Plymouth City Council to re-open the Airport as an unlicensed Airport for General Aviation. I hold a Private Pilot's Licence and I would visit more often and this would allow me to invest again. General Aviation provides lots of employment opportunities in well paid jobs. Aircraft engines need rebuilding every 2,000 hours, a service every 50 hours and a full service and inspection every 12 months. No matter what happens the Airport should not be built on. Much smaller cities have Airports of some description and to lose this council owned asset would be a huge retrograde step. If no planning permission for housing is given, Sutton Harbour Holdings long lease becomes worthless. Plymouth City Council should take control of this strategic asset and either (a) mothball the site or (b) open an unlicensed Airfield for General Aviation. Air Travel continues to expand each year - I have no doubt that one day it will be viable to run commercial services from Plymouth. It is PCC's responsibility to preserve this Strategic Asset	City Pride and Vision, Getting Around	

Themes	
Change made	No change required
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Themes	
Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
146	Frank Curry			I have visited and operated from Plymouth airport many times during my flying career which spans over 40 years. The closure has badly affected my flying activities to the extent that I have avoided visiting the West Country on a number of occasions in the last 2 or 3 years. Apart from the obvious advantage of Plymouth Airport's proximity to Jersey, it greatly facilitates flights to small airfields and strips in the region in view of recent restrictions imposed by the Border Agency on a number of these destinations. In the past, I flew to Plymouth when my daughter attended University. I am sure that parents in Jersey would welcome the opportunity to have a direct connection from Jersey to Plymouth to transport and visit their children in the same way. I am very pleased that the fight to reopen Plymouth is continuing and I hope it will be successful. Frank Curry	City Pride and Vision, Getting Around	
72	Brian Heath			I was encouraged to see the positive references to the future of the airport in the Plymouth Plan. I am a Channel Island resident and I used to be a regular visitor to the city for both business and pleasure travelling commercially when the link was in operation and also as a private pilot since 1989. The airport was a factor in my choice of Plymouth to study in the late 1970s and this began my links with the City. My eldest son has just completed 3 years of study at Plymouth but travel was difficult through Exeter Airport (which itself has a far from secure future). Plymouth needs to re open the airport - as it is today it could operate for General Aviation even without an airline. Brian Heath	City Pride and Vision, Getting Around	
90	Anthony W Harris			I was pleased to see that you are considering keeping Plymouth airport on ice until a suitable buyer is found. I fly regularly in the South West (Burgh Island area) and the loss of the airport means that suitable places for refuelling are few and far between. In the past I have had to carry emergency fuel on board but have had a number of close calls (low fuel) because fog has prevented me making it to Bodmin or Compton Abbas. In the interests of flight safety I would urge you to reconsider your intention to close the airport and instead to remarket it so that you can attract more General Aviation to the area which will have a positive effect on tourism.	City Pride and Vision, Getting Around	
53	Mr Mark Edgeworth			I wish to comment on the recent Consultation Draft of the Plymouth Plan. I no longer live near Plymouth, having moved away from the area several years ago. However I do work for a hi-tech SME operating from the old Plessey Building in Roborough and regularly travel to Plymouth. I am also an active private pilot who used to use Plymouth airport both for travel and training before its closure. Consequently I take a keen interest in the transport section of the plan, and in particular the provisions of Policy 7 - Connectivity. I am impressed by the vision demonstrated here, both in improving existing transport links and in the desire to safeguard the airport for use as a General Aviation airport at a minimum. This safeguarding needs to be extended to cover airspace and land for potential future runway extension at Estover to improve viability for commercial services. Re question 4: Anything missing? I would like to see the airport reopened without delay - this could be included in the 'Measures of Success' section. It is difficult to see Plymouth as an international city without an airport linking it to international destinations. It is not clear what 'strengthening links to Exeter and Bristol Airports' means. These airports are also regional and by no means secure; they are not a substitute for reopening Plymouth. 2h 15min looks overly 'ambitious' for a train service to London that has to stop anywhere other than Plymouth and London. There really needs to be a clearer explanation of how this could be achieved. Regards, Mark Edgeworth	City Pride and Vision, Getting Around	

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127	Elaine McFadyen			I would like to add my voice to the supporters of Plymouth Airport. I feel Plymouth and the South West region cannot possibly survive and thrive in the future without this vital link to the rest of Europe and beyond. With the right operators involved a good working airport could bring business, tourists and goods, to expand and enhance the SW economy. Thank you Elaine McFadyen	City Pride and Vision, Getting Around	
67	Richard Gardner			I write as a concerned flyer that Plymouth Airport might be closed and reused for housing. Surely Plymouth airport is an important entry point for the area and certainly very useful as a visitor from the Channel Islands with his own aircraft? It would surely encourage employment and benefit the local community with visiting aircraft to such a beautiful region of England? With sincere hope Richard Gardner	City Pride and Vision, Getting Around	
87	Mr Chris Burt		Question 12	need to have our airport links back, simply isn't achievable to be an international city if people can't get here by air and we've all seen what happens to our rail connections - David Mackay told you this years ago and you've allowed the airport to close - you must work to get it reopened and our city back on the map	City Pride and Vision, Getting Around	
41	Mr Kevin Stewart		Question 3	Part of being a welcoming city is a city that you can get to in a timely fashion. This used to be the case when the airport had links to other major UK cities. It is now very time consuming to get to Plymouth. The relatively recent problems with the railway line at Dawlish and Exeter have highlighted how fragile this link can be.	City Pride and Vision, Getting Around	
79	John E. Chorley			Please reopen Plymouth airport as a great asset to your city!	CP&V, GA	
69	Brendan Flaxman			Plymouth Airport My first ever flight was with Brymon Airways from Plymouth Roborough to Jersey in 1975. Outbound in an Islander (G-AXX) and return in a DHC6 Twin Otter (G-BDHC). We moved to Jersey and then regularly flew back and forth to between Plymouth and Jersey. There were several flights a day as far as I could remember. We saw Plymouth grow from all grass to having hard runways as busyness grew. I eventually flew myself into Plymouth after I had gained my pilots licence. It was a great loss when Plymouth closed. With all the tourist, university and business opportunities in the area an airport must be a useful facility if not a necessity. Even if airlines would think twice about operating scheduled flights it would surely be used by the business sector of General aviation and would certainly be used by the recreational pilots if the fees were competitive. Ideally it could be a customs entry point in order to attract foreign business and private users. Any modern city with an eye to business opportunities needs to have good travel connections. Along with rail and road systems an airport aimed at the business and private sector must be a vital facility and this would bring the opportunity for airlines to operate schedule or charter flights as well. Brendan Flaxman Jersey Private Pilot	City Pride and Vision, Getting Around	
98	Mrs Edna Coles		Question 6	Plymouth Airport needs to be reopened as a General Aviation airport as soon as possible. We cannot afford to carry on being regarded as Exeter's poor relation. Air links are vital to the City economy.	City Pride and Vision, Getting Around	

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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
19	Mr Lloyd Hills		Question 5	Plymouth needs to ask itself why a city half its size in Exeter has an international airport, a huge meteorological office, John Lewis and Ikea. Once you understand that then you'll know how its strategic role should be supported. At the moment Plymouth provides all the facilities for folk who live in the South Hams	City Pride and Vision, Getting Around	
50	Dr Ted Leverton		Question 12	Plymouth's international links are crucial if it is to develop as suggested elsewhere in this plan. Without them it will fail. However it will need easy access from national portals, particularly Heathrow or Gatwick, and taking a maximum of 90 minutes (see Transport section).	City Pride and Vision, Getting Around	
84	John McMillan			Sir - I write regards plans for Plymouth Airport. I have flown into the airport many times as a private pilot, and I have delivered new aircraft there for customers. There is a strong base of general aviation at Plymouth, and hanger use is important. Further I would like to add that it is important for the economy as it motivates me to visit on holidays ! In short - for business, for jobs, for prosperity, for tourism, and for the future, KEEP PLYMOUTH AIRPORT OPEN.	City Pride and Vision, Getting Around	
12	Mr Peter Stapleton			Sir I have read with interest the proposed plan for the future connectivity of Plymouth with this rest of the UK, and beyond. My main concern is the , no, OUR airport. I must emphasize that we must do all in our power to retain this vital link with the rest of the country especially in view of the fragility of the rail links to this region. I am aware of at least three top executives who, having experienced the time it takes to get to Plymouth by road or rail have expressed an opinion that they will not be undertaking that again. This can only lead to other more accessible areas being chosen for future development of industry and we have already seen evidence of that, Exeter! We must encourage the use of the airport for both GA and Light Commercial use as this would be a good beginning to get cash flowing into this facility. There is still European money available for the once proposed extension to the runway and this should be encouraged. Please take my opinions into consideration when you produce the final plan	City Pride and Vision, Getting Around	
51	Dr Ted Leverton		Question 6	Strategic connectivity can not be acquired without reinstatement of air services. Reinstating access for private aviation would be a start. This would be relatively inexpensive and potentially quick to achieve. At present politicians, senior managers and executives decline to visit Plymouth because of the long slow journey. Rail travel will never reduce to 2h 15m, this is cloud cuckoo land. The airport is the only way we have direct control over access to the locality; railway and road communication depend on others to agree and others to fund. Plymouth is just one of dozens of places in the country with good opportunities, but if one arrives here frazzled or tired the city will be at a disadvantage before we start. This applies to services such as the NHS and Defence as well as to industry. In addition to 'preserving' the airport we need to ensure it can be expanded to the East if necessary.	City Pride and Vision, Getting Around	
54	Edward Wadsworth			The airport is the most important part of Plymouths future yet it sits closed when it could be bringing in business and tourists internationally. It in my eyes is vital that it is reopened as soon as possible so we in the south west can be put on the map like Bristol and Exeter.	City Pride and Vision, Getting Around	

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Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqIA); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
43	Mr Kevin Stewart		Question 4	The vision needs to include the airport! This is a vital missing link that will be required to help deliver many of the other future benefits. A city the size of Plymouth without an airport will not be considered a city by many outsiders. The presence of an active airport is a key indicator of the health of a city and not having ours reopened will harm our future prospects.	City Pride and Vision, Getting Around	
47	Mr Kevin Stewart		Question 6	There is mention of safeguarding the airport site, this is not enough. If we are not going to get on and reopen it soon, what is the point in deliberately keeping it in a state of limbo? The logistical difficulties with the current lease holder needed to be addressed so that we can all move on and put the airport to use otherwise we are going to be stuck in this position for years to come.	City Pride and Vision, Getting Around	
42	Mr Ray Holland		Question 11	To be a vibrant competitive international city, Plymouth requires good transport access, which it currently does not have. Good to see the proposal to have Millbay docks as a cruise-liner port, but what about air and rail access, which are both poor?. Keeping the airport available, is hardly a challenging target. It should be an objective to have good air services to and from a range of destinations, national and international. We should be aiming for a fast rail service to Exeter, after 150 years of a slow one. We should aim for an integrated transport system with coach services available directly from the rail station.	City Pride and Vision, Getting Around	
125	Robert & Caroline Jukes			To whom it may concern We would like to add our names and reasons, in no particular order, to the list of why we would most definitely like to see Plymouth Airport reopened asap: Plymouth is a beautiful part of the UK and with the re-opening of the airport there would create a natural growth in the Plymouth economy and tourism would obviously flourish. The flight time from Jersey to Plymouth is short and would encourage day and weekend trippers and would possibly become more of a choice as a holiday destination. It would provide high quality jobs for the residents of Plymouth which would obviously be welcomed by and contribute greatly to the local economy. The airport location is convenient for access to other parts of the south coast. With the decline in some south coast airports, the re-opening of Plymouth airport would be a positive for private aircraft to fly to, providing extra competition and assisting in keeping landing fees and other airport costs down. Perhaps Aurigny and Blue Islands may wish to get on board and provide additional routes to Plymouth. Plymouth has fantastic Universities and it would encourage Channel Island students to consider Plymouth as their University of choice. The opening of Plymouth airport could see additional inward investments from a wide variety of sources. FYI - without the Plymouth airport our visits have been nil over the last few years, mainly due to the difficulty in getting there :(We hope our email goes some way in contributing to the obvious and right decision to reopen Plymouth airport!! Yours faithfully Robert and Caroline Jukes	City Pride and Vision, Getting Around	
86	Mr Chris Burt		Question 6	When will you listen, more than 30000 people in the city felt passionately to sign the petition to get our airport back, simply saying you'll protect the land doesn't go half far enough. we need to have air services reinstated and soon. you simply can't meet your other objectives of being an international city or growing the population and employment opportunities without those air connections. other transport statements are just too weak, ie accepting rail electrification by 2027, that is 12 years away- is this a lifetime plan? Do you not see the urgent need for change? Give us our airport back and support getting air services running again	City Pride and Vision, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqA); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
13	Mr. J. J. Jones			The Plymouth Plan Team. Dear Sirs, I must thank you for the two identical, unsigned, unreferenced letters dated 22/01/15, giving me the latest low down on the "Plymouth Plan". If the plan is in anyway akin to the plans hailed and heralded in today's Plymouth Herald, by Sir Tudor Evans, then I would like a few answers to some important questions. Firstly, Mr. Evans announces Government support of £22million pounds towards development plans costing £35 million pounds. I would like to know how he proposes to raise the shortfall of a mere £13million pounds ?. He then goes on to talk about another 3000 new houses (mainly in the North of the city it seems), and fails to mention where the jobs are coming from to support such an increase ?. Furthermore 3000 new homes will almost inevitably mean 5000 to 6000 more vehicles on our already inadequate road system. You will need alternative routes, substantial improvements to the Tavistock road, and the complete removal of several serious bottlenecks Surely, common sense should demand that our greater priority would be improved road, rail and air links to Plymouth. These would all attract new inward investment, thus creating more jobs for the citizens of this wonderful city. Isn't it time Mr. Evans got down off cloud nine, joined the real world, and started fighting like hell for the M5 to be extended to Plymouth; new and much better rail links; and the reopening of the airport ? Why in heavens name does so much stop at Exeter ?, a city half the size of Plymouth. Clearly Exeter is much more effectively represented in Parliament, where most of these important decisions are made! If the plans that Mr. Evans hails with such enthusiasm, are ever implemented, they will sound the death bell to any meaningful, long term progress. Lets have a well publicised, public debate on these subjects, and let the citizens of Plymouth decide what is acceptable, prudent and practical. Yours sincerely, John J. Jones	City Pride and Vision, Getting Around, Living and Housing, Local Community	
38		Plymouth Local Access Forum	Question 8	We need to keep the playing pitches and green spaces that already exist despite the wishes of the owners. For example the MOD are sat on overgrown playing pitches in Barne Barton whilst you are bemoaning a lack of playing pitches. It is also a wider issue that access to playing pitches, what about coastal access and access to green spaces in general? i.e. public coastal access between RWY and Millbay development? This should be a key priority.	City Pride and Vision, Greener Plymouth	
34		Plymouth Local Access Forum	Question 3	YES! Selling off playing fields and other greenspace for maximum profit when they could be used for better purposes that provide less financial benefit for the council but are better for the long term benefit of the people of the city. The dilution of hubs be it road, rail or air to maximise income suggests a short term view. The connection between the hubs needs greater innovative thought. The hubs themselves need to be interlinked, more attractive and easily accessible.	City Pride and Vision, Greener Plymouth	

Legend		Themes	
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Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
107	Niel Maidman			Excellent plan but 3 areas have not been TAKEN SERIOUSLY. The Airport There is a serious need to establish the Plymouth Airport so that business people and holiday makers are able to travel quickly to and from the area. Small aircraft could be useful in the immediate future. Very little planning or costs are necessary. Apprenticeships At least 5000 apprenticeships per year should be started particularly in the dockyard. Could even be established on the same basis as the University courses. I am a product of both an Apprenticeship and the University system and the things I learned in my engineering apprenticeship were more helpful than my (2/1) Degree. WIFI It should be available and free throughout the Plymouth and Devon area. regards N Maidman Enjoyably retired(Chartered Engineer and Management Consultant)	CP&V, Ec, Ed&L, GA	
27	Mr Dennis Silverwood		Question 9	I am glad to see that the strategy is about growth of economy and prosperity and that population growth is implicitly a by-product or an enabler. Plymouth's future must not be based on low aspirations and low cost housing. I note that the SHNA shows a net outflow of people in the 20-30 age groups in particular. This outflow is to a large extent our student population leaving (or not returning). Add an initiative "Retention of and attraction of recent graduates through mentoring, funding and entrepreneurial schemes."	CP&V, Ed&L	
5	Mr Martin Hunt		Question 4	I agree with te sentiments, but as PCC is not the 'Owner' of healthcare, 'business' et al, then how can it influence, it would be good to see how PCC aim to influence these? I think this needs a lot more thought, and it should set clear objectives i.e PCC will work with Plymouth NHS to streamline Administration in increase 1st line health support, PCC will also lobby government for more funds and more investment into NHS driven services for the region, this will be undertaken with a 320 point plan for (20 points per year) of clearly defined, pro-actively driven request for support, business cases and parliamentary lobbying PCC will lobby government and local businesses to create a 2.30 or lower train travel to London, it will re-open the airport and will invest heavily in the 'Port of Plymouth' to encourage both civilian (Cruise Ships) an Commercial (Cargo) opportunities for the Port. As part of a growing City PCC will insist that for every 1000 homes (upto 300 people as defined in the community section) proposed development, that a health facility (doctors surgery) Family Green Area, Sporting Facility and Library will be a requirement to meet with increased demand on public services.	CP&V, Ed&L, GP, H&WB, L&H, LC	
401	Jane Ford	Barne Barton Neighbourhood Forum		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=898621&lookingFor=representations&tab=list	CP&V, Ed&L, GP, L&H	
109	Cllr George Wheeler		Question 6	The final sentence of Policy 8 is unfortunate. Please see the objections sent to Mr barnard by myself (Cllr Wheeler) and the barne barton neighbourhood Forum.	CP&V, Ed&L, GP, L&H	
36		Plymouth Local Access Forum	Question 5	We agree with this and think specific priority should be given to s.6	CP&V, GA	
128	Mr Edward Lawrence			http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=714836&lookingFor=representations&tab=list	CP&V, GA	
(Meeting Notes)		Culture Board		-some references that are current but may not be so in the future – Britains Ocean City, Thrive etc	CP&V, H&WB	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A), Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number (Meeting Notes)	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
111	Stephen Gwilliam	M&G Real Estate		-how the world of work is changing in terms of office space/technology etc http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864309&lookingFor=representations&tab=list	Ec, Ed&L, L&H, LC	
185	Gaynor Gallacher	Highways Agency		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893631&lookingFor=representations&tab=list	Ec, GA, L&H	
150	Mr Sandbrook	Technical Director Imerys Minerals Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=35488&lookingFor=representations&tab=list	Ec, GA, L&H	
108	Mr Ed Heynes	Heynes Planning Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893232&lookingFor=representations&tab=list	Ec, GP, L&H	
148		Trustees of the Cann Estate		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=403025&lookingFor=representations&tab=list	Ec, GP, L&H, LC	
158		Concise Construction Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893497&lookingFor=representations&tab=list	Ec, L&H	
142	David Lipfriend	Courtgate Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=127273&lookingFor=representations&tab=list	Economy	
143		South West Water		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=36116&lookingFor=representations&tab=list	Economy	
156		Drake Circus Limited Partnership		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893484&lookingFor=representations&tab=list	Economy	
151		Petros Developments Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864316&lookingFor=representations&tab=list	Economy	
144	Mr Henri Moezini	Dawnan Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=35505&lookingFor=representations&tab=list	Economy	
145		Stuart Partners		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864313&lookingFor=representations&tab=list	Economy	
153		USS Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864311&lookingFor=representations&tab=list	Economy	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
52	Mr Mark Scoot	Walker Developments	Question 14	Amethyst Planning is acting on behalf of Walker Developments Ltd in respect of the proposed development of a new district centre to include a supermarket, district centre uses and new community / sporting facilities at Weston Mill, Plymouth. As part of this process, we have engaged in an extended pre application consultation process with Plymouth City Council and as part of this have agreed the quantum of comparison and convenience development to be delivered. The proposed Weston Mill district centre has very strong levels of community support, represents the most appropriate location to deliver a new district centre for the west of the city and is entirely deliverable. On this basis and on the assumption that the Weston Mill site is identified as the location for a new district centre, this representation fully supports the proposed Policy. If of benefit, details of the scheme layout and pre-application consultation process can be provided in support of this representation.	Economy	
	Donna Smith	Planware Ltd		This response relates to Policy 13 section 5- Supporting Healthy Lifestyles We have considered this question with regard to the principles set out within the Framework. Local Plans should 'plan' positively for development; be justified; effective; and consistent with the Framework. We consider that limiting the location of hot food takeaways near schools would be unsound. By way of overview, the Framework provides no justification at all for using the development control system to seek to influence people's dietary choices. In addition, there is no justification or evidence to support such an approach nor should an approach differentiate between different operators and the menu they offer. Policy 13 section 5 is not justified, effective or consistent with the Framework. Restricting the location of new A5 proposals within the borough is not a positive approach to planning. The Frameworks foreword promotes sustainable development this is about positive growth, making economic, environmental and social progress for this and future generations. As worded, the policy takes an ambiguous view of A5 uses in relation to the proximity to schools. It applies an over-generic approach to resist development with little sound planning reasoning or planning justification. This is contrary to Para 14 of the Framework which advises authorities to positively seek opportunities to meet development needs of their area. Thus is inconsistent with Para 19 and 21 of the Framework. Para 19 states: Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. Para 21 states: Investment in business should not be over-burdened by the combined requirements of planning policy expectations. No plan illustrating the significance of these resisted zones has been produced to assess the extent or implications of the question. This would demonstrate the potential embargo against A5 uses. 3. Soundness summary We consider that restricting the location of hot food takeaways would be unsound and fails to meet the four tests of the Framework. It is not a positive approach to planning; justified; effective; or consistent with national planning policy. Many restaurant operators have made major steps to expand the range of healthy options and work with the communities within which they are / will be part of.	Economy, Education and Learning, Health and Wellbeing,	

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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
398	Mr Ron Wheeler			<p>Transport links. Can we proceed from north Plymouth directly to the Hoe & Barbican, without circumnavigating Charles Church, St Andrews Cross, Norte St, and Hoegate Street? Granted Western Approach to Norte St and then up Lockyer St and along the north end of the Holiday Inn is a little better, but what visitors are aware of this. The city centre to Barbican and to the West End: it seems to me a good idea to have a Disney style tractor train, that takes people down to the Barbican. The 25 bus is infrequent and slow and clogs up the road. Likewise folk would be more inclined to visit the West End from Drake's Circus if they could catch such a 'train', indeed the theatre and market would benefit from this quick means of travel. Charles Cross roundabout: This is a huge cluttering of traffic and lanes. Entering from Ebrington Street to travel west down Exeter Street requires afore knowledge as to which is the best lane. Cars coming down Charles Street can pressure cars deciding which lane to take to go west, and there is also the cross over of the bus lane to enter Staples. Coming off Exeter Street travelling east to go up Charles St also requires navigating around the buses in the bus land. Drakes Circus: Heading south down the hill outside the library with the intention of branching left into Charles St requires traffic to go from 3 lanes in to 2, with a bus lane looming on the left, which causes a lack of clarity. The stretch between the George and Woolwell roundabout: I have huge concern for this bottle-neck, given Derriford centre is being developed, and more housing is going in all around Crownhill and the 'farm', and although a new road is planned on this side all traffic will feed more burden onto this northerly road to Woolwell. My av speed on my speedometer reads around 13 to 17 mph around the city at times, which indicates how slow things are. In some ways the engineers must be congratulated on keeping things moving as they are but I'm concerned we are heading 'lemmin' like into more trouble? I do acknowledge a great improvement in the access onto Tavistock Road from the roundabout heading south, but in letter to me from Mr Heseltine there was hope for dualling the whole stretch, dependent upon Major Scheme Funding. He did give me some references to follow this, but looking at the letter now, and given my deadline is 1700 today I'm sending this now! I recognise a lot of work has gone into the Plymouth Plan and full marks to those who have contributed. I received my copy today.</p>	Economy, Getting Around,	
154		Kentucky Fried Chicken (Great Britain) Limited		<p>http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893472&lookingFor=representations&tab=list</p>	Ed&L, H&WB	
405	Mr John Bennett			<p>Dear Mr. Churchill, Recently we have had flyers put through our doors asking if we would prefer housing or a swimming pool on this site and asked to contact planning with our choice. There has been no formal application submitted yet so I would like that consideration be given to youth provision in the form of a youth club building, skate park and multiuse games court. I often see skateboarders using the newly tarmacked half of Dolphin Court Road and the clinic area for their activities. Is it possible to have the other half of DC Road tarmacked because the odd patching is breaking up? It is a well used bus route. Kind regards John Bennett</p>	Ed&L, H&WB, LC	

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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
	Dr Paul Hardy & Nicola Jones	NEW Devon CCG		<p>Thank you for your involvement of NEW Devon CCG in the development of the Plymouth Plan and the opportunity to provide some feedback to this important and comprehensive document. The setting, within the Plymouth Plan, of the priorities for health and wellbeing alongside the many other priorities for people in Plymouth is very helpful and helps us understand the wider developments for and in the city. This is important for many reasons, not least partnership working with other organisations and sectors in and around Plymouth and we very much welcome the approach taken in the Plan's development. The integration of health and wellbeing in Plymouth is a very significant factor in relation to health and wellbeing and our strategic developments in and for the people of Plymouth. We are aware that PCC's co-operative commissioning team have responded with feedback on the draft Plymouth and Plan; the feedback we offer below is complementary to that (and in the future you could expect us to respond as one!). Having brought together the CCG and PCC commissioning budgets for health and wellbeing for Plymouth (approximately £462 million in total p.a.), the CCG and PCC are developing four integrated commissioning strategies for health and wellbeing. These will set out our strategies and associated action plans for 'wellbeing, children and young people, community care and complex / bed-based care. We are currently further developing the drafts of these strategies and are studying the draft of the Plymouth Plan to ensure that they are in alignment and will deliver the health and wellbeing priorities in the Plymouth Plan over the next 3 or so years. As such the integrated commissioning strategies will become the plan for health and wellbeing for Plymouth. We are planning to incorporate the health and wellbeing logo as used in the Plymouth Plan in our commissioning strategies as an indication of this alignment. Some feedback is set out below for your consideration. On a point of terminology and to ensure alignment, in respect of our integration of commissioning with PCC we have agreed to use the term 'health and wellbeing' and we would suggest the same is used where relevant in the Plymouth Plan. For example on the second bullet point of the 'glimpse of a healthy city' on page 19, we would use the term 'integration of health and wellbeing' rather than 'health and social care'. Also on page 36 at the start of the first sentence in Strategic Objective 4 we would write 'integrate health and wellbeing' rather than 'integrate health and social care'. Also on page 19 in the 'glimpse of a healthy city', we would suggest the following be considered for inclusion, with read-across into the relevant sections within Module 5 later in the Plan: - a point about integration and excellent partnership working of services which centre around the needs of individuals, so for example health, wellbeing and education organisations working seamlessly for the benefit of the people with one outcome being that children and young people being happy, safe and healthy, including having a healthy weight, at all life stages - all people of Plymouth have equal access to high quality primary care (referring to the Plymouth Fairness Commission's report) - a focus on self-care e.g. 'people are well placed to manage their conditions and self-care wherever feasible, accessing support when needed' - a focus on self-care e.g. 'people are well placed to manage their conditions and self-care wherever feasible, accessing support when needed' - the 8th bullet point makes the case for sport; could this be expanded to 'sport or other exercise?' - volunteering e.g. Plymouth is a city where there is a rich vein of community spirit exemplified by the vibrant volunteering culture, which enables both increased self-esteem and improved mental and physical health for the volunteers as well as those who receive help. On page 18, could the word 'green' be added to 'public open space'? On page 21 in the 'glimpse of a growing city', we would suggest an addition to the bullet point beginning, 'Plymouth's Young people' (the 4th bullet point) such that the second sentence would include medical and clinical graduates gaining employment with local health services as well as starting their own businesses as is already cited.</p>	Ed&L, H&WB, LC	

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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
	Dr Paul Hardy & Nicola Jones	NEW Devon CCG		<p>On page 21 in the 'glimpse of a growing city', we would suggest an addition to the bullet point beginning, 'Plymouth's young people' (the 4th bullet point) such that the second sentence would include medical and clinical graduates gaining employment with local health services as well as starting their own businesses as is already cited. On page 35, within the third paragraph "A focus on prevention is evidenced" and wherever else 'prevention' is mentioned, this probably needs an explanation or some more words to be understandable to all, for example; 'prevention of ill health and people keeping well'. On page 36, within Strategic Objective 4, we would suggest that you consider including a statement about individuals getting the right care from the right profession at the right time. Also the statement about clinical excellence and innovation could be expanded with the spin-offs this brings regarding the (medical) science park, tertiary education and employment. On page 44, in Policy 16 which relates to health-enabling transport, we would ask what consideration has or could be given to transport within and outside of Plymouth for people travelling from outside of Plymouth (notably South Hams and West Devon and East Cornwall from where people travel to Derriford Hospital, as an example) such that links are good and transport feels joined up and supportive of our approach to reducing the negative impact of organisational boundaries on people's experience of services and care. On page 49, in Policy 19 which relates to clinical excellence and innovation, we would suggest expansion of this section such that integration and joining up of services used by people is a focus, along with high quality, innovative primary care services supporting people to stay well and at home, along with improving sustainability of the health and care system. The Plan will be important in relation to the development potential for premises to be used for health and/or wellbeing services (e.g. GP practices). We have made some enquiries to colleagues in the CCG and NHS England asking them to review the relevant content of the current draft Plan and we will forward any responses imminently. Finally, regarding the population in scope of the Plan, PCC and NEW Devon CCG have slightly different populations for which we are responsible even within Plymouth. PCC is responsible for commissioning/providing services for the resident population; the CCG is responsible for commissioning services for the population registered with GP practices in our area. For a document as strategic as the Plymouth Plan too much emphasis on this would become just semantics but we would suggest consideration is given to some reference to this at an appropriate point. It may be that you consider replacing the word 'citizens' with 'people'. We understand there are some regulatory obligations to be met within the Plan and so would understand any limitations in this regard. We trust the above is supportive and helpful to further improve what is already a good document. Please do continue to liaise with Nicola in relation to the continuing development and finalisation of the Plan.</p>	Ed&L, H&WB, LC	

Themes	
Change made	No change required
Retained for Part Two	

Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
15	Mrs Pamela Phillips			<p>After attending a meeting last evening where the Plan was outlined I would like to make a few comments. Module 2. Healthy City. People to live in 'happy', 'healthy and 'safe communities. If the Boringdon development is approved, I along with many residents in Plympton will not be able to live within that criteria. Module 4 Strengthening the role of the Naval Base. That is difficult. My son is an HEO in the Naval Base and his job is under threat because some aspects of his job have been taken away from him. Module 6. Growing City. Strongest policies for protecting 'green spaces'. I refer you to my comment in Module 2 above. Also 'quality play space within 600 meters of home. I understand that this applies to children's swings and roundabouts etc. What about adult play areas. Plympton has St Mary's playing field and now use of Hele school facilities . We could do with more. Also access to Plymouth needs to be radically improved. The A38 is very often held up due to accidents. The rail link is vulnerable due to the 'weather'. That can leave the South West 'cut off'. I would like to suggest that Plymouth looks to reopening the airport so as to give Plymouth a reliable link to at least Heathrow and Gatwick. I like to travel and for me to get to and home from one of those airports can take up to four and a half hours by taxi. There is no way in the whole South West with a link to a major airport. This needs to be corrected and Plymouth could be the City to determine this. I hope you will find my comments interesting and useful. Thank you for your time.</p>	Education and Learning, Getting Around, Greener Plymouth, Local Community	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
83	Robert Plumb	Tamerton Foliot Village Conservation Society (TFVCS)		<p>Dear Sir or madam, I have tried to register my comments on your consultation portal, but am told I have already registered, but forgotten my password. I have requested a new password to be sent several times now, but none has arrived. With the looming deadline and very little spare time to make comments, I'd be grateful if you would pass these on to the appropriate officer on behalf of the Tamerton Foliot Village Conservation Society- Policies 1-13; Supported Questions 1-7: No comments Policy 14: Supported but we would like to see evidence of this happening in Tamerton Foliot (TF). This has particular relevance to the current application on the Hilltop community Centre site and the need to retain community facilities on site and deal with the impact of new development on existing services e.g. the school, doctors and infrastructure (- roads, drainage) Policies 15-18: All supported Strategic Objective 5: Strongly supported. It is imperative to protect and enhance the greenspace around the fringes of the city and around distinct communities like TF. Policies 19-26; All supported Policy 27: Strongly supported, in particular points 1-6 Policy 28: Supported Policy 29: supported, in particular points 4.5 and 6 Policy 30: supported Policies 31 - 41: all supported Module 8 Strategic Objective 7: Strongly supported, in particular the proposed approach to cross border issues and sensitive landscapes Strategic Objective 8: Strongly supported and the most important part of the Plan as far as TFVCS is concerned. In particular, Paras 3 and 7 go to the heart of our objection to possible peripheral development threatening our community. Question 13: We agree strongly with SO 7 and 8 We note that the map in this section shows no proposed strategic development in the northwest part of the city. Policy 42: Supported, in particular in respect of the need for any developer to demonstrate that any such proposal will contribute towards the creation of sustainable linked communities. Policy 43: Strongly supported, in particular the need for proactive working with SHDC. However, this needs to be in the public domain and not in secret. We also note possible employment land development at Bradley Park which could have an adverse effect of traffic conditions in TF, if not properly controlled. Here we would suggest width restrictions be put in place at the top of Roborough Lane. We note and strongly support the intention expressed in this part of the document that major development takes place in the North East and Eastern part of the city and fringes. Question 15: We support the suggested distribution of housing on the city fringe as indicated above. However, to deliver this in other parts of the city, the policies need strengthening in respect of the greenspace designations and protection of these sensitive areas. I trust this helps. Overall you have our strong support for the strategy being put forward. Best regards</p> <p>Robert Plumb Chair of the TFVCS</p>	Education Getting Around, Health and Wellbeing, Living and Housing, Local Community	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
155	Ann Pointon	Plymouth Area Disability Action Network (PADAN)		Plymouth Plan - Part 1 Consultation draft: Question 3 Plymouth as a 'Welcoming City' needs to take account of its current deficiencies in the existence of considerable racism. Re Policy 1, Children and young people's learning opportunities I think there could be some mention of the need to include more 'diversity' work in the curriculum (including race and disability discrimination) as it is with this younger cohort that attitudes are more likely to be open to change. Question 4 - What is missing? Page 18 text (and in the Equality impact assessment), reference to 'physical and mental health'. There is an important omission of 'learning disabilities' (which is not at all the same as 'mental health') throughout the report?. See Equality Impact Assessment comment below.. Question 8 - ref Policy 15 I think this should include reference to hate crime re race and disability. Question 10 Policy 32 Excellent sentiments, although I would have liked to see the word 'disability' or 'elderly or disabled people' somewhere in Policy 32. However, the good intent is unfortunately offset by several references to the new coach station (text page 63 and Policy 36 and Policy 7). This has gone to Planning Committee but in the selection of the site it is clear that disabled access and convenient connectivity for passengers was a secondary not primary consideration presenting problems that cannot really be solved. Equality Impact assessment booklet. Disability Section 'Why is there a reference only to 'physical disability'. Although there is an adjoining subsection on mental health needs and dementia, there is no reference at all to 'learning disabilities' which are a separate and very important and large group of people, of all ages. Also I wonder also whether the term 'physical disabilities' is adequate to cover those with sensory impairments, particularly people identifying as Deaf (sign language users)? 'Physical and sensory impairment' are usually paired together. 'Physical' tends to suggest only mobility problems. The preamble for Disability and the Race section point up hate crime/incidents, which is good but should specific action not be referenced below? Kind regards, Ann	Eq/A, Education and Learning, Getting Around, Health and Wellbeing	
40		Plymouth Local Access Forum	Question 9	We agree with this with specific regard to items 9 (using the natural environment networks) and 10 (sustainable transport)	GA, GP	
165	Mr Robert Bowden			http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=37481&lookingFor=representations&tab=list	GA, H&WB, LC	
35		Plymouth Local Access Forum	Question 4	Yes, money, airport and railway station. Proper motorway. North - south and East to west light railway. Something running around the Hoe.	Getting Around	
44	Mr Ray Holland		Question 12	As above, it is fine to have excellent amenities for visitors and tourists and students etc. But they have to be able to get here by fast and efficient transport, which does not exist. We need to be much clearer about aiming for good air services, excellent rail services and an integrated transport system. At present this seems to be a lack of ambition in this document	Getting Around	
22	Mary Awcock			Is the old railway line from Plymouth via Newton Abbot to Exeter via Chudleigh still a possibility as an alternative to the Okehampton route? This would assist travellers from Dawlish and Teignmouth, who would have no rail link to London. Yours sincerely, Mary Awcock	Getting Around	
46	Mr Ray Holland		Question 4	The need for good national and international air and rail transport links still seem to be poorly articulated, if at all in this document.	Getting Around	
39		Plymouth Local Access Forum	Question 10	We strongly support Policy 25 which promotes exemplar walking and cycling routes. This is good for health, good for the environment and has no adverse effects. It needs funding properly and the investment this deserves would be well worthwhile. Ease of access to walking and cycling routes is important.	Getting Around, Greener Plymouth	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqA); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
29	Ms A Shenton			I have been informed the Downham School site is currently under review with the potential for further housing or a recreational facility to be constructed on the grounds. As a resident of Plymouth, I would be delighted if the old School ground could be used to benefit local residents. Over 1500 new homes are being created in the area through use of the old quarry site and other plots throughout Plymouth and I am aware Plymouth City Council is working towards 10,000 new homes in the city for 2020. However, in my opinion Plymouth suffers from a lack of facilities. The Broadway has a number of boarded up shops and possibly creating a recreational facility close to the shopping centre may encourage business back into the area; preventing residents having to drive through the city to pursue hobbies or to find places to meet up with friends. Although the East End transport scheme has sought to ease congestion in the area, Laura Bridge and Cot Hill, as I am sure you are aware is bumper to bumper come rush hour and more housing equals more traffic. Currently the closes facility is Fort Stanford with restricted public accesses. Therefore resident are forced to make long commutes across the city to use such facilities as those provided by the life centre. I believe providing a leisure site in Plymouth would improve the local's health and reduce traffic into the city consequently fulfilling Public Health England's objective in relation to health and air pollution. This may additionally aid Plymouth in the revoke of the current city wide Air Quality Management area and live up to being a healthy and enjoyable place to live.	Getting Around, Health and Wellbeing, Local Community, Living and Housing	
141	Mr Justin Millward	Local Woodland Trust		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=784118&lookingFor=representations&tab=list	GP, H&WB, L&H	
160	Helene Jessop	RSPB (Royal Society for the Protection of Birds)		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=458962&lookingFor=representations&tab=list	GP, H&WB, L&H	
118	Anju Sarpal	Linden Homes		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=648855&lookingFor=representations&tab=list	GP, L&H	
135	Sue Green	Local Plans Home Builders Federation		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=86472&lookingFor=representations&tab=list	GP, L&H	
102	Alan Sydenham	South West Strategic Developments		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893164&lookingFor=representations&tab=list	GP, L&H	
288	Mr D Buet			http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=35785&lookingFor=representations&tab=list	GP, L&H	
289	Kennard			http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=894684&lookingFor=representations&tab=list	GP, L&H	
97	Mrs Edna Coles		Question 2	How can you promote a "green City" with spaces where people "feel happy living" when every available patch of green space is being sold off for housing. I recognise that houses are needed but not where it impacts on existing residents quality of life.	GP, L&H, LC	
66	Ray Kennedy			Plymouth really useful re dentist. Would love to reopen.	H&WB	
(Meeting Notes)		Fire and Police		When talking about health – amend all references to say health and wellbeing	H&WB	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
(Meeting Notes)		Fire and Police		When talking about the hospital or Derriford, amend all references to state Plymouth Hospitals NHS Trust	H&WB	
(Meeting Notes)		Fire and Police		Policy 11. Need to do a read across with the wellbeing commissioning strategy. Nicola acknowledged that they needed to look at the alignment of the four commissioning strategies with the Plymouth Plan and vice versa.	H&WB	
(Meeting Notes)		Fire and Police		Health in relation to CYP the 'transition through to adults is key' – need to make sure this is referenced.	H&WB	
(Meeting Notes)		Fire and Police		Nicola – was going to get a contact at the Ambulance Service for their input.	H&WB	
(Meeting Notes)		Fire and Police		How does community healthcare in local centres relate to sustainable linked communities? Where is the alignment?	H&WB, LC	
24	Mr Colin Woodman	Cyclist Touring Club		I am pleased to see that cycling both for leisure purposes and as a primary means of transport has been made integral to policies, particularly those concerning Health and Transport. I have noted that detailed and site-specific policies are reserved for Part 2 but I think it will be helpful in the present stage to include in Policy 16 (1) some indication of the nature of the transport infrastructure envisaged. Could there be an addition that the cycling infrastructure will follow 'best practice' as in recommendations from the Department for Transport and Sustrans, being coherent and direct. The relevant documents are the DfT's LTN 2/08 on Cycle Infrastructure Design and the Sustrans Design Handbook.	Health and Wellbeing, Getting Around	
407	George Woolher			HI [IT THIS IS THE CORRECT ADDRESS FOR INFOJ AS RESIDENTS WE HAVE BEEN ASKING FOR A SWIMMING POOL IN PLYMSTOCK FOR ABOUT 30 YEARS, FOR OUR CHILDREN/ GRAND CHILDREN/ AND NOW OUR GREAT GRAND CHILDREN. , BUT THIS CITY COUNCILLORS IGNORE IT AND ALWAYS GIVE PERMISSION/PLANNING FOR OTHER REQUESTS. WE HAVE ENOUGH HOUSES IN PLYMSTOCK. THE LEADERS /COUNCILLORS ALWAYS HAVE THEIR FACES/COMMENTS IN THE LOCAL NEWSPAPERS, ITS ABOUT TIME THEY RESIGNED ETC AND STEPPED DOWN AND LETS US HAVE NEW FACES. A SWIMMING POOL SHOULD BE BUILT ON THE DOWNHAM SCHOOL SITE IT WOULD BE IDEAL BECAUSE THEREFORE IT WOULD BE NEXT TO THE COMMUNITY CENTRE WHICH IS ALSO WELL USED BY RESIDENTS. GEORGE WOOLNER	Health and Wellbeing, Living and Housing, Local Community	
25	Mrs A Biggs			Dear Sir, re: Plymstock swimming pool I understand that the site of Downham School may be vacant and I feel strongly that the pool should be built there. The people of Plymstock have waited many years for the pool. There have, over recent years, been a large number of new housing developments in Plymstock and it is time that we were given the amenities.	Health and Wellbeing, Local Community	
23	Mr & Mrs. Wicks			Dear Sir/Madam, We would like to put forward a REQUEST for a SWIMMING POOL in the DOWNHAM SCHOOL SITE in PLYMSTOCK instead of HOUSING. We think it would be more BENEFICIAL for us and all the local COMMUNITY as not everyone can travel miles for a swim as many of the LOCAL PEOPLE are DISABLED as I am myself. Yous sincerely, Mrs. and Mr. Wicks	Health and Wellbeing, Local Community	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqA); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
28	J Flint			The project of a Plymouth swimming pool has long been in favour by the majority of people from Plymouth and its surrounding areas for many years. I know many friends and neighbours who have spent much time and energy working to earn money and support the swimming pool scheme. Alas! Their efforts have seemingly been ignored and time has marched on. The possibility arising from the Downham school site is a decision that would bring a yes from virtually every improve minded Plymouth person. My family are in complete agreement if this possibility does become a reality.	Health and Wellbeing, Local Community	
7	Mr Martin Hunt		Question 8	Too much in this section to comment on, but high level again: No mention of Health Facilities, service facilities, shops, etc.. no sports facilities and no more swimming pools per 1000 homes built, this should be amust for a city of predicted 300k residents No mention of strict energy efficiency for new builds	Health and Wellbeing, Local Community	
(Meeting Notes)		Fire and Police		DSFRS are already starting to risk profile based on future impact of additional dwellings and population.	L&H, LC	
(Meeting Notes)		Fire and Police		Inclusive communities and being an International City – support to people who don't speak English and providing support to service providers delivering the service e.g. interpreting/translation service.	LC	
147		Plymouth City Airport Limited (PCA Limited)		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893451&lookingFor=representations&tab=list	Living and Housing	
130		Wainhomes (South West) Holdings Ltd.		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=893384&lookingFor=representations&tab=list	Living and Housing	
14	Mr P.J. Lee			Dear Sir There is little point in consulting the public, if after planning permission is granted Plymouth City Planning Officers replace the plans approved by the Council Planning Committee with a completely different scheme without public consultation or referring the plans back to the Planning Committee. This was the case with the Taylor Wimpey development (Dunstone Gardens, Elburton) and none of the complaints about this have been properly addressed, including the problem I am now having with surface water runoff from the site onto my property.	Living and Housing	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
21	Mr Matthew Grosch		Question 8	I have strong misgivings regarding 18.12. The proposal to increase the number of "smaller" dwellings seems only to serve the interests of the local, national and international property developers and does very little for the purchaser in anything other than a buy to let market. The proliferation of houses which have no minimum size requirements means that the horizons of the cities inhabitants, young and old, are kept low. These properties largely have a shelf life, I draw to attention to the development thorn park that is now some 15-20 years old, this shelf life means that any investment in these properties is not long-term and only serves the purpose as a holding location for the developers money. This is not in the cities long-term interest or the interests of its inhabitants, it is only has a lasting benefit for those few investors (individuals and companies) who have the opportunity to speculate on the broad need for affordable housing- build small cheap dwellings for a community that needs much more. This is short-termism at its worst and its affect will be frustrated families unable to either move on or young people trapped in a rental sector.	Living and Housing	
20	Mr Lloyd Hills		Question 9	Point 4 is totally unachievable and needs to be removed. Plymouth is a small city with little space to grow businesses and housing, the 10,000 at Sherford should meet Plymouth's needs and Plymouth should concentrate on making Plymouth a nicer city and provide more space for business not houses.	Living and Housing	
16	Mr Lloyd Hills		Question 2	Respecting and Honesty/Openness. We need to respect the views of those who object to change or are affected by it land work with them to make all of Plymouth a better city to live in. Politicians must be more honest and open about their dealings with the private sector	Local Community	
17	Mr Lloyd Hills		Question 3	You haven't missed anything apart from the fact that nothing you do makes it a more welcoming city unless you are a student. Nothing is being done for the citizens of Plymouth only for the University or business.	Local Community	
402	Mrs S Robins			http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=898623&lookingFor=&representations&tab=list	Local Community	
164	Mr Patrick Knight	Economy & Employment Manager Plymouth City Council		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=176236&lookingFor=&representations&tab=list	Plymouth Plan	
33		Plymouth Local Access Forum	Question 1	Will it be clear which parts of the Plymouth Plan will encompass which strategy? For example will it be clear which part of the PP covers the LTP? If not this will make the PP weaker. If they are not separate how do you propose to deal with the conflicts that arise. E.G Policy 8 of the PP which relates to protecting and strengthening the naval base and dockyards strategic role there is a reference to disposal of surplus MOD land. The policy says priority will be sought for uses which help to deliver the economic growth objectives of the PP. However the Greenspace in Barne Barton are currently playing pitches. If we apply policy 8 all that MOD greenspace will be sold for housing and we will lose greenspace. How will you manage the loss of the detail from plans? I.e. the ROWIP has been integrated into the LTP, the LTP will be merged with the PP. How will you manage this?	Plymouth Plan	

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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
2	Mr Martin Hunt		Question 6	In my opinion these are very subjective statements, what I would like to see is a more statistical, analytical benchmark approach, if you take the 5 have we been successful (see comments at the end): A. City Centre recognised as the premier regional shopping centre. (How can this be quantified?) B. High quality strategic services and facilities that serve the people of Plymouth and the sub region. (What benchmark do we currently have, i.e. 50 trains per day arriving/departing Plymouth and 500 bus routes, in 2031 we wish to see 100 trains and 800 buses?) C. Radical improvements to the quality and resilience of Plymouth's transport and digital connectivity. (What benchmark do we currently have, i.e. 50 trains per day arriving/departing Plymouth and 500 bus routes, in 2031 we wish to see 100 trains and 800 buses?) D. Safeguarding and strengthening of Plymouth's strategic defence role. (Again, how? can we measure it by stating in 2014 there were £3billion invested in defence in Plymouth, in 2031 (excluding inflation) we expect £5 billion) E. Plymouth continues to enhance, and harness, its stunning setting, maritime heritage, quality environment and natural assets. (How can you quantify this, this is a very woolly statement that is not achievable)	Plymouth Plan	
8	ms janet wise		Question 2	Sorry I don't know what question 2 is! I think there should be a mention of co operation. Also collaboration especially around point 3 Power, rather than communities being made aware of making decisions affecting them they should be collaborating to make decisions that affect them.	Plymouth Plan	

Legend	Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
93	Mrs Lynn Fearon			<p>There is much to applaud in this document but it is so complicated, repetitive, and very difficult to know how to respond. The Questions are particularly hard to address. It needs simplification. My main concerns are: Connectivity Policy 7.1. If Plymouth is to be a welcoming city, a growing city, and an international city as it should, then connectivity is key and getting the airport functional again should be a key priority. Yes the land is being preserved but action needs to be taken to resolve the present deadlock. This is urgent. Land for future extension also needs to be preserved. It is unclear what 'Improving links with Exeter and Bristol airports' implies. 2. The train service definitely needs improving, personally I would recommend opening the Okehampton line as a back up to Dawlish. It is far from clear how the Council intends to achieve a 2hrs 15 mins journey to London? 3. The new coach station will be an improvement but too small and as in the City Centre as opposed to Bretonside the coaches are likely to be caught in traffic jams and possibly assist in creating them. It is not clear which route they will take to get to Mayflower St. 4. If we are to welcome tourists as is the aim then where are all the day trip/ touring coaches going to go? They too need a good 'welcome' with decent toilets on arrival. This does not appear to have been considered at all. Tourism is essential to the city. 5. The future of the History Centre is as yet unknown but I am concerned to learn that they would like to at least part pedestrianise North Hill. That would be disastrous for the City Centre. The traffic already around Charles roundabout, Drakes Circus and North Hill is already over congested at peak times. If vehicles cannot get into the centre the city will not thrive. North Hill is a main route for buses into the centre. This does need mention in the Plan. The city needs three main routes into the centre, is one has road works or an accident the entire city is snarled up. Marketing I have not found much reference to marketing. However I do feel it is essential for Plymouth's future growth. Plymouth must be looked at as the centre of an amazing area from Looe and Padstow in the west to the north coast, Tavistock and all areas down to Salcombe and Kingsbridge. The city needs one brilliant website with Links to all possible tourist attractions within an hours drive away. SE Cornwall and Rame to N Cornwall coast, Tavistock and Dartmoor, South Hams down to Salcombe and Kingsbridge, the area must be one of the most beautiful in the country. Walking, cycling, sailing, beaches surfing, etc</p> <p>â€ˆfantastic! The website should have direct links to the endless attractions, NT properties and Gardens, and people encouraged to come and stay in Plymouth for a fortnight, not just 48 hours! Stay in the city, eat and shop in the city but then enjoy all the wonders this great area has to offer. Sustainable Linked neighbourhoods Policy 2. Creating sustainable neighbourhoods is laudable. However although it appears to be the aim to make all communities sustainable it is unclear how this fits with the rise in student numbers and a successful university which again is essential to the future of Plymouth. The needs of the indigenous population of Mutley, and more particularly Greenbank, have been totally disregarded in the past few years. These areas are very definitely no longer sustainable communities. Long term isolated residents have a hard time. It has appeared that all the planning applications for HMOs and Student accommodation are considered by a planning officer and the great majority have permission granted without referral to the committee. Sustainable neighbourhoods have not appeared to have been taken into consideration. There needs to be a plan for these areas to redress the situation and how to avoid the same situation elsewhere. Healthy Plymouth â€ˆModule5 I welcome all measures to make people healthier. However it is obvious Derriford Hospital, excellent as it is, cannot cope even now. The Council wants to increase the population of Plymouth and with the expansion of houses to open new GP surgeries but I have found no mention as to how Derriford is expected to manage the increased population. Clearly there needs to be a plan and if it is up to the Department of Health there must be an urgent lobby. This should be a priority.</p>	Plymouth Plan, Arts and Culture, City Pride and Vision, Economy, Getting Around, Health and Wellbeing, Living and Housing, Local Community	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
124	Wendy Gaston			Dear Sir With regard to the 'Plymouth Plan' I would like to make the following comments: I approve these points: The vision; The 4 main strategic objectives; Safeguarding of the airport; Growth to 300,000 people by 2031; Retail, housing & employment land show no need to redevelop the airport; Most of the points relating to Health, Education, Environment etc; Things that Viable have said in the Connectivity Consultation that have been adopted These points could be improved: The Plan needs more simplification and a clear summary; The Airport opening needs to be in the measures of success; Air connectivity is implicit in the strategic outcome to have 'excellent transport and communications connectivity' What is meant by 'strengthening links to Exeter and Bristol Airports' and how? Recognition that Exeter is not a secure option; Safeguarding needs to include airspace and runway extension land at Estover; More explanation is required as to how a 2 hr 15 minute rail journey time to London will be achieved Conclusions: PCC should be congratulated on setting out a bold agenda for positive change; Hardly anyone in the city disagrees we want our airport so it is now time to focus on delivering that objective; It is vital to protect the airport land and also provide for a runway extension towards the end of the plan period; We can't control investment in trunk roads and railways but we can re-open our own airport; We need to see the airport in the 'Infrastructure and delivery plan' Thank you for considering my comments. Yours faithfully W. Gaston	Plymouth Plan, City Pride and Vision, Getting Around	
123	Ms Jacqui Brasher			Plymouth Plan Response: March 2015 Well done! I very much appreciate the time and effort that has already gone into this process and welcome the opportunity to make a response, at this stage. I am pleased with: 1. The vision 2. The 4 main strategic objectives 3. Safeguarding of the airport 4. Growth to 300,000 people by 2031 5. Retail, housing & employment land show no need to redevelop the airport 6. Most of the rest of it Health, education, environment etc 7. Things we said in the Connectivity Consultation that have been adopted Things that need to be looked at and improved: 1. Needs more simplification and a clear summary 2. Airport opening needs to be in the measures of success 3. Air connectivity is implicit in the strategic outcome to have excellent transport and communications connectivity 4. What is meant by strengthening links to Exeter and Bristol Airports and how? 5. Recognition that Exeter is not a secure option 6. Safeguarding needs to include airspace and runway extension land at Estover 7. More explanation is required as to how a 2 hr 15 minute rail journey time to London will be achieved Conclusions: 1. PCC should be congratulated on setting out a bold agenda for positive change 2. Hardly anyone in the city disagrees we want our airport so its now time to focus on delivering that objective 3. Vital to protect the airport land, and also provide for a runway extension towards the end of the plan period; and to protect airspace 4. We can't control investment in trunk roads and railways but we can re-open our own airport 5. Need to see the airport in the Infrastructure and delivery plan j. A. Brasher	Plymouth Plan, City Pride and Vision, Getting Around	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (EqA); Sustainability Appraisal (SA)	
Retained for Part Two			

Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
119	Gina and Philip Evans			Plymouth Plan Response: March 2015 Well done! We very much appreciate the time and effort that has already gone into this process and welcome the opportunity to make a response, at this stage. We are pleased with: 1. The vision 2. The 4 main strategic objectives 3. Safeguarding of the airport 4. Growth to 300,000 people by 2031 5. Retail, housing & employment land show no need to redevelop the airport 6. Most of the rest of it Health, education, environment etc 7. Things we said in the Connectivity Consultation that have been adopted Things that need to be looked at and improved: 1. Needs more simplification and a clear summary 2. Airport opening needs to be in the 'measures of success' 3. Air connectivity is implicit in the strategic outcome to have 'excellent transport and communications connectivity' 4. What is meant by 'strengthening links to Exeter and Bristol Airports' and how? 5. Recognition that Exeter is not a secure option 6. Safeguarding needs to include airspace and runway extension land at Estover 7. More explanation is required as to how a 2 hr 15 minute rail journey time to London will be achieved Conclusions: 1. PCC should be congratulated on setting out a bold agenda for positive change 2. Hardly anyone in the city disagrees we want our airport so its now time to focus on delivering that objective 3. Vital to protect the airport land, and also provide for a runway extension towards the end of the plan period; and to protect airspace 4. We can't control investment in trunk roads and railways but we can re-open our own airport 5. Need to see the airport in the 'Infrastructure and delivery plan'	Plymouth Plan, City Pride and Vision, Getting Around	
(Meeting Notes)		Culture Board		They queried whether the plan was future proofed enough at a number of levels:	PP	
(Meeting Notes)		Fire and Police		DSFRS – ensure the emphasis on partnership working comes through more.	PP	
159	Karen Higman	Sutton Harbour Holdings plc		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864265&lookingFor=representations&tab=list	PP, A&C, CP&V, E, GA, GP, L&H	
104	Mr Richard Crocker	Viable Plymouth Ltd		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=710371&lookingFor=representations&tab=list	PP, A&C, CP&V, Ec, GA, H&WB	
56	Mr Joe Keech	Devon County Council		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=38874&lookingFor=representations&tab=list	PP, CP&V, GA, GP, L&H	
400	Unknown	Strategic Planning South Hams District Council		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=857844&lookingFor=representations&tab=list	PP, Ec, Ed&L, GA, H&WB, L&H	

Legend		Themes	
Change made	No change required	Arts and Culture (A&C); City Pride and Vision (CP&V); Economy (Ec); Education and Learning (ED&L); Getting Around (GA); Greener Plymouth (GP); Health and Wellbeing (H&W); Living and Housing (L&H); Local Community (LC); Plymouth Plan (PP); Equality Impact Assessment (Eq/A); Sustainability Appraisal (SA)	
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Comment Number	Full Name	Organisation Details	Question No.	Plymouth Plan Comment	Theme	Status
101	Mr Tony Hogg	Devon & Cornwall Police and Crime Commissioner		Has the delivery of the Plan been costed? Alcohol: check strong enough references to the impact and costs of alcohol misuse. Responsible licensing policies/density of venues/addressing unsavoury areas of the city. Night time economy/cafe culture - student city. Faith Communities: (PCC organising diversity event?). Need strong messages about celebrating diversity. Policy 41 may cover. Address legacy issues of reputation. Nature of Communities: Need to transform to become more resilient and self-sufficient. References to strengthening communities â€ˆ links to volunteering. Prevention Agenda: Role of the HWBB. Need a strong strategic commitment to prevention, potentially through the One Plymouth Group. Need to identify the steps required. Lots of practical examples e.g. mental health. Play: Needs to encompass sports/play/recreation/open spaces including adult and family play. (pg 43) Terminology and icons: Font sizes very small in icons. Corporate Social Responsibility: Sets an agenda for businesses set out what is expected of them in terms of contributing to the social fabric of the city. Empowerment: (page 11) wording of policy is it about being able to influence and the transparency of decision making? Joined up public services: Work towards one delivery plan? Roads: keeping open maintenance (Pg 30) Victims: Focus on good support and eradicating abuse. Role of communities in reporting and challenging DV/SV/CA etc. (pg 40) Comms Approach for TE Monitoring progress suggest high level dashboard.	PP, Ec, GA, GP, H&WB, LC	
399	Unknown	West Devon Borough Council		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=36136&lookingFor=representations&tab=list	PP, GA, L&H	
121	Shaun Petit	Strategic Land Manager Persimmon Homes		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864289&lookingFor=representations&tab=list	PP, GA, L&H, LC	
404		Hannick Homes		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=898926&lookingFor=representations&tab=list	PP, GP, L&H, LC	
140		South West HARP Planning Consortium		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=864196&lookingFor=representations&tab=list	PP, L&H, LC	
161	Marcus Salimon	Environment Agency		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=658611&lookingFor=representations&tab=list	SA, CP&V, Ec, GA, GP	
163	Mrs Laura Horner	Natural England		http://plymouth.consult.limehouse.co.uk/common/search/advanced_search.jsp?id=666270&lookingFor=representations&tab=list	SA, GP, H&WB, LC	