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CABINET

DATE: TUESDAY 18 JANUARY 2011
TIME: 2.00 PM
PLACE: WARSPITE ROOM, COUNCIL HOUSE

Members –

Councillor Mrs Pengelly, Chair

Councillor Fry, Vice Chair

Councillors Bowyer, Brookshaw, Jordan, Michael Leaves, Sam Leaves, Monahan,
Mrs Watkins and Wogens

Members are invited to attend the above meeting to consider the items of business overleaf

Members and Officers are requested to sign the attendance list at the meeting.

Please note that, unless the Chair agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used during meetings.

BARRY KEEL
CHIEF EXECUTIVE

CABINET

AGENDA

PART I – PUBLIC MEETING

1. APOLOGIES

To receive apologies for non-attendance submitted by Cabinet Members.

2. DECLARATIONS OF INTEREST

Cabinet Members will be asked to make any declarations of interest in respect of items on this agenda.

3. MINUTES

(Pages 1 - 8)

To sign and confirm as a correct record the minutes of the meeting held on 14 December 2010.

4. QUESTIONS FROM THE PUBLIC

To receive questions from the public in accordance with the Constitution.

Questions, of no longer than 50 words, can be submitted to the Democratic Support Unit, Corporate Support Department, Plymouth City Council, Civic Centre, Plymouth, PL1 2AA, or email to democraticsupport@plymouth.gov.uk. Any questions must be received at least five clear working days before the date of the meeting.

5. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

REPORTS FROM SCRUTINY

6. GROWTH AND PROSPERITY SCRUTINY - REVIEW OF HIGHWAYS MAINTENANCE

(Pages 9 - 54)

Councillors James (Chair of the Overview and Scrutiny Management Board) and Councillor Nicholson (Chair of the Growth and Prosperity Overview and Scrutiny Panel and Task and Finish Group) have been invited to attend to present the scrutiny report and recommendations.

Cabinet Member: Councillor Wogens

CMT Lead Officer: Director for Development and Regeneration

CABINET MEMBER: THE DEPUTY LEADER

- 7. LOCAL DEVELOPMENT FRAMEWORK: SUSTAINABLE NEIGHBOURHOODS INCLUDING KEY SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT** (Pages 55 - 62)

CMT Lead Officer: Director for Development and Regeneration

To view the following appendices, please click on the following link (Warning: this document has a large file size) -

www.plymouth.gov.uk/draftcabdoc.pdf

Appendix 1 - Plymouth Sustainable Neighbourhoods Development Plan Document Pamphlets

Appendix 2 - Draft Urban Fringe Development Plan Document Pamphlets

Printed copies have been provided for Cabinet Members only and are available on request.

- 8. LOCAL DEVELOPMENT FRAMEWORK: SUBMISSION OF DERRIFORD AND SEATON AREA ACTION PLAN** (Pages 63 - 166)

CMT Lead Officer: Director for Development and Regeneration

- 9. LOCAL DEVELOPMENT FRAMEWORK: SHOPPING CENTRES SUPPLEMENTARY PLANNING DOCUMENT** (Pages 167 - 244)

CMT Lead Officer: Director for Development and Regeneration

CABINET MEMBER: COUNCILLOR MONAHAN

- 10. ANNUAL PERFORMANCE ASSESSMENT OF ADULT SOCIAL CARE 2009/10 - REPORT FROM THE CARE QUALITY COMMISSION** (Pages 245 - 266)

CMT Lead Officer: Director for Community Services

CABINET MEMBER: COUNCILLOR MRS WATKINS

- 11. ANNUAL CHILDREN'S SERVICES ASSESSMENT- REPORT FROM OFSTED** (Pages 267 - 274)

CMT Lead Officer: Director of Services for Children and Young People

- 12. YOUTH JUSTICE PERFORMANCE IMPROVEMENT FRAMEWORK 2010/11** (Pages 275 - 324)

CMT Lead Officer: Director of Service for Children and Young People

13. EXEMPT BUSINESS

To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II (PRIVATE MEETING)

MEMBERS OF THE PUBLIC TO NOTE

That under the law, the Committee is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

Nil

Cabinet

Tuesday 14 December 2010

PRESENT:

Councillor Mrs Pengelly, in the Chair.

Councillor Fry, Vice Chair.

Councillors Bowyer, Brookshaw, Jordan, Sam Leaves, Monahan, Mrs Watkins and Wigans.

Also in attendance: Barry Keel (Chief Executive), Adam Broome (Director for Corporate Support), Carole Burgoyne (Director for Community Services), Anthony Payne (Director for Development and Regeneration), Ian Gallin (Assistant Chief Executive), Claire Oatway (Head of Service - Performance and Quality) Malcolm Coe (Assistant Director for Finance, Assets and Efficiencies), Jayne Gorton (School Organisation and Pupil Access Manager), Tony Hopwood (Programmes Director) and David Northey (Head of Finance).

Apologies for absence: Councillors Michael Leaves, Bronwen Lacey (Director of Services for Children and Young People) and Mark Grimley (Assistant Director for Human Resources and Organisational Development).

The meeting started at 2.00 pm and finished at 3.25 pm.

Note: At a future meeting, the Cabinet will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

79. **DECLARATIONS OF INTEREST**

In accordance with the code of conduct, Councillor Jordan declared a personal interest in minute 86, on the proposed transformation of Downham Special School and Woodlands Community School, as a member of the Tor Bridge Federation.

80. **MINUTES**

Agreed that the minutes of the meeting, held on 16 November 2010, are confirmed as a correct record.

81. **QUESTIONS FROM THE PUBLIC**

There were no questions from the public submitted for this meeting.

82. **CHAIR'S URGENT BUSINESS**

There was no Chair's urgent business.

83. **2011/12 INDICATIVE BUDGET (REVENUE AND CAPITAL) ALLOCATED TO CORPORATE PRIORITIES**

The Director for Corporate Support submitted a written report -

- (a) setting out the Council's indicative revenue and capital budget, building on income assumptions and their impact on the Council tax;
- (b) indicating that the draft budget brought together the elements of the Council's income and expenditure strategy, summarised by each department, together with its capital strategy. It also reviewed the impact on future revenue and capital plans for 2012/13 and 2013/14;
- (c) advising that, as a Council, preparations were being made for unprecedented reductions throughout the 2010/11 budget period, applying in-year budget reductions of £4m. Full clarification of the Council's settlement and the implications on grant allocations, were still awaited;
- (d) outlining a new approach to the development of this year's budget, by rolling forward the revenue reductions of £4m in 2010/11; revising the assumptions on inflation and growth; challenging down future years spending profiles; stopping some activity linked directly to withdrawn grants and setting new, targets linked to the four top level priorities (to deliver growth; raise aspirations; reduce inequality; and provide value for communities);
- (e) indicating that eleven budget delivery groups had been set up to review expenditure across the Council and target savings had been agreed and applied. These reductions had then been converted into clear three year departmental budgets;
- (f) appending the following documents -
 - departmental indicative budgets;
 - breakdown of revenue 'Invest to Save Reserve';
 - Local Government Act 2003, Section 25 -
Section 1: Analysis of Budget Robustness
Section 2: Adequacy of Reserves;
 - Capital Investment Programme 2010/11 to 2014/15;
 - directorate revenue budget delivery plans.

The Chair introduced the 2011/12 indicative budget advising that, over the next three years, the Council had to make significant efficiency savings from the overall capital and revenue budget. The aim was to protect front line services and delivery plans had been prepared to deliver efficiencies, working towards a significant transformation as it became lean and strategic, with a strong enabling focus. Work

was being undertaken to provide more customer services and better value for money at both council and partnership level.

The Council had also recommitted, with partners, to the vision to make Plymouth one of Europe's finest, most vibrant waterfront cities and developed four key priorities, shared with partners, to help drive that vision.

Councillor Bowyer (Cabinet Member for Finance, Property, People and Governance) outlined the report indicating that it was a measured response providing a solution to the national problem. He outlined the methodology which had been used to develop the budget. He indicated that –

- (g) to improve transparency and public confidence, all items of expenditure over £500 would be published monthly online, beginning from January 2011;
- (h) their policy was to minimise job losses but it was felt that 500 posts would be lost over the next three years to reduce workforce costs by approximately 14%. Negotiations would commence shortly with trades' unions on staff terms and conditions;
- (i) the documents were still in draft, for consultation and scrutiny in January 2011.

Councillor Sam Leaves (Cabinet Member for Performance and Transformation) indicated that the results of the on line budget consultation exercise would be fed into the budget scrutiny exercise on 12 and 17 January 2011 and thanked the public and staff for taking part. Staff at the Civic Centre and at the libraries were also thanked for assisting members of the public in completing 'YouChoose' at PC's in those locations.

It was likely that YouChoose would continue to be available into the new year to provide the public with further opportunities to comment on the budget setting.

Councillors Mrs Watkins, Monahan, Brookshaw, Fry, Jordan (Councillor Jordan also spoke on behalf of Councillor Michael Leaves), Sam Leaves, Wiggins and Bowyer outlined the key challenges and the focus of efficiencies in their particular areas.

In response to questions, Cabinet Members were advised that –

- (j) the budget built on plans and strategies already in place to provide better value for money;
- (k) although the detail of the settlement was still being worked through, Cabinet were confident that over the 3 years the delivery plans were still appropriate and deliverable;
- (l) Cabinet Members and officers had been working all year on the delivery plans and only those items which could be delivered,

had been included to savings in year one;

- (m) to ensure that children were safeguarded whilst making budget reductions, a Commissioning and Finance Board had been set up and delivery plans had been put in place to look at new ways of preventing children from needing to come into care, where the risk could be managed differently. This would enable focus on the most vulnerable children;
- (n) a cross departmental programme board was in place to develop and oversee delivery plans for Adult Social Care, together with the introduction of personalised and preventative services;
- (o) there were no changes proposed during the coming year to the waste collection service;
- (p) the potential funding reductions were still being assessed, however the strategy for sport, leisure and culture continued to be in place, with the Life Centre as an important part of the programme;
- (q) with regard to police reforms and reduced funding for partners, community safety partnerships would continue and partners were still assessing the impact of grant reductions. The Leader congratulated the police on the policing arrangements at Plymouth Argyle on Saturday last;
- (r) investment in the web and telephone system would enable overtime, a 24/7 Council for people to access services. Customer services would be improved with increasing services being handled through one telephone number and one conversation.

The Chair thanked finance officers and the Corporate Management Team for putting the proposals together and achieving the earlier publication of the report.

The officers undertook to ensure that the detail in the delivery plans would be reviewed prior to publication of the papers for scrutiny.

Agreed that –

- (1) Leader is authorised to agree the draft Corporate Plan, for the purposes of consultation and scrutiny, in accordance with the budget and policy framework procedure rules;
- (2) the proposed revenue target budget requirement of £194.2m for 2011/12 and five year capital programme of £189.4m is recommended for consultation;

- (3) Cabinet consider findings from consultation, feedback from budget scrutiny and any material changes announced in the final settlement for Plymouth City Council in early February 2011 and recommend the final revenue budget for 2011/12 to Full Council on 28 February 2011.

84. **COUNCIL TAX BASE SETTING**

The Director for Corporate Support submitted a written report on the Council tax base for tax setting purposes, in accordance with the Local Authorities (Calculation of Tax Base) Regulations 1992, as amended by Statutory Instrument 2003/3181.

Agreed that approval is given to the Council tax base for 2011/12 tax setting as 77,066 Band D equivalents, which is the tax base after allowing for an estimated collection rate of 98.5%.

85. **PAVILIONS FUTURE OPTIONS**

The Director for Community Services submitted a written report on the future options for the Pavilions.

The report indicated that -

- (a) the Pavilions was a strategic site which was identified in the Mackay Vision to link the city centre to Millbay;
- (b) approval was being sought to invite expressions of interest in the Pavilions site to establish whether there was any interest in the disposal of the site and, consequentially, the re-provision of ice and arena facilities in the city;
- (c) there had been previous work undertaken that established potential demand for an ice facility and an arena in the city;
- (d) the City Council also needed to remove the subsidy paid to the Pavilions to support capital borrowing for the Plymouth Life Centre.

The attention of Cabinet Members was also drawn to the confidential report referred to in minute 88 below.

Agreed that –

- (1) officers seek expressions of interest (via a soft market testing exercise advertised through the OJEU) in the purchase of the freehold of the Pavilions site based on the re-provision of an arena and ice facility on the site or elsewhere in the city. This exercise will result in a detailed understanding of whether there is any interest in the Pavilions;

- (2) parties expressing an interest in the site will be asked to undertake, as a function of the purchase, to maintain the provision of the arena facility until such a time as a new facility is provided. If the proposal is to redevelop the Pavilions to provide an arena and leisure ice, this may necessitate a gap in provision;
- (3) the outcome of this exercise will be presented to Cabinet in April 2011 for a decision on how to proceed.

86. **PROPOSED TRANSFORMATION OF DOWNHAM SPECIAL SCHOOL AND WOODLANDS COMMUNITY SCHOOL**

The Director of Services for Children and Young People submitted a written report, indicating that -

- (a) removing the management of short break provision from individual schools and co-ordinating it across the city, would provide a more effective service, together with inclusive organisational opportunities for challenging vulnerable and special needs pupils across the city;
- (b) the proposed changes were considered to be in the best interests of children, families and staff at the schools;
- (c) it was proposed to defer implementation of the decision to relocate Downham Special School to Tor Bridge, ensuring that the children's education was not disrupted by ongoing building work on the site;
- (d) the removal of boarding provision from Downham Special School would formalise the arrangements currently in place at the school and the current staffing structure would support the proposed change;
- (e) the removal of boarding provision from Woodlands Community Special School would formalise the arrangements to provide short break stays for children and give vital support to parents and families with disabled children. The current staffing structure would support the proposed change.

Agreed –

- (1) to consult on a proposal to remove boarding provision from Downham Special School. It is proposed to replace it with a stand-alone Short Break Residential Unit at Downham House (registered under Children's Home regulations) although if the proposal was not adopted, the service would remain dual registered as both a residential special school and a children's home;

- (2) to consult on a proposal to remove boarding provision from Woodlands Community Special School. It is proposed to replace it with a stand-alone Short Break Residential Unit (registered under Children's Home regulations) although if the proposal were not adopted, the service would remain dual registered as both a residential special school and a children's home;
- (3) to defer the relocation of Downham Special School to Tor Bridge from September 2011 to September 2012 to ensure that the children's education is not disrupted by ongoing building work on the site and ensure their safety;
- (4) that the Cabinet Member for Children and Young People, is authorised to determine whether to publish formal proposals to undertake the above changes, affecting Downham Special School and Woodlands Community Special School, in light of the outcomes of and responses to the formal consultation;
- (5) that, if a public notice is published, the Cabinet Member for Children and Young People is authorised to make a final determination about these proposals.

(Councillor Jordan declared a personal interest in the above item)

87. **EXEMPT BUSINESS**

Agreed that under Section 100(A)(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

88. **PAVILIONS FUTURE OPTIONS**

The Director for Community Services submitted a written report on future options for the Pavilions, providing further details on contractual arrangements, for noting.

(See also minute 85 above).

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CITY OF PLYMOUTH

Subject: Growth & Prosperity Scrutiny – Review of Highways Maintenance
Committee: Cabinet
Date: 18 January 2011
Cabinet Member: Councillor Wogens
CMT Member: Director for Development and Regeneration
Author: Clive Perkin, Assistant Director, Transport & Highways
Contact: E mail clive.perkin@plymouth.gov.uk Tel:01752 304240
Ref: CP/01/11
Key Decision: N
Part: I

Executive Summary:

The Growth & Prosperity Overview and Scrutiny Panel, through a Task & Finish Group, undertook a review of Highway Maintenance during November and December 2010. Their final report is attached, including their recommendations as follows:-

1. That the Transport & Highways Partnership review service levels in relation to Highways Maintenance to improve value for money. This will take into account the character and type of highway/footway, intervention levels and repair times and types. The maintenance regime should also be reviewed alongside this to consider the introduction of a targeted safety inspection programme which should also allow a more flexible of approach for the determination of temporary/ permanent, potholes, patching, together with the materials used
2. That Highways Maintenance be assured of greater emphasis within the Transport & Highways capital programme alongside new works, but not at the expense of other areas of prioritised work.
3. That an Invest to Save Bid be submitted by officers to successfully secure additional capital funding. This is expected to focus on footway repairs as these are currently the cause of the greater percentage of insurance claims and payouts and is therefore likely to demonstrate the quicker payback.
4. That despite the current difficult economic climate and the budget position of the authority, that the council should consider giving a higher priority to highway maintenance needs over and above other priorities included in the councils Capital Programme. The condition of our carriageways and footways will otherwise continue to deteriorate at a rate we will not be able to address and the authority will be storing up a larger financial pressure for the future.
5. That the Council's Insurance Reserve be reviewed to identify whether an element could be diverted to planned preventative term maintenance instead.

It is recommended that further work is undertaken by Officers to identify what if any of these recommendations are appropriate to take forward.

Corporate Plan 2010 – 2013 as amended by the four new priorities for the City and Council:

Supporting Growth: Maintaining our streets to a suitable standard contributes to the quality of the built environment and assists communities travelling within the city. This in turn supports the Growth of the city through the creation of high quality transport networks and public realm.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

Implementing the recommendations of the Scrutiny Panel in full would potentially have significant impact on the Council's Capital Programme, particularly where approved schemes are already under contract. However, failure to implement any of the recommendations may well result in increasing levels of funding being diverted away from maintenance into insurance claims or more costly Highway repairs at a later date.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The right balance of intervention in the Highway network through routine maintenance and Capital resurfacing is required to minimise Health & Safety concerns.

Recommendations & Reasons for recommended action:

A. To note the following recommendations of the Scrutiny Panel.

1. That the Transport & Highways Partnership review service levels in relation to Highways Maintenance to improve value for money.
2. That Highways Maintenance be assured of greater emphasis within the Transport & Highways capital programme alongside new works, but not at the expense of other areas of prioritised work.
3. That an Invest to Save Bid be submitted by officers to successfully secure additional capital funding.
4. That despite the current difficult economic climate and the budget position of the authority, that the council should consider giving a higher priority to highway maintenance needs over and above other priorities included in the councils Capital Programme.
5. That the Council's Insurance Reserve be reviewed to identify whether an element could be diverted to planned preventative term maintenance instead.

B. To request officers to review and report back on each of the recommendations.

Alternative options considered and reasons for recommended action:

1. Accept Recommendations of the Scrutiny Panel: This is not possible as they cut across a number of priorities and service areas and thus further analysis is required in the first instance.

2. Do not accept the recommendations of the Scrutiny Panel: This would be premature pending further analysis.

Background papers: Growth & Prosperity Overview & Scrutiny Panel
Task & Finish Group
December 2010 – Review of Highways Maintenance

Sign off:

Fin SG/Dev F10110 043		Leg JAR/1 0575.		HR		Corp Prop		IT		Strat Proc	
Originating SMT Member											

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**Growth and Prosperity Overview and Scrutiny Panel
Task and Finish Group
Scrutiny Review – Report
December 2010**



Review of Highways Maintenance

Plymouth City Council

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Introduction

- 1.1 The Overview and Scrutiny Management Board approved in principle, on 30 June 2010, the establishment of a Task and Finish Group to review highway maintenance in Plymouth with membership to be drawn from the Growth and Prosperity Overview and Scrutiny Panel. The Panel decided to review this area of work as they were aware of a high level of public interest due to the damage caused by the cold weather during recent winters and the general state of the highway network.

2 Executive Summary

- 2.1 The Growth and Prosperity Panel established a Task and Finish Group to review how the highway network was maintained in Plymouth and whether performance and value for money could be improved.
- 2.2 The Panel structured their meetings and agendas to ensure that they acquired sufficient detailed knowledge on all aspects of the maintenance methodologies, resources available and comparators with other unitary authorities. The first meeting took the format of a site visit where Transport & Highways officers gave demonstrations on inspections and temporary and permanent repairs. At the following two meetings councillors received additional evidence as provided in the attached appendices.
- 2.3 The meetings were well attended by both councillors and officers.

3 The Panel

- 3.1 The Task and Finish group's cross party membership comprised of the following councillors -
- Councillor Nicholson (Chair)
 - Councillor Ken Foster
 - Councillor Berrow
 - Councillor Nelder
 - Councillor Wright

For the purposes of the review, the Task and Finish Group was supported by –

- Gill Peele, Business Manager for Development and Regeneration
- Ian Ellis, Assistant Network Manager
- Duncan Malloch, Network Manager
- Tom White, Head of Network Management Unit
- Mike Hocking, Corporate Risk Manager
- Lynne Skelton, Senior Liability Claims Officer
- Clive Perkin, Assistant Director for Transport
- Helen Rickman, Democratic Support Officer

4 Scrutiny Approach

4.1 The Task and Finish Group convened on three separate occasions to consider evidence and undertake a site visit -

- 8 November 2010 (site visit)
- 17 November 2010
- 7 December 2010

4.2 Members of the Task and Finish Group aimed to examine and make recommendations about the maintenance of the highway network in Plymouth and whether performance and value for money could be improved

The Work Programme Request (PID) is attached as Appendix 1.

4.3 At its meetings on 8 November 2010, 17 November 2010 and 7 December 2010, the Task and Finish Group considered evidence from witnesses, raised questions and considered answers and recommendations relating to the procedure for highways maintenance.

4.4 Key issues and findings from the 17 November 2010 meeting included that –

- (a) Amey worked in partnership with Plymouth City Council as an integrated team (Plymouth Transport & Highways); the partnership managed and maintained assets and services including 900 kilometres of roads, 1,530 kilometres of footways, 26,000 streetlights, 34,500 gullies and winter maintenance;
- (b) Plymouth City Council and Amey jointly planned and managed the delivery of services through an Annual Plan, Operations Board and Strategic Partnering Board;
- (c) a Capitalised Maintenance Team reviewed the maintenance budget to ensure that money was available for prioritised work;
- (d) a monthly report regarding the budget and current maintenance works was ratified and agreed by the Operations Board; this was then submitted to the Strategic Board which consisted of Amey and Plymouth City Council employees. The Cabinet Member for Transport was updated on a weekly basis as to the budget and maintenance works;
- (e) the current contract with Amey was for a seven year period. However, this could be extended by a further three years; the contract was subject to annual review;

- (f) there was an overspend in the last year's maintenance budget for 2009/2010 which had been taken from the 2010/2011 budget;
- (g) the allocation of money for different maintenance budgets could be adapted in order to provide money where required; this was jointly determined by Plymouth City Council and Amey;
- (h) the current street lighting contract was due to be renewed in 2013;
- (i) it was agreed with the City Centre Company where resources would be directed towards street furniture maintenance in the city centre;
- (j) there was a provision in the budget for insurance claims;
- (k) routine safety inspections were conducted by Plymouth Transport and Highways to identify defects; four routine maintenance gangs were available to perform repairs;
- (l) severe weather conditions had deteriorated the condition of the road network; this was also worsened by a reduction in maintenance spending in 2009/2010;
- (m) inspections in shopping areas were carried out on a monthly basis, main road inspections were carried out on a three monthly basis and districts were inspected on a 6-9 monthly basis;
- (n) Plymouth Transport and Highways had a 'priority list' for maintenance work – this was a live document which was continually added to as a result of inspections, the condition survey, Councillor feedback and complaints from members of the public;
- (o) work to be completed in the next five years would be detailed in the Local Transport Plan 3;
- (p) within the Transport Department, Clive Perkin – Assistant Director for Transport, would make a decision on spending allocation;
- (q) the Transport Asset Management Plan was currently being developed and would highlight maintenance works, costs and future projects for the next 15 years;
- (r) vehicles known as Quick Change Bodies (QCB) were able to adapt to different types of work such as gulley cleaning and being used as a tipper lorry;
- (s) maintenance works carried out were audited by the British Standard Institute for Quality and Network Management;
- (t) auditors would check the operation on the network; this was an opportunity for improved working practice;

- (u) a new tracking system was installed on maintenance vehicles – this was a good audit tool as records were stored for 2 months and then archived;
- (v) advice was currently sought from the Insurance team as to the number of maintenance inspections required.

4.5 Key issues and findings from the 7 December 2010 meeting included that –

- (a) the Plymouth Transport and Highways Capital Programme totalled £3,740,544 (excluding the East End Major Transport Scheme);
- (b) Capitalised Maintenance was split into five categories; structures maintenance, surface water management (drainage), street lighting, highways maintenance and essential engineering;
- (c) the Local Transport Plan Capital Programme 2010/2011 (attached as appendix 3) specified the breakdown of expenditure on different projects across the city;
- (d) there were currently more reported defects on the carriageways than the footways;
- (e) the council's intervention levels for assessing and filling potholes were currently 20mm depth for footways and 40mm depth for carriageways; this was based on the code of good practice;
- (f) legal advice provided to officers highlighted that the Council would be at a greater financial risk if highway maintenance intervention levels were changed;
- (g) the nature of the surface of the footway, including the age, material and usage was important when assessing the highway and affected the number of faults and frequency of inspection;
- (h) it was expected that the highway maintenance inspection regime could be adapted if officer inspections were co-ordinated alongside reports received from members of the public identifying faults;
- (i) it was expected that a pilot area for highway maintenance would be implemented in the new year;
- (j) the LACRM system was used to log faults linked to highway maintenance;
- (k) the number of insurance claims related to highway maintenance peaked in 2001 however this was explained as being due to proactive claims management companies encouraging members of the public to claim against their local authority;
- (l) injuries had to be reported to the local authority within three years of the incident in order for the claim to be processed;

- (m) Plymouth City Council would not settle an insurance claim if they were not at fault just because it was easier or cheaper to do so;
- (n) the deflectograph survey highlighted that 7% of Plymouth's road network had residual life whereas 12% has been identified as having zero principle life;

5 Witnesses

5.1 The Task and Finish Group heard representations from –

- Ian Ellis, Assistant Network Manager
- Duncan Malloch, Network Manager
- Tom White, Head of Network Management Unit
- Mike Hocking, Corporate Risk Manager
- Lynne Skelton, Senior Liability Claims Officer
- Clive Perkin, Assistant Director for Transport

The Task and Finish Group asked for a benchmarking exercise to be undertaken, namely 'Intervention/Service Level Benchmarking'; this is attached as appendix 7.

6 Key Issues Arising from the Evidence

6.1 From the results of the evidence provided to the Panel the following key themes emerged –

- 6.1.1 The highways maintenance programme was currently more reactive than proactive;
- 6.1.2 The highways maintenance budget was very restrictive;
- 6.1.3 Insurance claims were a strain on the Council's reserve budget

7 Findings

7.1 Based on the evidence the Panel had collected, it was believed the highways maintenance regime would be improved if –

- the maintenance regime was amended
- insurance claims were reduced

The current long-term maintenance programme for carriageways and footways across the city was not sustainable. Within the current financial allocation, it was noted that good work was being undertaken within a very tight financial envelope, but it was also clear that service levels could be reviewed, and better value for money obtained. Additional funding from the Department for Transport was secured during the current financial year which had resulted in some improvement

on the network, and action had been taken to divert more resource from within Transport & Highway budgets. However, the reality was that this was still insufficient to maintain the assets at the expected level. At the same time, insurance claims were putting increasing pressure on Plymouth City Council reserves, currently £700k per annum.

The Panel reviewed the current maintenance arrangements agreed within the Transport & Highways Partnership, including work practices, inspection processes, intervention levels, service levels and differences between potholes, patching and capital schemes both temporary and permanent.

There must be a package of measures that address different ways of working and the assessment of priority areas across the city, and hence will achieve greater value for money for the residents. However the Panel strongly recommends the allocation of a capital sum in addition to this to be able to deliver proactive rather than reactive maintenance and to secure the health & wellbeing of Plymouth residents.

8 Recommendations

8.1 In order to achieve the required outcomes, listed as 'benefits' in the Project Initiation Document, i.e. –

“The Task and Finish Group review would benefit the Council and Plymouth residents by reviewing value for money”

The Panel made the following recommendations, which they hope will be approved and implemented in time for the start of the next financial year;

1. That the Transport & Highways Partnership review service levels in relation to Highways Maintenance to improve value for money. This should take into account the character and type of highway/footway, intervention levels and repair times and types. The maintenance regime should also be reviewed alongside this to consider the introduction of a targeted safety inspection programme which should also allow a more flexible approach for the determination of temporary/ permanent, potholes, patching, together with the materials used

2. That Highways Maintenance is assured of a greater emphasis within the Transport & Highways capital programme alongside new works, but not at the expense of other areas of prioritised work.

3. That an Invest to Save bid is submitted by officers to successfully secure additional capital funding. This is expected to focus on footway repairs as these are currently the cause of the greater percentage of insurance claims and payouts and are therefore likely to demonstrate a quicker improvement.

4. That despite the current difficult economic climate and the budget position of the authority, the council should consider giving a higher priority to highway maintenance needs over and above other priorities included in the councils Capital Programme. The condition of Plymouth's carriageways and footways will otherwise continue to deteriorate at a rate

faster than can be repaired. The result of which will be increased financial pressure in the future.

5. That the Council's Insurance Reserve be reviewed to identify whether an element could be diverted to planned preventative term maintenance instead.

Appendix 1

Request for Scrutiny Work Programme Item

1	Title of Work Programme Item	Review of Highways Maintenance
2	Responsible Director (s)	Anthony Payne : Director for Development & Regeneration
3	Responsible Officer Tel No.	Tom White : Head of Network Management, Transport & Highways 01752 304256
4	Relevant Cabinet Member(s)	Cabinet Member for Transport
5	Aim	The scrutiny will review how we maintain our highway network in Plymouth and whether we can improve the performance
6	Objectives	Scrutiny members will gain a better understanding of; <ul style="list-style-type: none"> • The highway network • Resources • The partnership arrangement with Amey • Methodology for temporary and permanent repair • Comparison with other unitary authorities • Industry standards
7	Benefits	The review will benefit the Council and Plymouth residents by reviewing value for money
8	Beneficiaries	Plymouth residents
9	Criteria for Choosing Topics	A high level of public interest , due to the damage caused by the cold weather during the winter months, and the general state of the road network
10	Scope	Overview of contract provision for highway maintenance, resources, performance analysis Site visit to view temporary and permanent repairs Obtaining and understanding local and national comparators and Industry standard Consideration of value for money
11	Exclusions	The scrutiny will exclude any activity that does not fall within the criteria of highway maintenance

12	Programme Dates	First meeting to receive a presentation from PCC Officers and Amey Partnership, second meeting a site visit(s), third meeting to explore findings and make recommendations for any improvements to value for money		
	Timescales and Interdependences	Milestones	Target Date for Achievement	Responsible Officer
		Agree possible recommendations arising from scrutiny within 2 months of first meeting	Growth & Prosperity OSP 8th Nov 2010	Clive Perkin Tom White
13	Links to other projects or initiatives / plans	CIP 11 /CIP 12		
14	Relevant Overview and Scrutiny Panel / Membership if Task and Finish Group	Growth & Prosperity		
15	Lead Officer for Panel	Gill Peele		
16	Reporting arrangements	To Overview and Scrutiny Management Board		
13	Resources	PCC staff resources Amey staff resources		
14	Budget implications	Resources within existing budgets		
15	Risk analysis	n/a		
16	Project Plan / Actions	Project plan to be prepared by Task and Finish Panel		

Appendix 2

Growth & Prosperity Overview and Scrutiny Panel



Carriageway and Footway Maintenance; Task & Finish

Author; Tom White, Network Manager

1. The Highway Network

1.1 Amey works in partnership with Plymouth City Council as an integrated team known as “Plymouth Transport & Highways” (PT&H). The partnership manages and maintains assets and services including:

- 900 kilometres of roads,
- 366 structures,
- 1,530 kilometres of footways,
- 26,000 streetlights,
- 34,500 Gullies,
- Emergency response,
- Winter maintenance.

1.2 To effectively maintain the highway assets, a programme of routine safety inspections is carried out by PT&H inspectors to identify defects, and 4 routine maintenance gangs carry out repairs.

1.3 There have been increased levels of deterioration on the network due to the effects of recent and specifically last year’s winter conditions and low investment in the asset. Actions have been taken this year to ensure safety measures are met within budget constraints, and consequently first time and permanent repairs are not carried out on all defects.

2. Carriageway/ Footway Maintenance

2.1 The maintenance of the carriageway and footway is based on defects raised by inspections and customer enquiries. The frequency of Carriageway Highway Safety Inspections is outlined below;

- Shopping Area- Monthly
- Main Road – 3 Monthly
- Districts – 6 or 9 Monthly

2.2 These inspections define defects in two categories in accordance with ‘The Well Maintained Highways – Code of Practice for Highways Maintenance Management’:

- Category 1: those that require prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration.
- Category 2: all other defects

- 2.3 Category 1 response timings shall be either “Immediate or within a 24 hour period”. At some locations it is dangerous to fix the defective area with an immediate permanent repair. In these cases it is acceptable to sign, guard or use temporary techniques as deemed appropriate by the Inspector/Technicians.
- 2.4 Permanent Repairs that are unable to be undertaken within a month are temporarily made safe, recorded and programmed subject to available budgets.

3. Carriageway Intervention Levels

Defect	Intervention Level (part list)
Potholes	Depth greater than 40mm and maximum width greater than 300mm.
Sunken Covers/Ironwork	Depth greater than 40mm below surrounding surface or frame and maximum width greater than 300mm.
Missing Ironwork	All missing ironwork
Exposed Electrics	Exposed electrics on highway apparatus.

- 3.1 Levels of carriageway defects are continually rising. Figure 1 illustrates the deterioration of the carriageway using the number of defects identified over a four year period. This is a measure of both customer notified defects and those identified during cyclic inspections. The inspection frequency changed from annually to 6 monthly in February 2009.

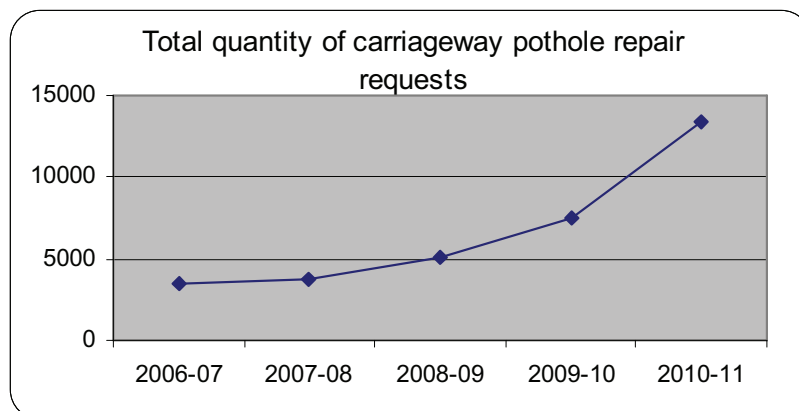


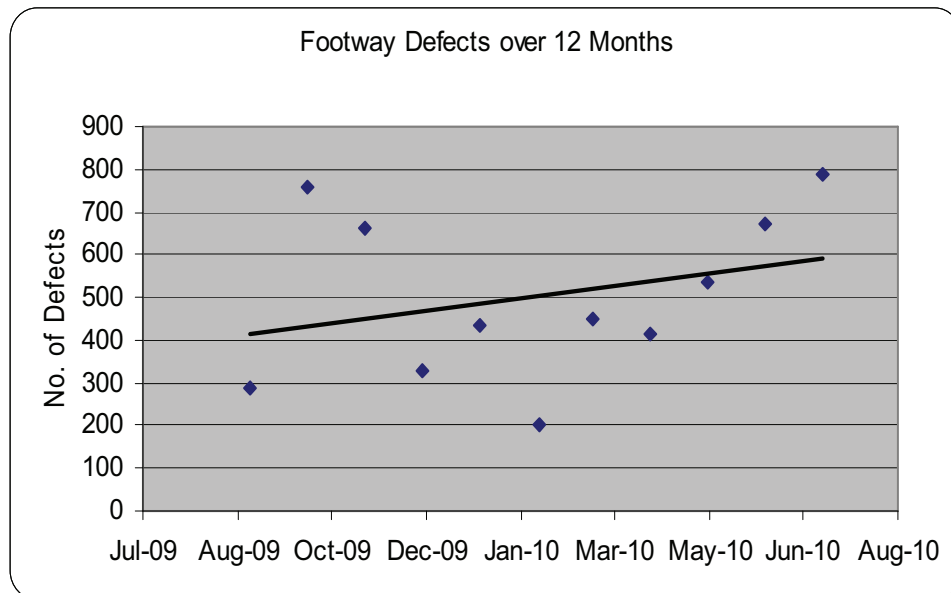
Figure 1: Carriageway repair requests

- 3.2 Due to the number of 24 hour repairs required, PT&H are unable to complete all 28 days repairs. It also reduces the ability to carry out ‘first time’ permanent repairs, with low numbers being achieved. Current service levels within the transport and Highways Partnership contract are subsequently under review.

4. Footway and Cycleway Intervention Levels

Defect	Intervention Level
Potholes	Resulting in a trip greater than 20mm in depth
Rocking flags/Paviors/Ironwork	Resulting in a trip greater than 20mm in depth
Cracks/Gaps	Crack or gap with both depth and width being greater than 20mm (N.B. If only the depth or the width is greater than 20mm then this does not constitute a safety defect.
Rapid Change in Profile	A change in profile giving a depth greater than 25mm in a length of less than 600mm.

- 4.1 Levels of footway defects have risen over the last 12 months but to a lesser degree than carriageway defects. However, red claims for both assets are at the same level.



5. Transport Asset Management Plan

- 5.1 PT&H produced a Transport Asset Management Plan (TAMP) in 2009 to provide an overview of the scale of the asset and some broad inference of the adequacy of current funding levels, whilst maintaining realism about the competing demands that an authority has to deal with.
- 5.2 The TAMP demonstrates considerable gaps and shows that we will be unable to achieve current service levels and maintenance specifications within recent and current funding levels.

Appendix 3**Growth And Prosperity Overview and Scrutiny Panel (Reviews)****Highway Maintenance****1. Partnership Arrangements**

Plymouth City Council and Amey jointly plan and manage the delivery of services through:

- Annual Plan
- Operations Board
- Strategic Partnering Board

2. Highways Revenue Budget 2010/11

Budget (inc Income)	£7,957,448
PCC Costs	£1,478,355
Siemens	£120,000
SEC	£1,073,151
Energy	£1,427,031
Parks	£546,071
Other Agreements	£87,654
Amey (Lump Sum)	£1,521,874
Amey (Maintenance)	£1,703,312

3. Annual Plan Breakdown 2010/11

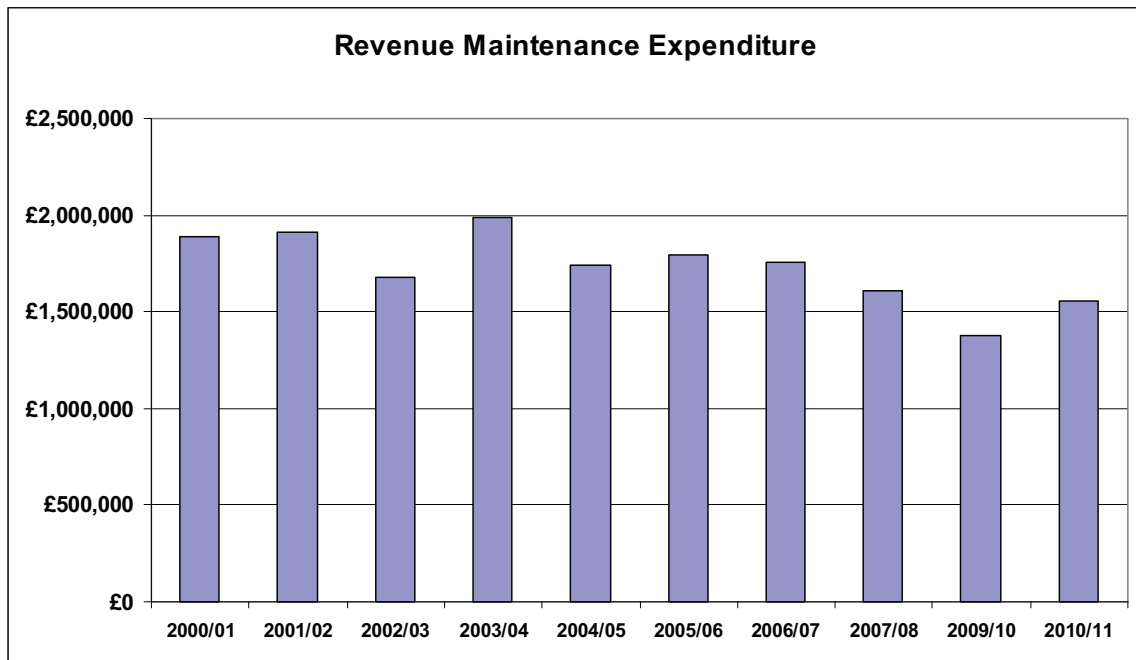
<u>Maintenance</u>		
<u>Activity</u>	<u>2009/10 Allocation</u>	<u>2010/11 Allocation</u>
Safety Inspections	£ 108,000	£ 130,000
Carriageways – temporary repairs	£ 324,000	£ 325,000
Carriageways - permanent repairs	£ -	£ 145,000
Footways	£ 294,000	£ 325,000
Cycle Routes	£ 9,000	£ 5,000
Fences and Barriers	£ 30,000	£ 50,000
Road Markings and Studs	£ 187,000	£ 100,000
Road Signs and Bollards	£ 5,000	£ 20,000
Highway structures-principal inspections	£ 35,000	£ 30,000
Highway structures-general inspections	£ 25,000	£ 25,000
Embankments and cuttings	£ 1,000	£ -
Street lighting	£ 10,000	£ -
Illuminated rd signs & bollards	£ 15,000	£ 10,000

Traffic sigs & Pedestrian Crossings	£ 75,000	£ 70,000
ITS systems	£ 20,000	£ 20,000
Gullies (including cleaning)	£ 220,000	£ 220,000
Culvert screens	£ 70,000	£ 37,000
Piped drainage	£ 30,000	£ 45,000
Surface water pumping station	£ 5,000	£ 5,000
Structures	£ 45,000	£ 35,000
Street Furniture	£ -	£ 20,000
Disabled Parking Bays	£ -	£ 10,000
Total	£ 1,508,000	£ 1,627,000

4. Capital Breakdown 2010/11

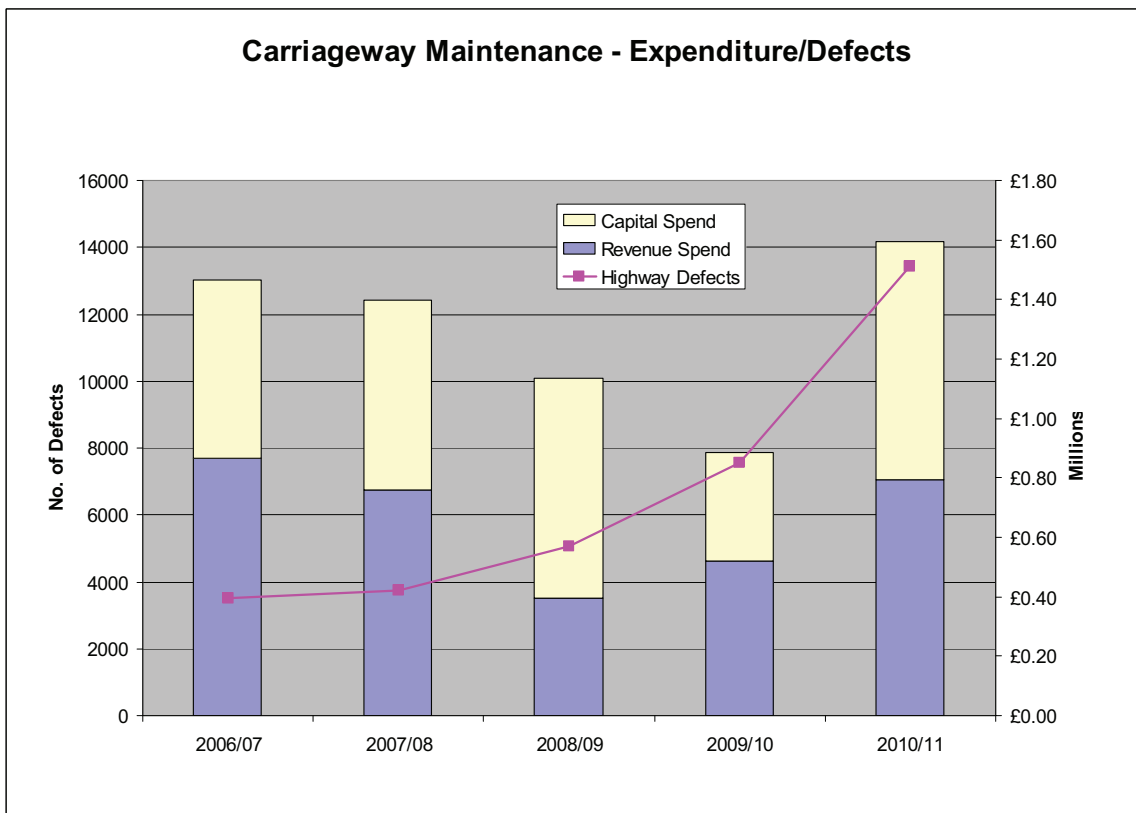
Scheme	Total Funding
Skew Bridge	£100,000
Highway Drainage Improvements and SWAMP	£114,000
Identified Structural Maintenance	£250,000
Street Lighting	£250,000
Highway maintenance and essential engineering	£1,247,750
Patching Phase 1	£275,155
Patching Phase 2	£237,094
Embankment Road barrier upgrade	£50,000
Removal of Level Crossing at Shapters Road	£50,000
Patching Phase 3	£308,000
Patching Phase 4	£327,501
Wolesely Road Retaining Wall	£62,250
CAPITALISED MAINTENANCE	£2,024,000

5. Historical Information (1)



(NB. Data includes carriageways, footways, signs, markings, drainage, culverts)

6. Historical Information (2)



7. Resources

The partnership deploys:

- Labour - 34 operatives
- Vehicles - 17 vehicles

Supply chain partners support our maintenance activities as required.

8. Quality Procedures

- Integrated Management System (IMS)
- BSI Accreditation
- Procedures & Method Statements
- Training
- Audits
- PCC Audits and checks
- Open-book Accounting

Appendix 4



Department for
Transport

SECTION 31 GRANT – EMERGENCY FUND WINTER DAMAGE 2010/11

The winter of 2009/10 was one of the coldest and wettest for around 30 years. As a consequence, roads across the United Kingdom suffered considerable damage.

In March, the Chancellor of the Exchequer announced that as part of the Budget £100m was being made available to assist local authorities in repairing damage to their roads they consider was caused by the severe winter weather.

Plymouth City Council received funding totalling £179,600, administered by the Department for Transport, as a revenue grant under Section 31 of the Local Government Act 2003. This funding was used by the authority to supplement a programme of revenue funded carriageway patching repairs which began in April this year. The works were planned, managed and delivered by Plymouth Transport and Highways, a partnership arrangement between Plymouth City Council and Amey LG Limited for the design, maintenance and operation of the City's highway network.

A strategy was agreed to carry out two tranches of work with a total cost of £380,556.11 of which Plymouth City Council contributed £200,956.11.

The first tranche concentrated largely on first time permanent repairs of defects picked up by routine safety inspections and customer reports. The second tranche dealt with permanent repairs of defects temporarily made safe or worsened throughout the winter period. The tranches of work were undertaken throughout April to June and July to October respectively.

For the second tranche, it was agreed that funding should be spread as evenly as was practicable across the City's 20 wards, concentrating on the worst cases and maximising the number of repairs made. Sites where repairs were required most urgently were identified by reviewing the daily inspections sheets completed by the Street Inspectors.

Once identified each site was visited to measure and mark out the extent of the proposed repair. Before and after photographs were also taken to provide future evidence. The works were then programmed and notified to the department's Street Works team to ensure that they were properly coordinated with other works on the City's highway network.

Consultation was also undertaken with the local bus companies to ensure any disruption to their routes and bus stops was kept to a minimum. It was necessary on occasion for some bus stops to be temporarily suspended with alternative stops erected nearby for the convenience of their patrons.

A team of operatives using specialist equipment were dispatched to each site to plane out the affected area down to sound material, tack coat the surface and relay with hot rolled 10mm Dense Bitumen Macadam. Traffic management was utilised to ensure both the operatives and members of the public were kept safe for the duration of the working window to avoid congestion.

Road markings, such as cycle lanes, centre lines or give way lines that were removed during the planning of the highway were renewed as soon as was possible following the repairs.

Whilst Plymouth Transport and Highways staff undertook the majority of works it was not without the assistance of local subcontractors who supplied both men and plant in order that the work was completed on time and within budget.

The cooperation of local residents was vital to the successful completion of the work and letter drops were arranged, where necessary, requesting vehicles were moved to facilitate the works. These requests were complied with almost unquestioningly with the vast majority of residents happy that the work was being done.

In summary, this grant enabled the delivery of works across 20 wards with a total of 2229 potholes along with other surface damage being permanently repaired.



Appendix 5



HIGHWAY SAFETY DEFECT INTERVENTION LEVELS

Defect	Intervention Level
<u>Footways & Cycleways</u>	
Trip	Trip greater than 20mm in depth
Pothole	Resulting in a trip greater than 20mm in depth
Rocking flags/Paviors/Ironwork	Resulting in a trip greater than 20mm in depth
Cracks/Gaps	Crack or gap with both depth and width being greater than 20mm (N.B. If only the depth or the width is greater than 20mm then this does not constitute a safety defect.
Rapid Change in Profile	A change in profile giving a depth greater than 25mm in a length of less than 600mm.
<u>Carriageways</u>	
Potholes	Depth greater than 40mm and maximum width greater than 300mm.
Sunken Covers/Ironwork	Depth greater than 40mm below surrounding surface or frame and maximum width greater than 300mm.
Missing Ironwork	All missing ironwork
Exposed Electrics	Exposed electrics on highway apparatus.
Missing/Damaged Hazard Signs	All missing/damaged/faded regulatory signs.
Road Markings	All missing white lines.
Traffic Signals	Any defective/inoperative/tampered with traffic signal.

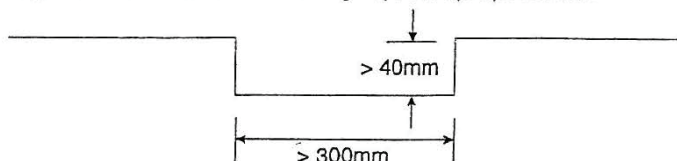
Figure 4

Some Guidance on Audit Commission Performance Indicators

How Quickly are Dangerous Pot Holes Repaired?

Highway Authorities Definition of Damage to Highways

Damage is defined as a defect in the highway which impairs the value or usefulness of the carriageway and provides a safety hazard for road users. A sharp edged depression (pot hole) of 40mm or greater in depth and extending in any one direction greater than 300mm may constitute a safety hazard and should be repaired in accordance with individual highway authority response times.



Highway Authorities Definition of Damage to Pavements

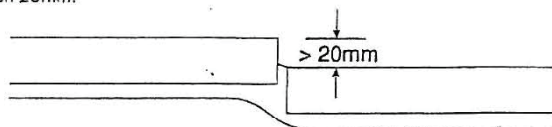
Damage is defined as a defect in the footway which impairs the value or usefulness of the footway and provides a safety hazard for pedestrians, a useful guide is as follows:

Trips more than 20mm.

Rocking flags greater than 20mm.

Rapid change of footway profile greater than 25mm and extending in plan dimension less than 600mm and should be repaired in accordance with individual highway authority response times.

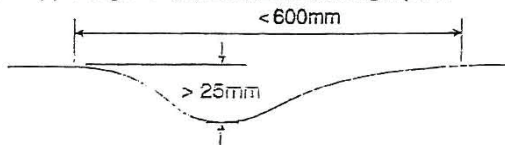
Trips greater than 20mm.



Rocking flags greater than 20mm.



Rapid change of footway profile greater than 25mm and extending in plan direction less than 600mm



Ref. Audit Commission - The Publication of Information (Standards of Performance) Directive 1994

Intervention/Service Level Benchmarking APPENDIX 6

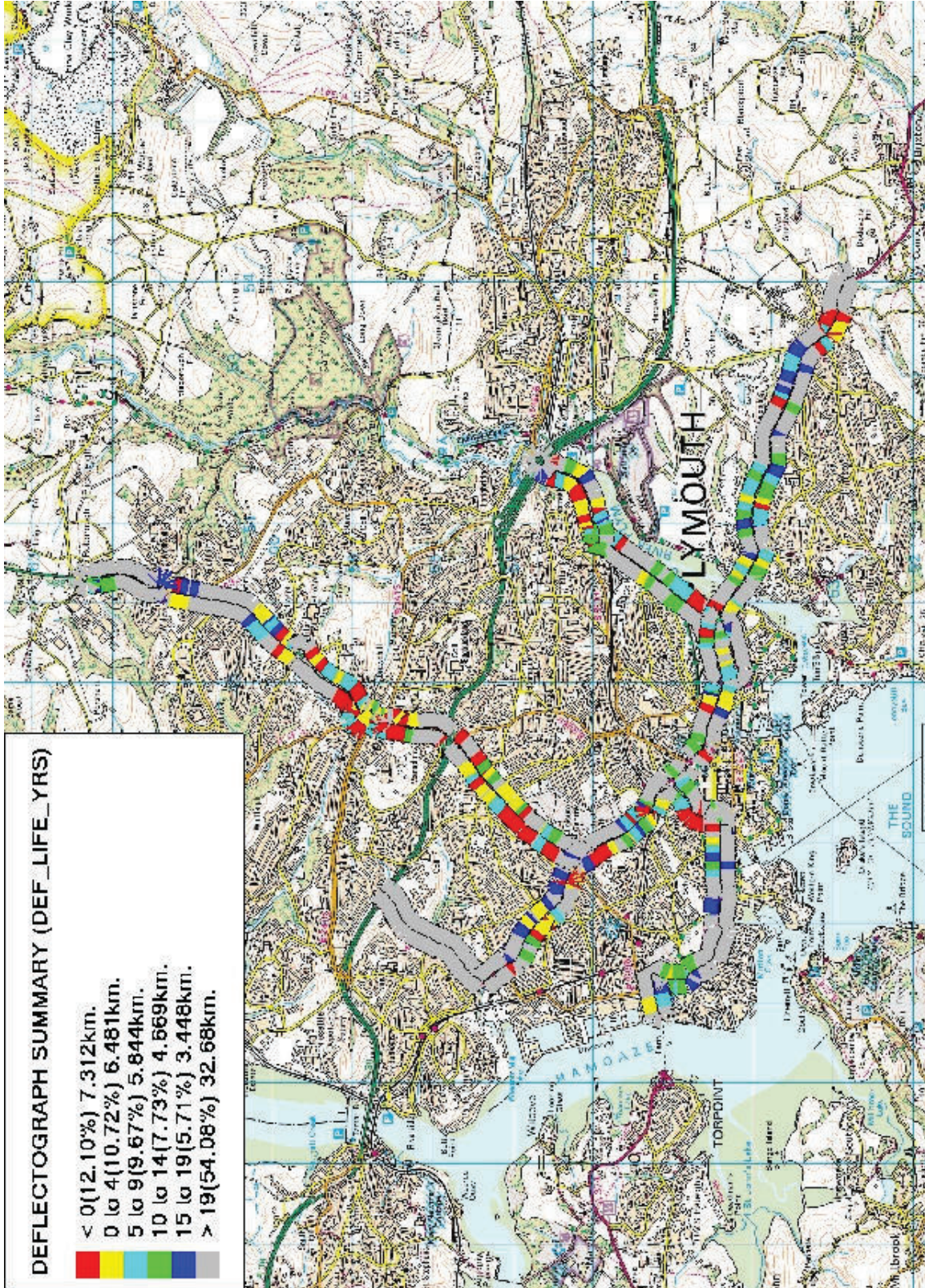
Authority	Pop.	Total Road Length	Footway Intervention Level	Carriageway Intervention Level	Flwy Budget £000	Ciwy Budget £000	Service Levels
Plymouth City Council	256,700	858km	20mm	40mm	£325	£470	Cat 1 Make safe or repair within 24 hours permanent repair within 28 days Cat 2 All defects not deemed Category 1
Blackpool Borough Council	142,900	442km	25mm	40mm	£888 (all cat s)	£130 (Cat1)	Cat 1 Make safe 24 hrs Cat 2 1 week Cat 3 5 weeks
Bournemouth Borough Council	164,900	500km (approx.)	20mm*	40mm	No info	No info	Cat 1 Make safe and/or repair within 24 hours Cat 2 All other defects
Darlington Borough Council	100,500	534km	20mm***	40mm	No info	No info	24 hrs 5 working days 20 working days
Derby City Council	233,700	722km	25mm*** (15m in City)	40mm	No info	No info	Cat 1 Made safe within 1 hour (after which becomes Cat 2) Cat 2 2 weeks/210 weeks/10 weeks
Luton Borough	240,000	450km (approx.)	20mm	50mm	No info	No info	Safety defects Make safe and/or repair within 24 hours Priority 1 2 hrs Priority 2 24 hrs Priority 3 - 7 days Priority 4 28 days
Reading Borough Council	202,000	No info	20mm	50mm	£717 (single pot)		Cat 1(X) - Correct/repair or make safe within three hours. A permanent repair should be carried out within 28 calendar days
							Cat 1 - Correct/repair or make safe within 24 hours. If it is not possible to correct/repair within 24 hours, a permanent repair should be carried out within 28 calendar days
							Cat 2 (H) - Correct/repair or make safe within 7 calendar days. A permanent repair should be carried out within 28 calendar days
							Cat 2 (H) - Correct/repair or make safe within 7 calendar days. A permanent repair should be carried out within 28 calendar days
							Cat 2 (M) A permanent repair should be carried out within 28 calendar days
							Cat 2 (L) Normally reviewed during next inspection
Southampton City Council	234,600	575km	40mm	75mm	1600****		Cat 1 Make safe or repair within 24 hours permanent repair within 28 days Cat 2 - All defects not deemed Category 1
			20mm40mm	40mm75mm			To be undertaken within a planned programme of works agreed with the Service Manager that minimises the risk to users of the Area Network and its serviceability but not longer than 6 months.
Southend	160,000	441km	20mm	40mm	669,200		Cat 1 made safe within 24 hrs and if further works are required then that is within 28 days. Cat 2 within 28 days if at all. Depends on the risk assessment.
Stockton On Tees Borough Council	189,000	No info	20mm**	40mm**	£600 (single pot)		CoGP 2005
Swindon Borough Council	192,900	815km	No info	No info	No info	No info	Potholes Make safe and/or repair within 24 hours
Torbay Borough Council	134,000	523km	20mm	40mm	£330	£570	Emergency. On any street where action can not be delayed – 1 hour response Urgent – by the end of the following working day. On 1 or 3 monthly inspections, where the defect exceeds the intervention level. On 6 monthly inspections, where the defect is approximately double the intervention level. Cat 1 on six monthly inspections – where the intervention level is breached, repairs completed within 28 days. Not applicable to 1 or 3 monthly inspections as these will have been either urgent or emergency..
							Cat 2 on 1 or 3 month inspections, where the intervention level is not breached but in the estimation of the inspector, will be before the next cyclic inspection. Repair time 28 days.

*Potholes and loose and rocking slabs ***Rule of thumb' although each defect is risk assessed. ****Includes carriageway crossing points ***** Includes all maintenance and inspections activities

Appendix 7 - Local Transport Plan Capital Programme 2010/2011

Programme Item	LTP Block	LTP Capital 2010/2011 (£)	invoiced	Comments
Capitalised Maintenance				
Skew Bridge, Plymouth Road, Plympton	CM	70,000	0	Now looking at 70k quotes received on NFF for fencing. Tiral holes ongoing.
East End Limestone wall repair		30,000		agreed last meeting, but estimate needed
Highway Drainage improvement and Surface Water Action Management Plan	CM	114,000	0	Limited work undertaken in recent years on drainage and flooding issues now becoming an urgent pressure with new government bill. Network Management Team to prioritise drainage and surface water issues on the network and conduct works as appropriate
drain clearance by jetting	AF	30,000		54 sites identified for jetting, some may need a vactor unit to clear the debris. Normal maintenance has not worked needing additional apparatus and possible follow on repairs.
Mohay Culvert major silt removal	AF	40,000		Part of our ongoing culvert asset improvement.
Gydria way pumping station telemetry and clearance of wet well.	AF	10,000		
drainage repairs	AF	34,000		
Identified structural maintenance schemes	CM	250,000	0	Network Management Team to prioritise structural maintenance schemes to include Bretonside Viaduct
Bretonside		128,000		total cost 153k to be confirmed.
Weston Mill Hill expansion joints		50,000		
Laira Bridge, Gdynia Way retaining walls		44,500		Being priced up. Possible CIF.
Church Row Road		20,000		
Longbrook Culvert		7,500		construction next year.
Street lighting	CM	250,000	0	Network Management to prioritise street lighting schemes
Depreciated asset columns		170,000	77362	
Cohen and Male columns		80,000	28062	behind programme
Highway maintenance and essential engineering	CM	1,378,000	0	The works will consist of resurfacing and reconstruction work. Where appropriate, network enhancements such as dropped kerbs and bus boarders will be included to deliver joined up programmes of works.
Tranche 1	RL	270,066	270066	surfacing carriageway
Tranche 2	RL	199,801	199801	Carriageway and footpath repairs
Tranche 2	CD	36056		Embankment Road barrier repair
Tranche 3	RL	273451		Carriageway and footpath repair ongoing
Tranche 3	NT	46,000		Crownhill Road / Carroll Rd, St Leven Road/ Kiam Road
Tranche 3	PB	63,691		Shoptors Road , Network Rail reinstatement
Tranche 4	RL	6711		Carriageway and footpath repair ongoing
Tranche 5	RL	150,000		Carriageway and footpath repair ongoing
Derriford Hospital surfacing contribution	???	15000		50% funding agreed
Wolsely Road structural maintenance		40,000		Should this be in structures list?
Wolsely Road structural maintenance		26,250		Completion of scheme commenced in 09/10

Appendix 8 - Deflectograph



The Deflectograph produces a parameter known as 'Residual Life' which is intended to give an indication of the remaining life of the pavement before strengthening is required. Pavements deteriorate through exposure to a number of factors including traffic loading and environmental effects. As such, the 'Residual Life' of a pavement decreases over time until a 'Zero Life' condition is reached. Beyond this point, negative residual life values are reported and the pavement is considered to be in a 'Critical Life' condition. 'Zero Life' and 'Critical Life' pavements may remain in a serviceable state for some time although the degree of strengthening works required to remediate them becomes more onerous.

APPENDIX 9

GROWTH AND PROSPERITY OVERVIEW AND SCRUTINY PANEL (REVIEWS)

RISK MANAGEMENT & INSURANCE APPENDICES

A – Total Number & Reserves of Claims by Policy Year
(Incident Dates 1/4/98 – 15/11/10)

B - Claims by Payments & Outstanding Reserves by Policy Year
(Incident Dates 1/4/98 – 15/11/10)

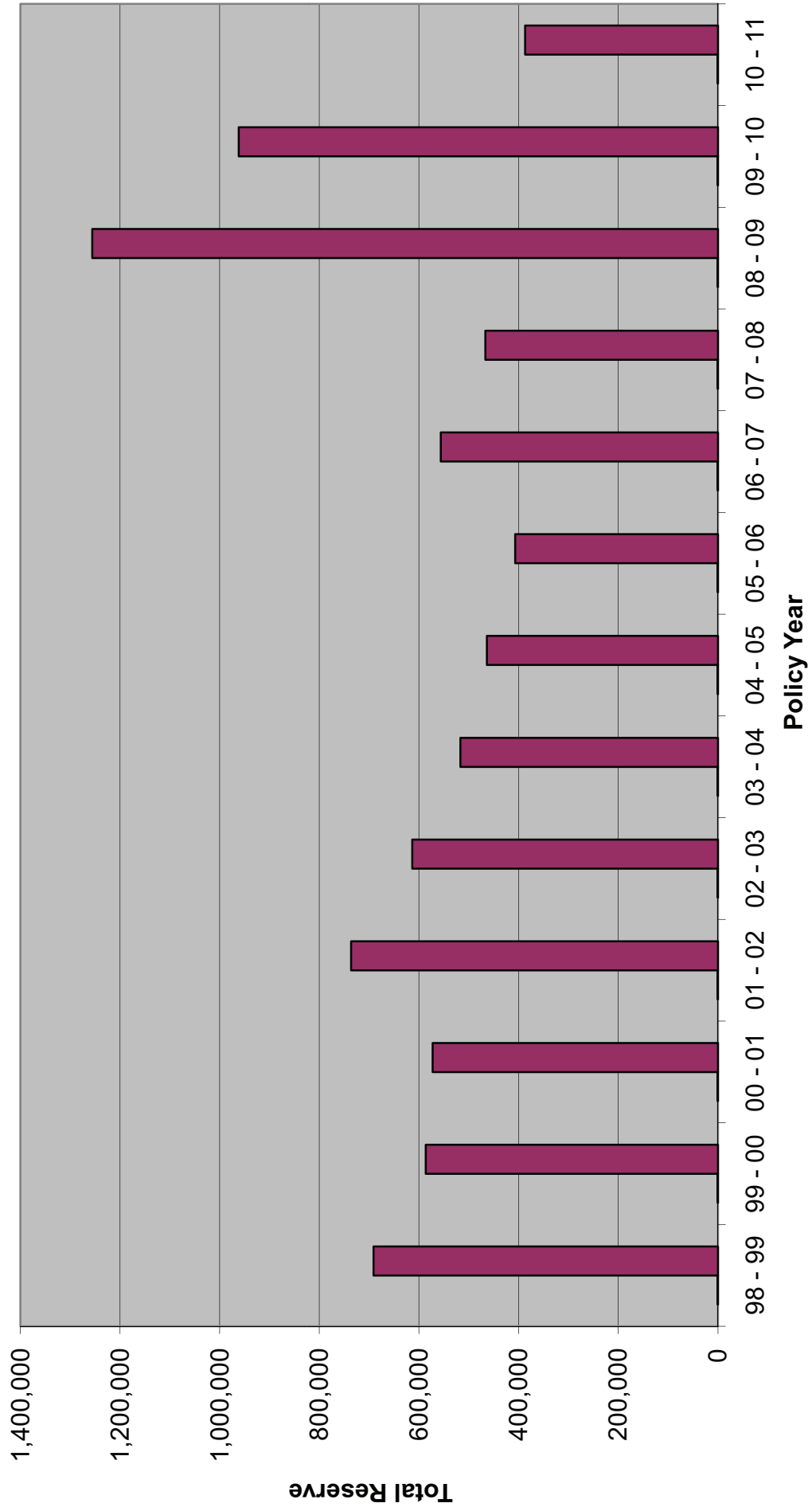
C – Total Number of & Reserves for Carriageway & Footway Surface Defect
Claims by Policy Year
(Incident Dates 1/4/98 – 15/11/10)

D – Total Number of Claims by Ward (Incident Dates 1/6/03 – 15/11/10)

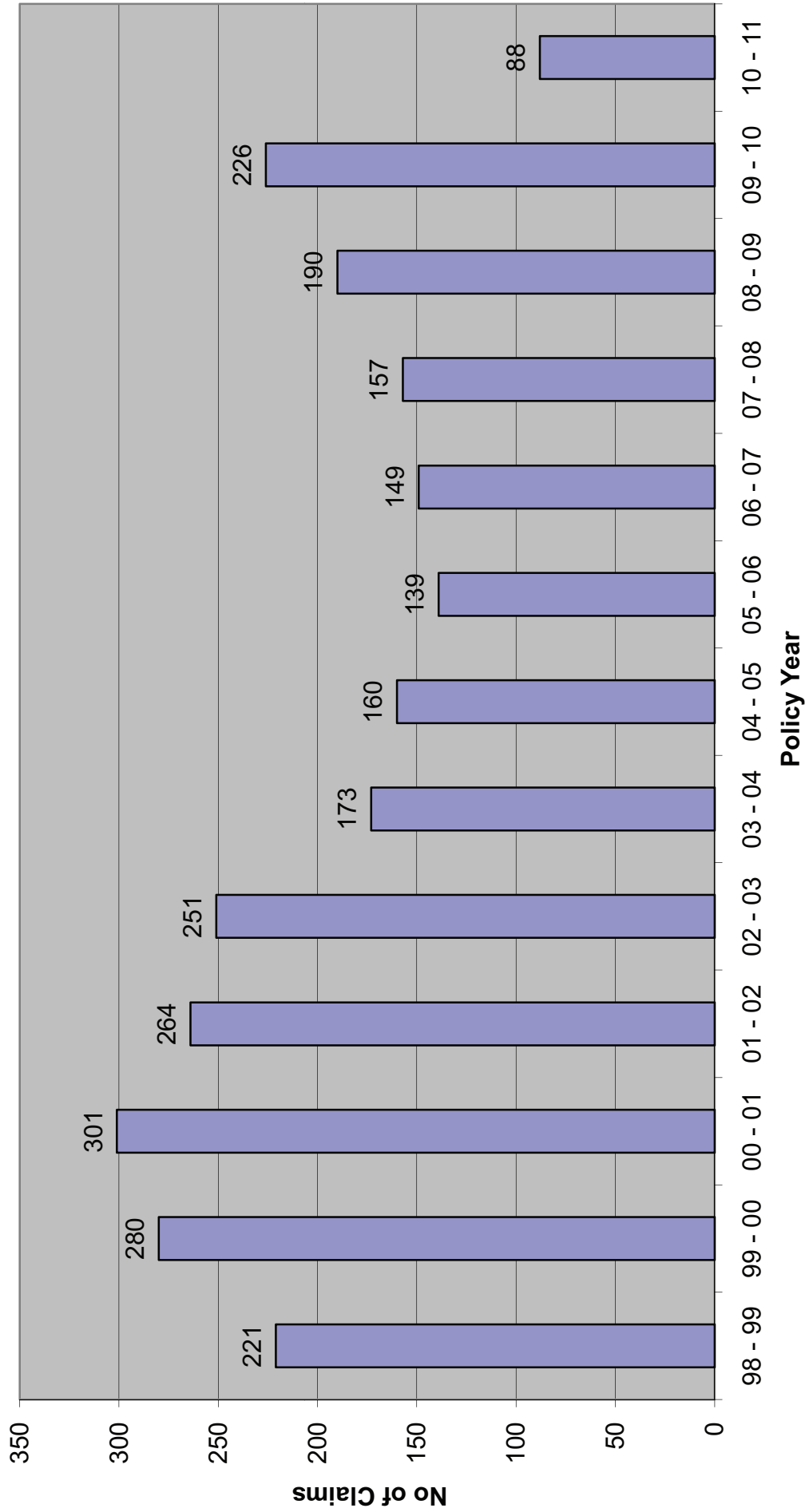
E – Cost of Claims by Ward (Incident Dates 1/6/03 – 15/11/10)

F – CIPFA Benchmarking Information

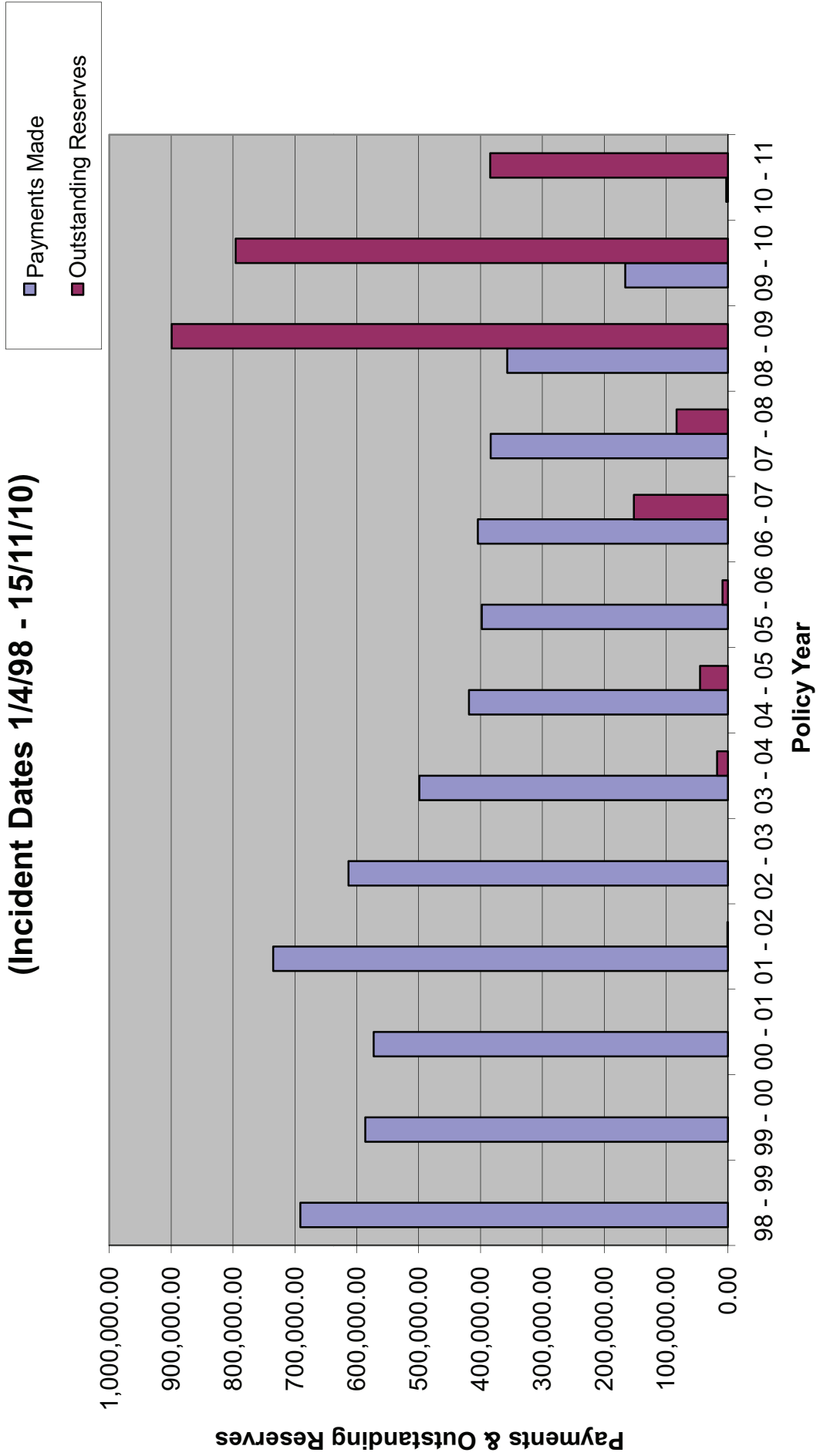
Appendix A - Claims by Reserve by Policy Year (Incident date 1/4/98 - 15/11/2010)



Appendix A - Total No of claims by Policy Year (Incident dates 1/4/1998 - 15/11/2010)

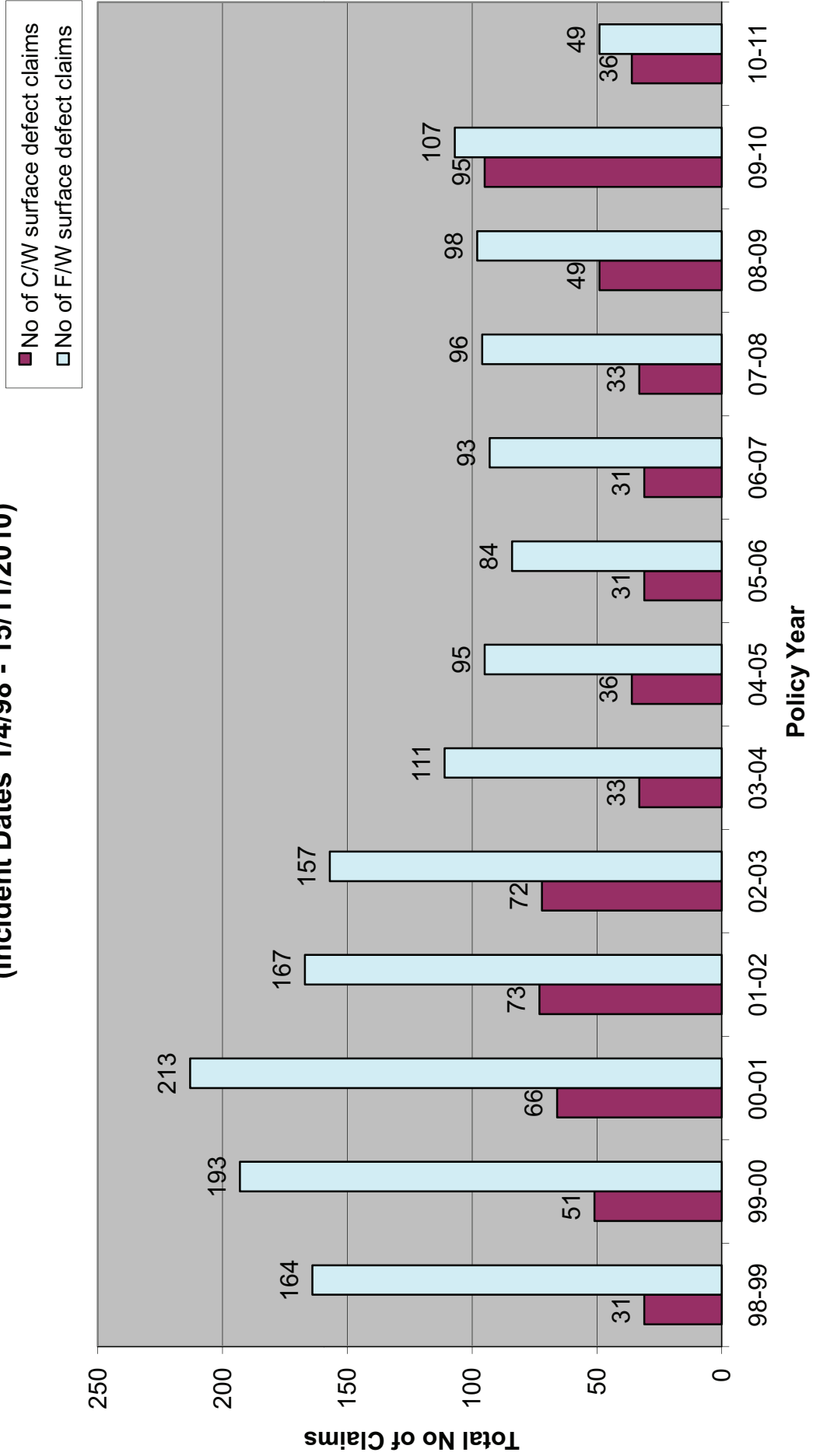


Appendix B - Claims by Payments & Outstanding Reserves by Policy Year
(Incident Dates 1/4/98 - 15/11/10)

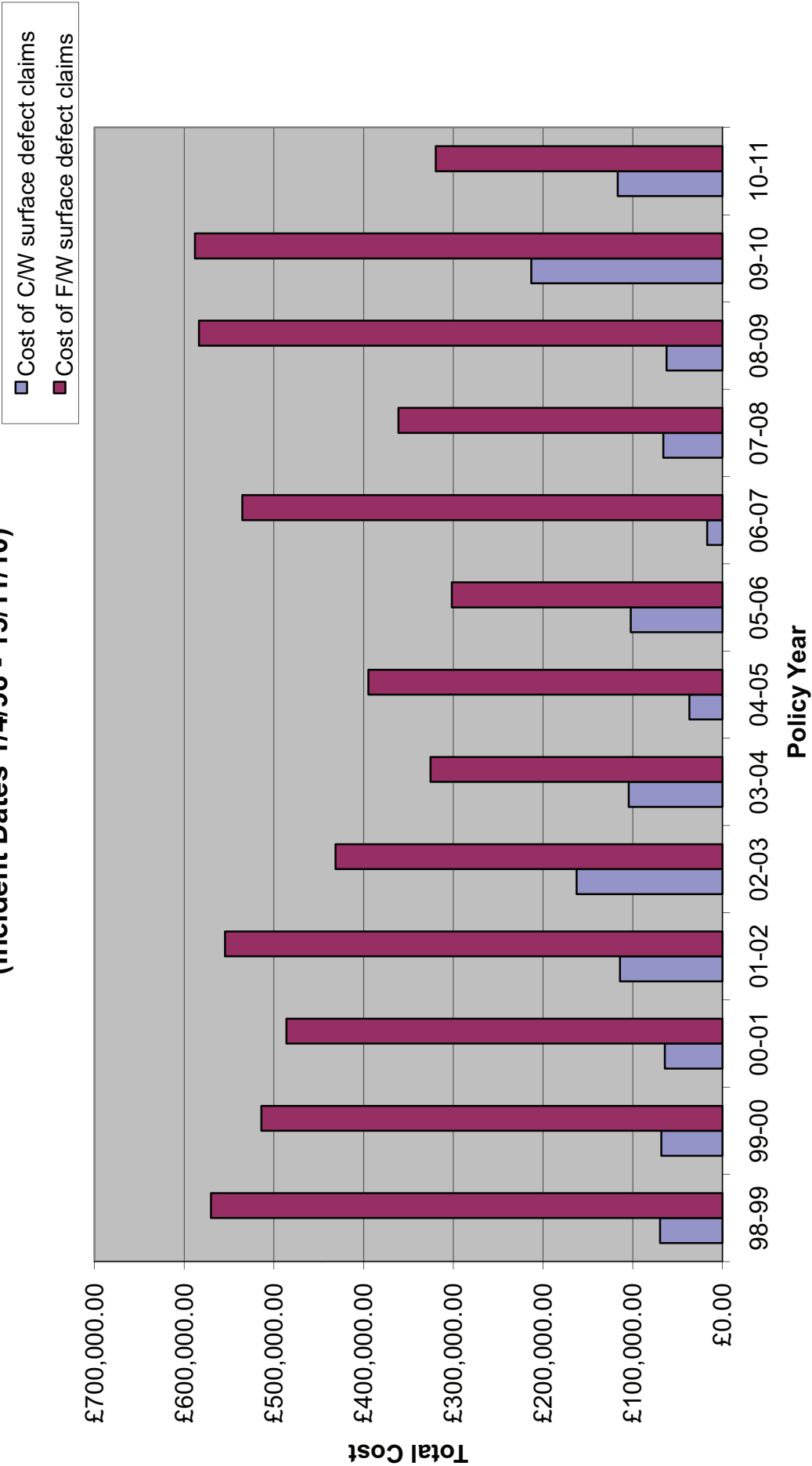


Policy	No. Claims			Premium Due	Payments	O/S Estimate	Total Claim	Insurer Funded	LA Funded	Dept/Indiv Funded
	Closed	Open	Total							
98 - 99	221	0	221	264,160.00	691,171.53	0.00	691,171.53	98,183.02	592,988.51	0.00
99 - 00	280	0	280	255,612.24	586,234.82	0.00	586,234.82	0.00	586,234.82	0.00
00 - 01	301	0	301	287,700.00	572,676.59	0.00	572,676.59	0.00	572,676.59	0.00
01 - 02	263	1	264	119,108.19	735,131.01	820.40	735,951.41	0.00	735,951.41	0.00
02 - 03	251	0	251	143,564.67	613,393.85	0.00	613,393.85	0.00	613,393.85	0.00
03 - 04	172	1	173	218,100.01	498,871.63	17,827.80	516,699.43	0.00	516,699.43	0.00
04 - 05	158	2	160	260,122.95	418,540.37	45,214.25	463,754.62	0.00	463,754.62	0.00
05 - 06	138	1	139	262,341.70	398,045.97	8,894.40	406,940.37	0.00	406,940.37	0.00
06 - 07	144	5	149	268,738.46	404,181.34	152,088.00	556,269.34	115,000.00	441,269.34	0.00
07 - 08	146	11	157	249,300.00	383,445.82	82,969.79	466,415.61	0.00	466,415.61	0.00
08 - 09	160	30	190	266,803.50	356,906.78	898,923.64	1,255,830.42	400,000.00	855,830.42	0.00
09 - 10	143	83	226	262,940.00	166,128.36	795,533.82	961,662.18	0.00	961,662.18	0.00
10 - 11	14	74	88	229,140.00	2,803.31	384,337.36	387,140.67	0.00	387,140.67	0.00
Grand Total:	2,391	208	2,599	3,087,631.72	5,827,531.38	2,386,609.46	8,214,140.84	613,183.02	7,600,957.82	0.00

Appendix C - Carriageway & Footway Surface Defect Claims by Policy Year **(Incident Dates 1/4/98 - 15/11/2010)**

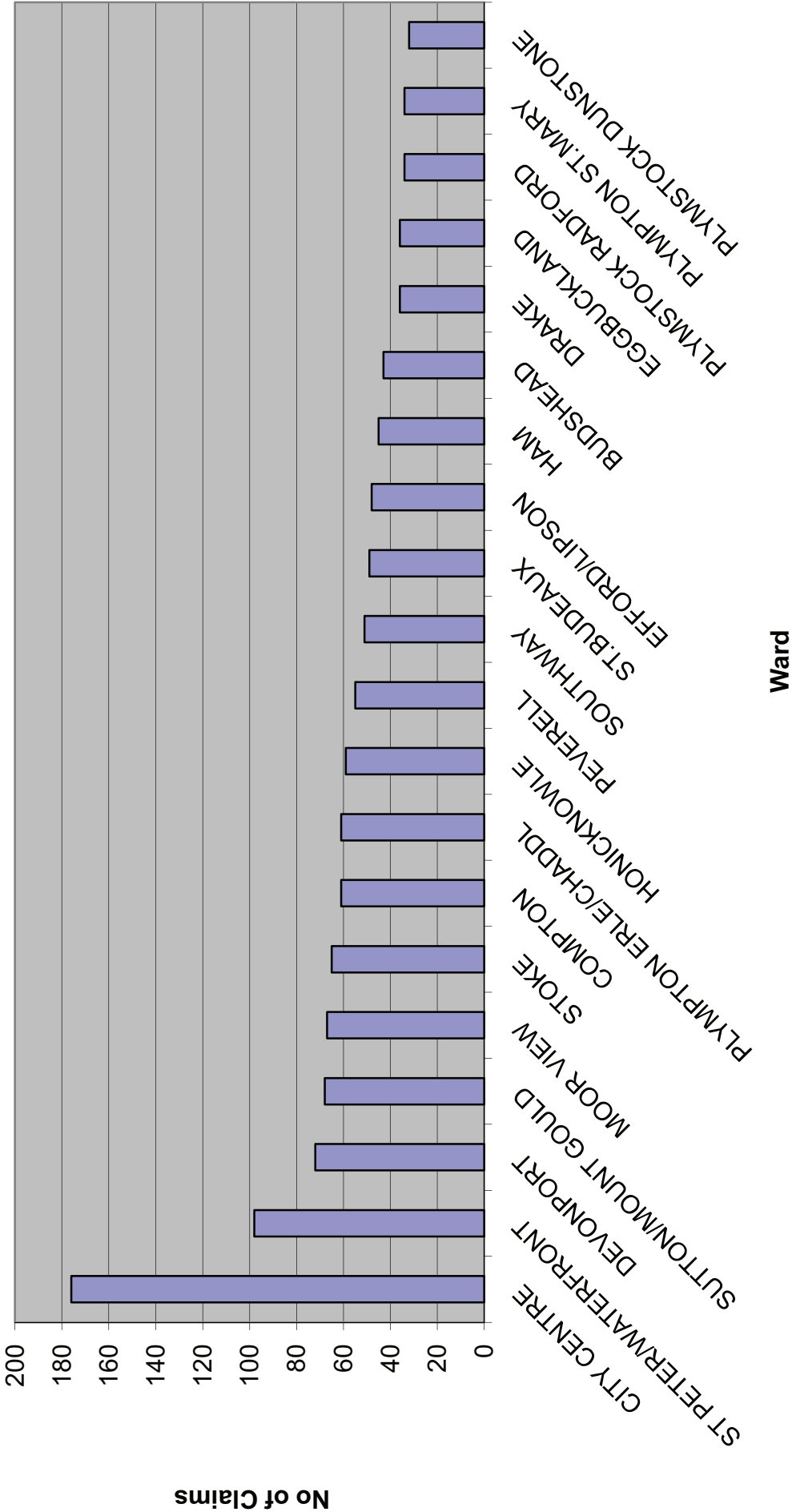


Appendix C - Carriageway & Footway Surface Defect Claims by Policy Year by Cost
(Incident Dates 1/4/98 - 15/11/10)



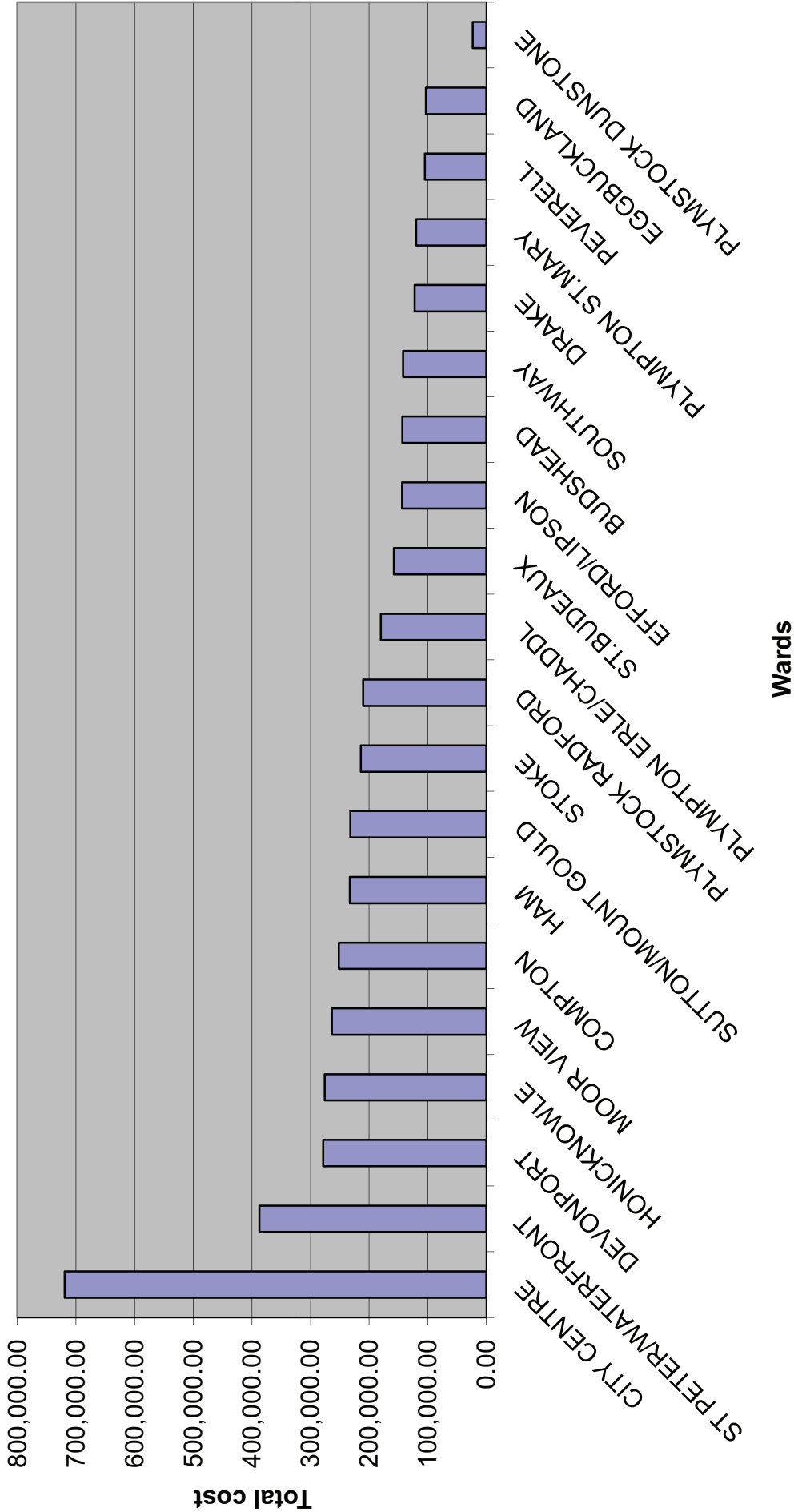
Policy Year	No of C/W surface defect claims	Total Cost	No of F/W surface defect claims	Total Cost
98-99	31	£69,660.93	164	£570,137.45
99-00	51	£68,272.03	193	£514,104.07
00-01	66	£64,269.94	213	£486,032.11
01-02	73	£114,313.10	167	£554,443.14
02-03	72	£162,640.30	157	£431,401.44
03-04	33	£104,426.55	111	£325,318.83
04-05	36	£37,028.02	95	£394,760.77
05-06	31	£102,378.85	84	£301,622.12
06-07	31	£17,101.45	93	£535,344.03
07-08	33	£65,861.20	96	£361,329.55
08-09	49	£62,229.03	98	£583,449.89
09-10	95	£213,291.77	107	£587,892.90
10-11	36	£116,739.18	49	£319,582.00

Appendix D- No of claims by Ward (Incident Dates 1/6/03 - 15/11/10)



Ward	No. Claims	Payments	O/S Estimate	Total Claim
	Total			
CITY CENTRE	176	351,885.29	367,128.90	719,014.19
ST PETER/WATERFRONT	98	238,695.33	148,264.00	386,959.33
DEVONPORT	72	214,590.32	63,844.36	278,434.68
SUTTON/MOUNT GOULD	68	158,134.15	74,073.50	232,207.65
MOOR VIEW	67	161,048.70	102,300.53	263,349.23
STOKE	65	118,433.16	95,797.35	214,230.51
COMPTON	61	181,811.88	70,087.70	251,899.58
PLYMPTON ERLE/CHADDL	61	100,752.00	79,395.00	180,147.00
HONICKNOWLE	59	159,088.57	116,686.00	275,774.57
PEVERELL	55	55,413.38	49,479.00	104,892.38
SOUTHWAY	51	75,364.16	66,723.28	142,087.44
ST.BUDEAUX	49	83,462.48	74,370.00	157,832.48
EFFORD/LIPSON	48	29,935.04	114,000.89	143,935.93
HAM	45	135,366.97	97,471.80	232,838.77
BUDSHEAD	43	45,225.09	98,250.00	143,475.09
DRAKE	36	107,725.19	14,829.00	122,554.19
EGGBUCKLAND	36	47,652.79	55,523.46	103,176.25
PLYMSTOCK RADFORD	34	100,219.64	109,894.40	210,114.04
PLYMPTON ST.MARY	34	73,592.60	46,000.00	119,592.60
PLYMSTOCK DUNSTONE	32	5,617.03	17,500.00	23,117.03
Totals:	1,222	2,459,872.73	2,374,421.75	4,834,294.48

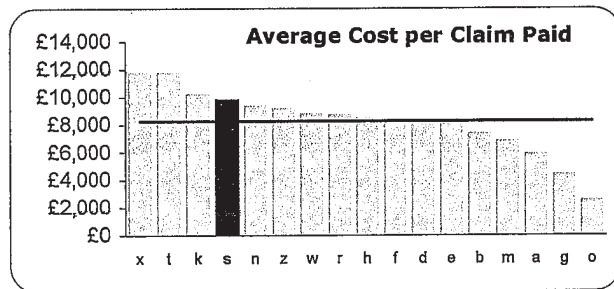
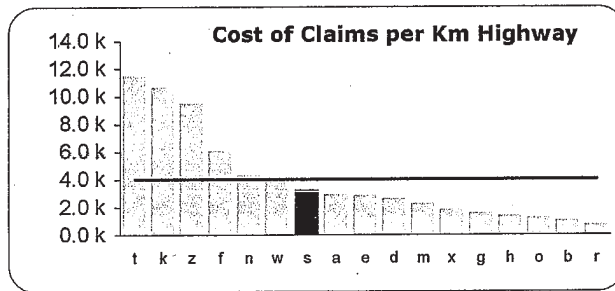
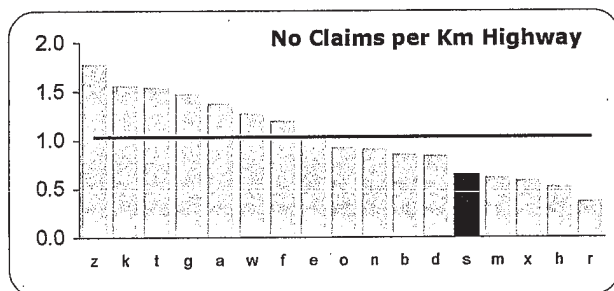
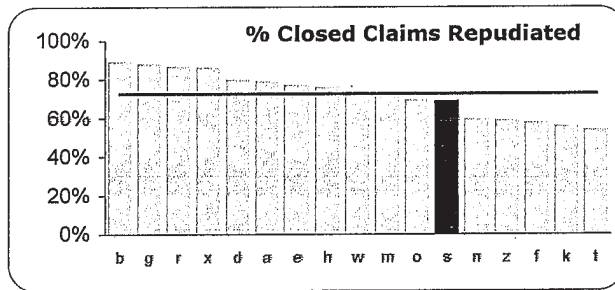
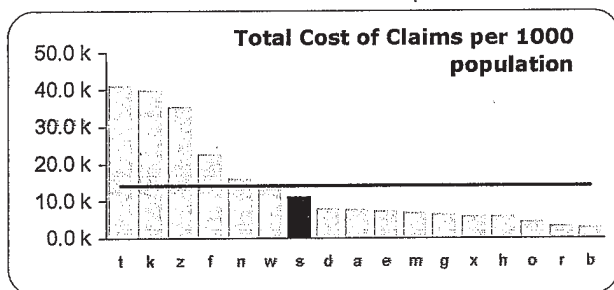
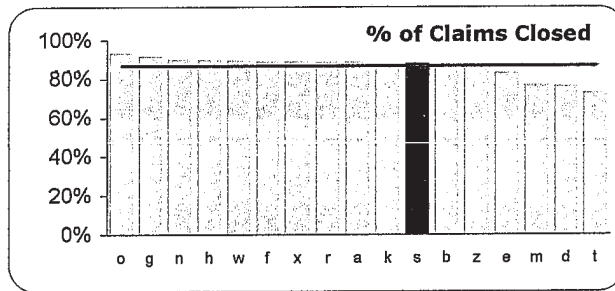
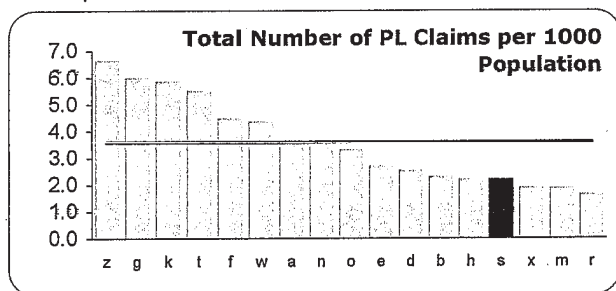
Appendix E - Claims by Ward by Costs (Incident Dates 1/6/03 - 15/11/10)



Ward	No. Claims		Payments	O/S Estimate	Total Claim
	Total				
CITY CENTRE	176	351,885.29	367,128.90	719,014.19	
ST PETER/WATERFRONT	98	238,695.33	148,264.00	386,959.33	
DEVONPORT	72	214,590.32	63,844.36	278,434.68	
HONICKNOWLE	59	159,088.57	116,686.00	275,774.57	
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STOKE	65	118,433.16	95,797.35	214,230.51	
PLYMSTOCK RADFORD	34	100,219.64	109,894.40	210,114.04	
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BUDSHEAD	43	45,225.09	98,250.00	143,475.09	
SOUTHWAY	51	75,364.16	66,723.28	142,087.44	
DRAKE	36	107,725.19	14,829.00	122,554.19	
PLYMPTON ST.MARY	34	73,592.60	46,000.00	119,592.60	
PEVERELL	55	55,413.38	49,479.00	104,892.38	
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PLYMSTOCK DUNSTONE	32	5,617.03	17,500.00	23,117.03	
Totals:	1,222	2,459,872.73	2,374,421.75	4,834,294.48	

Public Liability Claims - Highways - PI

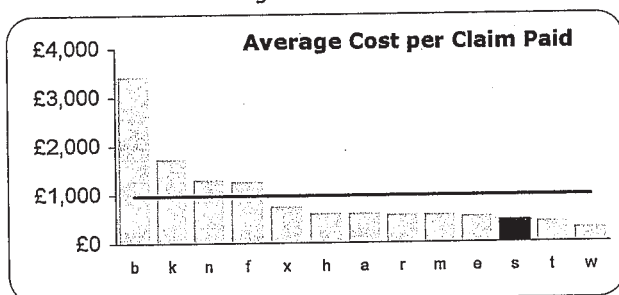
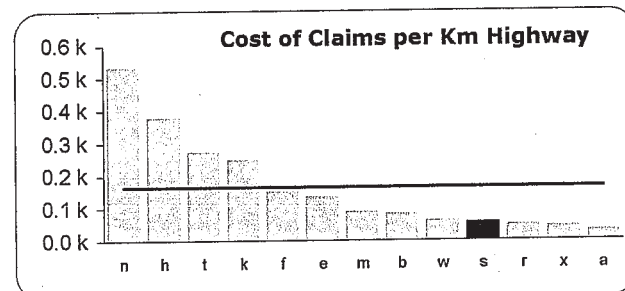
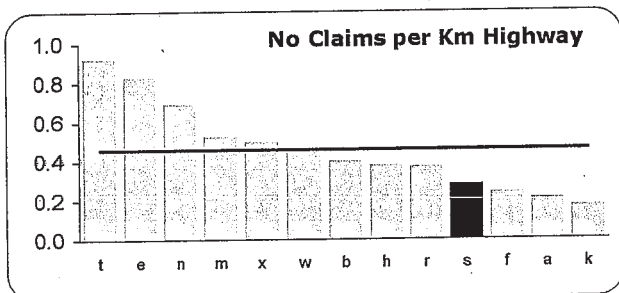
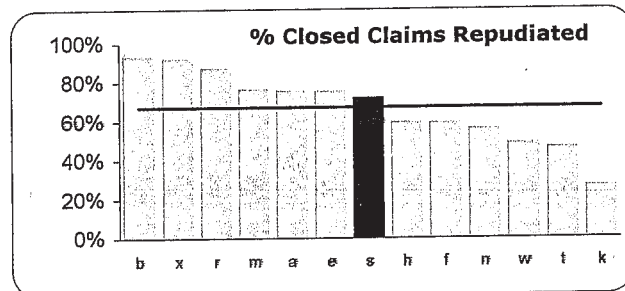
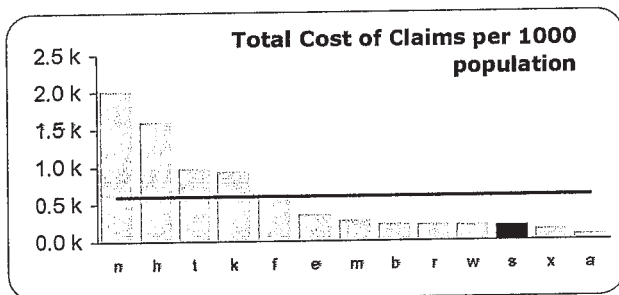
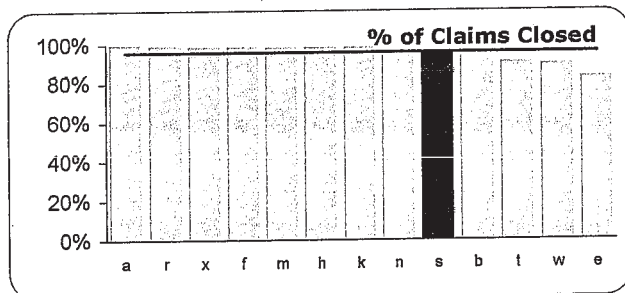
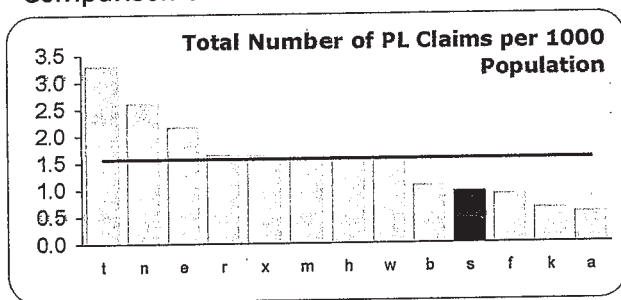
Comparison of 17 Authorities



	2004/05	2005/06	2006/07	2007/08	2008/09	Total
Total No. Claims	116	97	100	114	125	552
No. Closed Claims - paid	31	34	32	38	17	152
No. Closed Claims - repudiated	83	63	62	63	64	335
No. Closed Claims - Total	114	97	94	101	81	487
Estimated Cost of Open Claims	61.5 k	27.0 k	293.5 k	157.0 k	778.4 k	1,317.4 k
Total Cost of Closed Claims	398.7 k	377.5 k	248.2 k	309.6 k	163.1 k	1,497.2 k
Highways (km)	859 km					Population (k) 252.8 k

Public Liability Claims - Highways - Property

Comparison of 13 Authorities



	2004/05	2005/06	2006/07	2007/08	2008/09	Total
Total No. Claims	44	42	48	43	63	240
No. Closed Claims - paid	7	7	21	13	16	64
No. Closed Claims - repudiated	37	35	26	30	38	166
No. Closed Claims - Total	44	42	47	43	54	230
Estimated Cost of Open Claims	0.0 k	0.0 k	0.5 k	0.0 k	19.3 k	19.8 k
Total Cost of Closed Claims	3.5 k	2.5 k	7.1 k	10.3 k	5.3 k	28.6 k

Highways (Km) 859 Km

Population (k) 252.8 k

CIPFA Insurance Benchmarking Club 2010

Key Page - Plymouth

	Population	Authority Employees
h Barsley	272 k	11,718
m Dudley	305 k	10,512
d Hull	261 k	13,600
a Leicester	302 k	16,452
x Medway	252 k	6,609
k Oldham	217 k	8,178
s Plymouth	253 k	13,093
f Rochdale	204 k	8,829
r Rotherham	254 k	9,281
z Salford	216 k	9,069
e Sandwell	288 k	10,586
t Stockport	280 k	8,377
w Tameside	215 k	7,257
n Trafford	214 k	5,675
u Walsall	256 k	11,490
g Warrington	196 k	6,020
o Wigan	305 k	12,100
b Wolverhampton	260 k	9,000

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Title: Northern Ireland DBFO RMMS User Requirements Specification

Ref.: 20091104_PCC_Infor_UserRequirementsSpecification_002.doc

Issue: 1.0 Date: 01/03/10

Shopping Area (Monthly)

Main Road (3 Monthly)

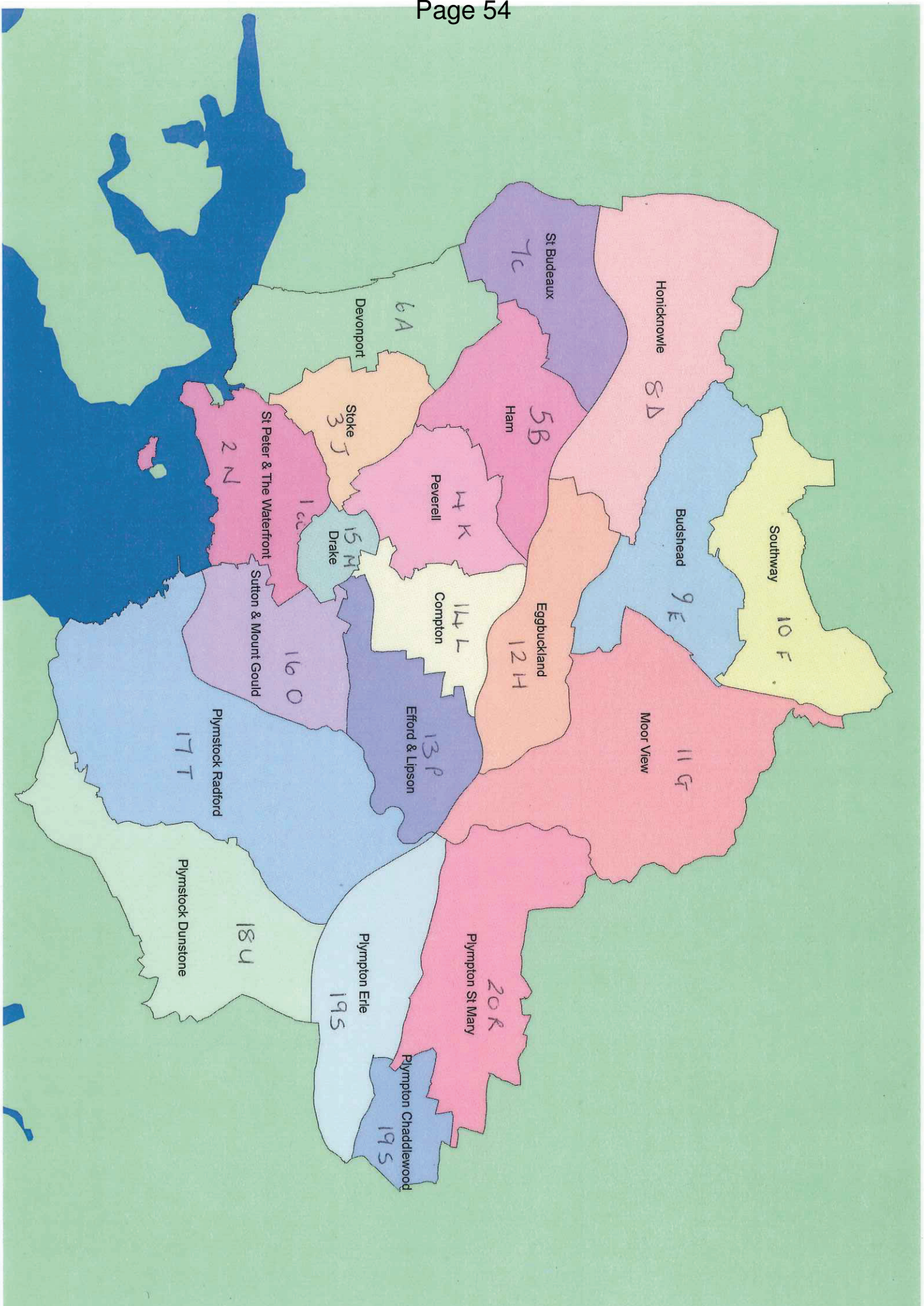
Rural Type Road (12 Monthly)

Other Road

Ward Boundary

District	Ward	
1	City Centre (including district shopping areas)	Monthly
2	St Peter & the Waterfront	6 Monthly
3	Stoke	6 Monthly
4	Peeverell	6 Monthly
5	Ham	6 Monthly
6	Devonport	6 Monthly
7	St Budeaux	6 Monthly
8	Honicknolwe	6 Monthly
9	Budshead	9 Monthly
10	Southway	6 Monthly
11	Moorview	6 Monthly
12	Eggbuckland	9 Monthly
13	Efford & Lipson	9 Monthly
14	Compton	6 Monthly
15	Drake	9 Monthly
16	Sutton & Mount Gould	6 Monthly
17	Plymstock Radford	6 Monthly
18	Plymstock Dunstone	9 Monthly
19	Plympton Erle & Chaddlewood	6 Monthly
20	Plympton St Mary	9 Monthly

N.B. Rear Lanes and Roads with No Footways inspected 12 monthly



CITY OF PLYMOUTH

Subject:	Local Development Framework: Sustainable Neighbourhoods Including Key Site Allocations Development Plan Document
Committee:	Cabinet
Date:	18 January 2011
Cabinet Member:	Councillor Fry
CMT Member:	Director for Development & Regeneration
Author:	David Taylor, Spatial Planning Coordinator
Contact:	Tel: 01752 304330 e-mail: david.taylor@plymouth.gov.uk
Ref:	DBT/LDF/5/13
Key Decision:	No
Part:	I

Executive Summary:

The report relates to the preparation of the Sustainable Neighbourhoods (including Key Site Allocations) Development Plan Document (SNDPD), as part of the Local Development Framework (LDF) programme.

The DPD is being prepared under the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. This includes a new process for submitting a document, which includes:

- Continuous community engagement on the spatial strategy and the consideration of alternatives.
- Publication of an Issues and Preferred Options document for consultation, leading to-
- Publication of a draft (pre-submission) version of the DPD for the purposes of consultation
- Submission of the draft document to the Secretary of State, who will appoint an independent Planning Inspector to test the soundness of the plan.

Work on understanding the issues and opportunities within Plymouth's neighbourhoods began in 2005 with the production of the Sustainable Neighbourhood Assessments. These documents looked at a wide range of social, economic, environmental issues to see how neighbourhoods performed against a number of standard indicators. These documents formed the basis of subsequent public consultations.

More detailed work on the DPD started in each neighbourhood in 2007 with an extended Issues and Options consultation based on the broad framework for change provided by the adopted Core Strategy. This initial consultation stage was completed with a city wide 'Big Picture' consultation event in July 2008. However, the work programme was delayed by the need to respond, through further evidence base studies, to the Secretary of State's then proposed revisions to the Regional Spatial Strategy, which proposed considerable increases to the housing allocations for both Plymouth and Plymouth's Urban Fringe (in South Hams).

Pamphlets have now been produced for all of Plymouth's neighbourhoods, excluding those that fall within areas covered, or proposed to be covered, by Area Action Plans. These documents articulate

the key issues raised through the previous consultations and invite community involvement in setting the neighbourhood planning agenda in accordance with the Government's localism agenda. This consultation will take place during February / March 2011 and will enable the preparation of the Sustainable Neighbourhoods DPD for formal submission to Government during 2011/12.

Corporate Plan 2010-2013 as amended by the four new priorities for the City and Council:

This DPD supports the delivery of Corporate Improvement Priority (CIP) 12, which relates to the delivery of sustainable growth, and the new 'Growth' priority of the Local Strategic Partnership and City Council. It forms part of the Local Development Framework, which is a key driver of the growth agenda, and will help to ensure that the city's shopping centres continue to meet the needs of the local community.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The publication and consultation costs will be met from the existing Spatial Planning budget. Financial and manpower savings will be achieved by co coordinating the consultation of this document with three other LDF documents. These are the Derriford & Seaton Area Action Plan and Shopping Centres Supplementary Planning Document, both of which are being reported to this Cabinet, and the Urban Fringe DPD which is being jointly prepared with South Hams District Council, and Devon County Council and is subject to a separate approval route through a Joint Member Panel.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The LDF will directly support the promotion of community safety through the provision of policies to influence the design and nature of physical development. Equality impact assessments are undertaken for each Development Plan Document, usually at submission stage.

Recommendations & Reasons for recommended action:

It is recommended that the Cabinet:

- I. Approve the Sustainable Neighbourhoods Development Plan Document consultation pamphlets for the purposes of public consultation and as a material consideration in the determination of planning applications.

Reason: To enable the Council to progress the DPD in line with targets in the Local Development Scheme.

2. Delegate authority to the Assistant Director of Development & Regeneration (Planning Services), in consultation with the Portfolio Holder for Planning, Strategic Housing and Economic Development, to agree the final publication format of the consultation pamphlets.

Reason: To enable the Council to progress the DPD in line with targets in the Local Development Scheme

Alternative options considered and reasons for recommended action:

The alternatives relate to the content and options that are put forward in the neighbourhood pamphlets themselves, which will in turn help to determine the final recommendations on the content of the Development Plan Document.

Background papers:

The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, HMSO, June 2008.

Planning Policy Statement 12: Local Spatial Planning, HMSO, June 2008

National Planning Policy Statements -

- PPS4 Planning for Sustainable Economic Growth, 2009
- PPS6 Planning for Town Centres, 2005

Plymouth First Deposit Local Plan, Plymouth City Council, 2001

Sustainable Neighbourhoods Studies 2005

Adopted Plymouth Core Strategy, Plymouth City Council, April 2007 (including associated evidence base)

Summary of responses to Your Place, Your Future, and Big Picture Events 2007/2008

LDF Local Development Scheme, Plymouth City Council, December 2008

Plymouth Neighbourhood Profiles (2020 Partnership) 2008

Strategic Housing Land Availability Assessment September 2009

Student Housing in Communities Report (Arup) 2010

Mowhay Road Site appraisals (Arup) 2010

Local and District Shopping Centres Study November 2010, Cushman and Wakefield

Sign off:

Fin	10110 034	Leg	10317/ RVV	HR	n/a	Corp Prop	n/a	IT	n/a	Strat Proc	n/a
Originating SMT Member Paul Barnard, Assistant Director for Development & Regeneration											

1.0 BACKGROUND

1.1 The Local Development Framework (LDF) process was launched in February 2005. Since then considerable progress has been made in both agreeing a long term vision for the city, as well as providing the delivery mechanisms to enable these aspirations to be turned into reality, through:

- The publication of a comprehensive set of key evidence base studies. These establish the facts about the city's current position, the realities of what can be delivered and how this can be achieved so as to make Plymouth a better and more prosperous place to live in.
- A continuous process of engagement, together with formal consultation periods, enabling the input of all interest groups, key stakeholders and the general public into the plan making process.
- The adoption of an overall framework to guide the city's long term development, together with the plans to facilitate its delivery. The Council has now successfully adopted more LDF documents than any other local authority in the country, with ten Development Plan Documents (DPDs) and three Supplementary Planning Documents (SPDs), as follows: Statement of Community Involvement, Core Strategy, the Waste DPD and Area Action Plans (AAPs) for North Plymstock (including a Minerals DPD), Millbay and Stonehouse, Devonport, Sutton Harbour, Central Park and the City Centre & University, Planning Obligations & Affordable Housing SPD, Design SPD and the Development Guidelines SPD.)
- This level of progress has brought a high degree of certainty to the development process and helped with the delivery of major developments, which in combination has allowed the Council to make considerable progress towards achieving its long term aspirations for the city.
- In order to complete this process, and provide comprehensive plan coverage for the city, five more LDF documents need to be progressed to adoption, as set out in Council's adopted Local Development Scheme.

1.2 These remaining LDF documents will be progressed under the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. This supports a process of continuous community engagement with key consultation stages at the Issues and Preferred Options stage, the Pre-submission stage, followed by submission of the draft plan to the Secretary of State who will appoint an independent inspector to examine its 'soundness' before it can be adopted.

1.3 It should be noted that a key objective of the LDF process is ensure a community based, bottom up approach to the plan making process. This is particularly important in preparing the Sustainable Neighbourhoods DPD, where we are developing a collaborative approach with communities to assess what the priorities are for their area and potential ways of delivering them. This approach has a considerable degree of synergy with the Coalition's focus on localism. The City Council's approach to the LDF, and the SNDPD in particular, has already begun to demonstrate some of the key principles of localism, enabling local people to work together in partnership with elected members to develop an agreed plan for their area.

2. CONTEXT FOR PREPARING THE SUSTAINABLE NEIGHBOURHOODS (KEY SITE ALLOCATIONS) DEVELOPMENT PLAN DOCUMENT.

- 2.1 This report seeks approval to progress the Sustainable Neighbourhoods (including key site allocations) Development Plan Document (SNDPD), to its next stage in the plan preparation process - the Issues and Preferred Options consultation stage. This not a draft plan, but rather an opportunity for the community to continue to shape the eventual plan that is prepared for their area.
- 2.2 The consultation document will comprise a set of pamphlets, covering each neighbourhood outside the AAP areas, and set out the key issues and potential options for meeting identified local needs. These pamphlets, attached as an appendix to this report, bring together key elements of previous consultations processes, and suggest different ways in which the needs of each neighbourhood can be met. It is important to stress that at this stage no decisions have been made on any changes to the neighbourhoods. *This consultation stage is simply looking for guidance from communities as to what they want to see happen in their areas and how this could be delivered.*
- 2.3 The outcomes from this consultation stage will be used to create a plan which will demonstrate how future proposals can contribute to delivering agreed community aspirations.

3. WORK UNDERTAKEN TO DATE

- 3.1 The production of the SNDPD commenced in 2005, and has involved a great deal of work to understand the issues affecting local areas and whether there are any potential development options that might help address these matters. The general public and interested parties have been engaged throughout this process. Key stages have involved:
 - The preparation of a Sustainable Neighbourhood Assessment for all 43 of Plymouth's Neighbourhoods. These assessments considered the area's facilities, how it functions, its character and made an assessment of how 'sustainable' the area was. These documents have been made available for public comment and updates.
 - A year long process of engagement, involving 60 consultation events and keeping in regular contact with at least 5,000 people registered on the consultation database. These events focused on informing people as to what was going on, building their capacity to contribute, involving people in the process, listening to the issues they raised and developing partnerships to help address matters of concern.
 - As part of this year long engagement process we have undertaken:
 - Councillor led walkabouts for each neighbourhood, providing an opportunity for Councillors to advise us on particular matters that they consider need to be addressed.
 - Day long workshops with representatives and key stakeholders from each community, to establish their perceptions of key issues and opportunities in their neighbourhood
 - Public displays at a wide range of venues to publicise the findings so far about each neighbourhood, and give the general public an opportunity to contribute their thoughts about the future of their area.
 - We have also sought contributions from landowners on potential development sites. Some of these have come through work undertaken on the Strategic Housing Land Availability Assessment (a required evidence base document), or may have been directly communicated to us via owners, or agents.

- In addition to these neighbourhood focused consultations, we have also published a number of other background studies and information pamphlets to fully inform the process. This work will also feed into the preparation of SNDPD.

4. THE ISSUES AND PREFERRED OPTIONS CONSULTATION

- 4.1 This consultation represents the latest stage in a bottom up approach to planning the city outside of the AAP areas. It builds on the work that has already been undertaken, and starts to focus the plan preparation process on the key priorities that need to be addressed, and test the acceptability of the different ways of dealing with these matters with the communities in the city.
- 4.2 A consultation document has been prepared for each of the 38 neighbourhoods outside the AAP areas. They have been written so that everyone can see what issues have already been raised in a neighbourhood, set out suggestions for some of the key principles that could be used to help guide future changes, and what this might mean in terms of possible interventions or developments opportunities. These options are identified on a street map base, along with some key questions that we are seeking further views on. These consultation pamphlets are attached as an appendix to this Cabinet report.
- 4.3 The purpose of these pamphlets is to enable everyone to make comments on their area, and /or the rest of the city. It is made quite clear that there are no hard boundaries, and it is recognised that many issues have effects beyond their neighbourhood. The documents also makes it clear that no decisions have been taken on any matters affecting a neighbourhood and that the purpose of the consultation is to gather views on the issues and potential options, so as to give communities the chance to influence decisions that could affect their area. In addition to seeking the views of the general public, the pamphlets are also intended to involve all key stakeholders and other agencies.

5. RELATIONSHIPS BETWEEN THE SNDPD AND THE URBAN FRINGE DPD

- 5.1 The Urban Fringe DPD is a complementary document being prepared alongside the SNDPD. It is being jointly prepared by Plymouth City Council, South Hams District Council and Devon County Council. It deals with an area which immediately adjoins the city, in South Hams. It takes an identical approach to the SNDPD in terms of being a bottom up community based approach intended to deliver the local aspirations of communities and parishes on the edge of the city. It also is intended to provide a Green Infrastructure context for the area around Plymouth, providing an understanding of the city's relationships with its surrounding countryside.
- 5.2 Members will recall that it was agreed at the Cabinet Meeting of 7 April 2009 that a joint Member Panel, with representatives from the 3 constituent authorities, would guide the Urban Fringe DPD through its Issues and Preferred Options consultation stage. However, it was also agreed that decisions on the next Pre-submission stage will need to be taken by the Cabinets and Councils of the respective authorities.
- 5.3 The next meeting of the Urban Fringe Members Panel has been arranged for 6th January 2011, to agree the Urban Fringe consultation pamphlets and consultation arrangements. Both the SNDPD and UFDPD pamphlets will contain cross references so communities understand the relationships between these documents and can contribute to the overall debate. A copy of the draft pamphlets for consideration by the Panel are attached to this report for information purposes.

6. NEXT STEPS

- 6.1 Subject to approval by Cabinet, the SNDPD will be the subject of a six week statutory consultation period in February / March 2011. This will consist of a range of community engagement events across the city. In addition a number of special workshops are proposed in order to engage with hard to reach groups.
- 6.2 Following the receipt of representations, the matters raised as a result of the consultation will be used to inform the preparation of the Pre- submission version of the SNDPD, which is currently programmed for 2011 /12. Although this submission document would still be heavily community focused, the final document will also need to take into consideration the wider strategic view. There will, for example, be a need to demonstrate that the city is able to meet its overall housing targets and employment land allocations, as well as take a city wide view of green infrastructure provision etc.
- 6.3 While the Government is currently making changes to the planning system to incorporate the localism agenda, officers are confident that the process that Plymouth has followed, which relies heavily on continual community engagement and public consultation, will be able to be merged into any new system if needs be. As such publishing these pamphlets and taking the dialogue with local communities to the next level will not be abortive work should the City Council decide to move towards the new Local Plan system proposed by the Coalition Government. In fact it will mean that once again Plymouth will remain at the forefront of spatial planning in England.

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CITY OF PLYMOUTH

Subject:	Local Development Framework: Submission of Derriford and Seaton Area Action Plan
Committee:	Cabinet
Date:	18 January 2011
Cabinet Member:	Councillor Fry
CMT Member:	Director for Development and Regeneration
Author:	Melanie Starr, Spatial Planning Coordinator
Contact:	Tel: 01752 (30)4243 e-mail: melanie.starr @plymouth.gov.uk
Ref:	MS
Key Decision:	No
Part:	I

Executive Summary:

The report relates to the process of submitting the Derriford and Seaton Area Action Plan (AAP) to the Secretary of State, as part of the Council's Local Development Framework (LDF) programme. It will be the 7th of a planned programme of 9 to reach this stage.

The AAP is to be progressed under the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. This includes a new process for submitting a document, which includes:

- Publication of a draft (pre-submission) version of the AAP for the purposes of consultation
- Implementation of a process of public consultation on the draft plan
- Submission of the draft plan to the Secretary of State, who will appoint an independent Planning Inspector to test the soundness of the plan. (Prior to submission, minor changes may be made to the draft plan in response to the consultation process, but if major changes are needed a new draft plan would need to be consulted upon).

Plymouth's LDF programme commenced in February 2005 with the publication of a series of "issues and options" reports for consultation, including one for the Derriford and Seaton area. This was followed by the preparation of a number of evidence base studies and ongoing engagement with key stakeholders.

In February 2009, an Issues and Preferred Options Consultation was undertaken for the Derriford and Seaton AAP which updated the issues first explored in 2005 and laid the ground for the production of the draft plan.

In accordance with the Council's Local Development Scheme, the Cabinet is now asked to approve both the Derriford and Seaton AAP Pre Submission draft and the process of formally submitting this document to the Secretary of State. As this AAP

is part of the Council's Policy and Performance Framework, the Cabinet's decision will need to be formally ratified by Full Council.

Corporate Plan 2010-2013 as amended by the four new priorities for the City and Council:

The AAP directly supports the delivery of Corporate Improvement Priority (CIP) 12 and the new 'Growth' priority of the Local Strategic Partnership and City Council. It sets out a spatial planning framework for one of the priority locations for investment and change, and will therefore be a key driver of the growth agenda.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The direct financial implications associated with the report include the publication of and consultation on the (pre) submission draft of the Derriford and Seaton Area Action Plan, is estimated to cost in the region of £7,000-£10,000. These costs can be met from the 2010/11 Spatial Planning budget.

Progression of the AAP to Public Examination and formal adoption will have a financial implication of in the order of £60,000 - £80,000 during 2011/12. These costs have been factored into the budget preparation work for Development & Regeneration for the Medium Term Financial Plan.

The AAP will set a vision and planning strategy which will have a substantial impact on the investment climate in the Derriford area. It is expected to generate very considerable private sector interest which will bring positive benefits to the achievement of social, economic and environmental objectives as well as generating considerable planning obligation revenues to support infrastructure development. Additionally, the AAP will aid the prioritisation of resources and submission of funding bids in support of the sustainable growth of Plymouth.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The LDF will directly support the promotion of community safety through the provision of policies to influence the design and nature of physical development. Equality impact assessments are undertaken for each Development Plan Document, and will be available at submission stage.

Recommendations & Reasons for recommended action:

That the Cabinet recommend to Full Council that:

1. The Derriford and Seaton Area Action Plan Pre-Submission draft be approved for consultation purposes.

Reason: To enable the Council to progress the Area Action Plan in line with targets in the Local Development Scheme.

2. Authority be delegated to the Assistant Director of Development & Regeneration (Planning Services), in consultation with the Portfolio Holder for Planning, Strategic Housing and Economic Development, to agree the final pre-submission format of the Area Action Plan.

Reason: To enable the Council to progress the Area Action Plan in line with targets in the Local Development Scheme.

3. Authority be delegated to the Assistant Director of Development & Regeneration (Planning Services), in consultation with the Portfolio Holder for Planning, Strategic Housing and Economic Development, to agree minor amendments to the Area Action Plan in response to the consultation process.

Reason: To enable the Council to progress the Area Action Plan in line with targets in the Local Development Scheme.

4. The Assistant Director of Development & Regeneration (Planning Services) be instructed to formally submit the Area Action Plan to the Secretary of State after completion of the consultation process.

Reason: To enable the Council to progress the Area Action Plan in line with targets in the Local Development Scheme.

Alternative options considered and reasons for recommended action:

The alternatives and options for development in Derriford and Seaton formed part of the issues & options consultation in March 2005 and the Issues and Preferred Options consultation in February 2009. These alternatives and options are explored in more detail in the Derriford and Seaton AAP Sustainability Appraisal.

Background papers:

Plymouth First Deposit Local Plan, Plymouth City Council, 2001

Vision for Plymouth, Mackay, Zogolovich and Haradine, 2004

Derriford/Seaton/Southway Area Action Plan Issues and Options Report, Plymouth City Council, March 2005

Summary Report of Responses to Derriford/Seaton/Southway Area Action Plan Issues and Options consultation, Plymouth City Council, 2005

Plymouth Local Transport Plan 2 (2006 – 2011), Plymouth City Council, 2006

Adopted Plymouth Core Strategy, Plymouth City Council, April 2007

North Plymouth Community Park Feasibility Study, LDA Design Consulting LLP, November 2009

The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, HMSO, June 2008

Planning Policy Statement 12: Local Spatial Planning, HMSO, June 2008

Derriford and Seaton Area Action Plan Consultation Document, Plymouth City Council, February 2009

Derriford and Seaton AAP Sustainability Appraisal Report, Plymouth City Council,
February 2009

Derriford Community Park Delivery Study, LDA Design Consulting LLP, March 2009

Derriford Masterplan Framework, LDA Design Consulting LLP, March 2009

Derriford Delivery Framework, LDA Design Consulting LLP, March 2009

LDF Local Development Scheme, Plymouth City Council, April 2009

Equality Impact Assessment of the Derriford and Seaton Area Action Plan Issues and Preferred Options Consultation Document, Plymouth City Council, February 2009

Summary report of the Issues and Preferred Options Consultation March 2009

Plymouth City Council, April 2009

Plymouth City Centre & Derriford Sustainable Energy Studies, Centre for Sustainable Energy/Wardell Armstrong, June 2009

Derriford and Seaton Area Action Plan Pre-Submission draft, Plymouth City Council, November 2010.

Derriford and Seaton AAP Pre-Submission Sustainability Appraisal Report, Plymouth City Council, November 2010.

Report on Proposed New District Shopping Centre, Cushman and Wakefield,
November 2009

Feasibility Study for and Energy Services Company (ESCO) in Plymouth, Utilicom Ltd. November 2009

Draft Report on Proposed New District Shopping Centre, Cushman and Wakefield, October 2010

Derriford Transport Model and evidence base, Plymouth City Council

Sign off:

Fin	DevF 10110 033	Leg	JAR/1 0466	HR	N/A	Corp Prop	N/A	IT	N/A	Strat Proc	N/A
Originating SMT Member: Paul Barnard Assistant, Director for Development & Regeneration											

1.0 BACKGROUND

- 1.1 The Local Development Framework (LDF) process was launched in February 2005. Since then good progress has been made through:
- The preparation and engagement with key stakeholders on a range of evidence base studies
 - Consultation on a series of issues and options, preferred options, and sustainability appraisal documents
 - The adoption of ten Development Plan Documents (DPD) – Statement of Community Involvement, Core Strategy, the Waste DPD and Area Action Plans (AAPs) for North Plymstock (including a Minerals DPD), Millbay and Stonehouse, Devonport, Sutton Harbour, Central Park and the City Centre & University.
 - The adoption of three Supplementary Planning Documents (SPD) – the Planning Obligations & Affordable Housing SPD, the Design SPD and the Development Guidelines SPD.
- 1.2 All of this LDF work is underpinned by a process of continuous community engagement with a variety of groups and stakeholders throughout the plan making process.
- 1.3 The Council's progress on its LDF means that it has adopted more DPDs than any other local authority in the country, accounting for 20% of all adopted AAPs in the country.
- 1.4 This report relates to the formal submission process for the Derriford and Seaton AAP to the Secretary of State. Its preparation has been informed by specific consultations and evidence base work relating to issues in this area. It is also consistent with the approach set out in the adopted Core Strategy, the draft Regional Spatial Strategy (until this requirement is statutorily removed from the legislation), as well as the relevant government Planning Policy Statements. A copy of the Pre-Submission draft Derriford and Seaton AAP is attached to this report.
- 1.5 This AAP amplifies the adopted Core Strategy, insofar as it relates to the Derriford and Seaton area, setting a detailed planning framework for the areas development and change over the period 2006-2021 and beyond.

2.0 THE DERRIFORD AND SEATON AREA ACTION PLAN

- 2.1 The Core Strategy defines Derriford / Seaton as a location for long term change. In terms of priorities, it follows on from the city's urban renaissance aspirations for its waterfront regeneration areas, and complements the proposed developments on Plymouth's eastern corridor which are intended to help provide for an appropriate range, mix and type of housing and other uses which contribute to the creation of mixed communities.

- 2.2 Derriford offers a unique opportunity to help deliver Plymouth's Vision. It offers the potential to help raise the quality of the economic, social and urban fabric of the city to a level that reflects its role as the economic hub of the far south west, and provides a quality of life commensurate with the city's stunning natural setting.
- 2.3 There are a number of challenges this AAP needs to address:
- The area has evolved incrementally which has resulted in a fragmented urban form with no clear identity and focus;
 - Derriford is a major employment destination, but the area is characterised by large isolated, single use developments that are inefficient in land use terms and the level of job provision is not supported by homes and services for the workers;
 - There is a need to reduce car dependency and encourage people to use more sustainable modes of transport;
 - Derriford's post war construction resulted in low density housing estates with poor connectivity. Housing supply is limited and this impacts on the sense of community;
 - Northern Plymouth is poorly served by district centres, with limited retail and community facilities within walking distance of people's homes;
 - There are major infrastructure issues in Derriford, the A386 is one of the city's main arterial routes and creates a major barrier to east/west pedestrian, cycle movement and public transport;
 - There has been a failure to use Derriford's historic and natural assets to provide a sense of quality, identity and association.
- 2.4 The challenge for this AAP is to complement the existing uses at Derriford with an urban framework and infill development that makes a place out of what is currently a 'non-place'. It will need to serve the requirements of northern Plymouth, promote its sub-regional role, and achieve wider environmental benefits, including reductions in resource use and consumption. Within Derriford and Seaton, there is a real opportunity, however, to coordinate development, as well as re-orientate infrastructure, to create a new, modern, inspirational and sustainable urban centre. It is about 'putting a heart into northern Plymouth'.
- 2.5 The Adopted Core Strategy, through Area Vision 9 - Derriford and Seaton, defines the long term aspiration for this area, which is:
- “To create a thriving, sustainable, mixed-use new urban centre at the heart of the north of Plymouth, which is well connected to surrounding communities and to the city's High Quality Public Transport network”.***
- 2.6 This vision is supported through the AAP by six strategic objectives which reflect the need for an integrated policy approach defining the Council's intentions, in spatial planning terms, to deliver the vision for Derriford. They encompass the following matters:

Strategic Objective 1: Place Shaping

To create a place in which people want to live by promoting change that complements existing uses, creates a positive sense of identity and supports the formation of sustainable linked communities.

Strategic Objective 2: Delivering Jobs and Services

To support Derriford's role in securing the city's long term economic and social well-being through the development of strategically important employment sites for health, industry and offices, as well as further education services.

Strategic Objective 3: Delivering Homes and Communities

To accommodate substantial development at Derriford in a way that helps deliver decent and affordable homes, supports a diverse and inclusive community, ensures easy access to jobs and services and creates a place where people want to live.

Strategic Objective 4: Delivering Shops and Services

To deliver a major new district centre for the north of Plymouth, transforming the feel of Derriford into a significant urban centre, addressing deficiencies in the city's existing shopping provision and delivering the Council's wider sustainability and economic objectives.

Strategic Objective 5: Improving Communications

To improve the way Derriford functions through delivering a network of interconnected places that positively brings people together, enabling them to move around easily in the most sustainable way.

Strategic Objective 6: Enhancing the Environment

To deliver a broad range of quality of life benefits at Derriford by enhancing the role of green infrastructure for the surrounding communities, as well as the wider city and its sub-region

- 2.7** Boldness of vision will be essential to delivering these objectives. The nature and quantum of development at Derriford will require sufficient scale, type and design to encourage a genuine mix of uses, as well as sufficient critical mass of commercial and residential development to ensure that it functions as a social and economic centre for the wider area, creating an urban context appropriate to its role.
- 2.8** The potential scale of investment is very large. Although many of the sites are complex and difficult to deliver, there is a real opportunity to coordinate development, as well as re-orientate infrastructure, creating a modern, inspirational and sustainable urban centre for northern Plymouth. The AAP will help deliver this vision through a set of Policies and Proposals, supporting the key objectives and providing the basis for guiding development proposals in this area.

Developing a diverse mix of commercial and service uses

- 2.9** A key objective of this AAP is to deliver a diverse mix of commercial and service uses to provide a major supporting role for the sub-region's long term economic well being. This objective supports the bi-polar economic concept

identified in Plymouth's Local Economic Strategy 2006-21, which advocates 'Developing the concept of a bi-polar economy with strong and complementary centres of employment at the City Centre and Derriford'. It also recognises the important sub-regional role of the employment uses in this area. It also provides the means whereby economic success can drive social interaction, community wellbeing and environmental enhancement.

- 2.10** The AAP will safeguard and support the area's strategically important health, education and employment uses, promoting Derriford's economic role in sustaining the city's growth in a way that is complimentary to the City Centre, as well as reinforcing the existing and new business clusters, particularly the key medical cluster.
- 2.11** Central to delivering this objective will be the provision of appropriate facilities and infrastructure to attract and support new investment. There is a clear need to ensure that connectivity and access to this area is maximised so that its full potential can be realised, as well as ensure new development contributes to Derriford's place shaping agenda.

Plymouth International Medical and Technology Park (PIMTP)

- 2.12** PIMTP is one of the city's strategically important employment areas providing for B1, B2 and B8 employment uses, with a focus on the health / medical sectors. These uses, together with the areas close links to the medical research and teaching sectors, as well as the University of Plymouth and nearby Tamar Science Park, make its role critical in terms of promoting Plymouth's future prosperity.
- 2.13** In supporting the area's continued growth, the AAP makes provision for a further 20,000 sq.m. of commercial office and manufacturing within PIMTP, as part of developing a commercially led mixed use district – including new offices, technology, research and development, healthcare and medical related business, together with a Planned Care Centre, a centre for Clinical Excellence and some 50 residential units.
- 2.14** While the task of this AAP is to play a major supporting role for the continuation and development of this strategically important employment area, it is also to ensure that new development contributes to Derriford's wider place shaping agenda, including:
- Supporting the development of a mix of uses, alongside the commercial manufacturing, offices and Health care services, including residential uses and local facilities.
 - A comprehensive approach to ensure the site's integration with the surrounding areas, as well as increasing permeability within the site, particularly for pedestrians and cyclists.
 - Ensuring an appropriate scale, massing and quality of development, particularly on the frontage to the A386 (Tavistock road), commensurate with the role of this major corridor and its location at the heart of Derriford.
 - Integrating the necessary infrastructure to achieve carbon savings by promoting combined heat and power.

Tamar Science Park

- 2.15** The Tamar Science Park makes an important contribution to Derriford's economic role. It is the only Science Park offering a combination of Science, Industry and Education services, as well as providing a gateway to help develop new enterprises. This role is important in developing medical clusters at Derriford, linking to the Hospital and accommodating the Peninsula Medical School.
- 2.16** Currently, the site provides in the region of 18,580 sq.m. of floor space for existing employers. The AAP supports the Tamar Science Parks as a key employment area, making provision for further developments of 25,000 sq.m., as well as a range of business support infrastructure.
- 2.17** In terms of ensuring this area contributes to Derriford's wider place shaping agenda, the form of development is expected to promote links and establish positive relationships with the adjoining areas, as well as contribute to the 'Sustainability' agenda, such as by ensuring all new development is CHP ready.

Derriford Hospital

- 2.18** Derriford Hospital plays a vital role in the provision of healthcare services for the city and its sub-region. Derriford NHS Trust has plans for the expansion and improvement of these facilities, which include:
- consolidation of the A&E facilities;
 - a new children's hospital;
 - improved access arrangements to the hospital through the provision of a new entrance, along with a transport interchange.
- 2.19** The task of this AAP is to play a major supporting role for the continuation and development of this strategically important health facility, but also to ensure that new development contributes to Derriford's wider place shaping agenda, including:
- encouraging key developments to be implemented within the context of a comprehensive development strategy for the whole site so as to promote the hospital's connections and relationship with surrounding uses, as well as within the hospital complex;
 - enabling the provision for more sustainable modes of transport, including the development of a new public transport interchange as part of the new hospital entrance, alongside developing a car parking strategy;
 - integrating the necessary infrastructure to achieve carbon savings by promoting combined heat and power.

The University College of St. Mark and St. John (Marjon)

- 2.20** Marjon plays, and will continue to be supported in its vital role of providing further education. Further developments include:

- making provision for further student accommodation in the region of 450 units;
- providing a new college entrance and;
- enabling a limited amount of housing development on the site's periphery of some 50 dwellings.

2.21 In making these changes, consideration would need to be given to:

- the scope for increased public use of some of the facilities, including shared use of the existing sports facilities and extended public use of the swimming pool;
- improving accessibility and permeability within the area, providing it does not prejudice the operation of the University campus, as well as strengthening the site's connections and relationships with the surrounding areas. This would include creating a new college entrance that relates to the airport entrance, supporting improved public transport links.

Promoting a new community at Derriford / Seaton

2.22 A key objective of this AAP is to capitalise on the unique opportunities in this area to establish a new community around, and as part of the new District Centre. These developments needs to link to and compliment immediately surrounding neighbourhoods, as well as help support the city's overall long term growth.

2.23 Key locations for residential led developments within Derriford include:

Location	Development Potential
Glacis Park	700 new homes
Seaton Neighbourhood	770 new homes
401K and Cobham Field	375 new homes with outline permission
North West Quadrant	580 new homes
Quarry Fields and BT site	70 new homes
Buena Vista Drive	50 new homes
District Centre	320 new homes
Derriford Hospital	200 new homes
Marjon	50 new homes
	450 student units
Lozenge	123 student units with outline permission.
Tamar Science Park	50 new homes
Plymouth International Medical and Technology Park	60 new homes
Crownhill Retail Park	80 new homes
Total	3,878 housing units

Glacis Park

- 2.24** There is an opportunity to redevelop the land immediately to the south west of Crownhill Retail Park, which currently incorporates a mix of uses including reservoir tanks, office space, storage depots and a haulage yard. This location would be suited to residential led mixed use and could accommodate in the region of 700 new homes.

Quarry Fields

- 2.25** Similarly, there is an opportunity to redevelop the nearby BT depot site and the adjoining land known as Quarry Fields. This development site is situated to the north west of Christian Mill Business Park and could deliver in the region of 70 new homes. This development would enable public access to parts of Whitleigh valley and provide an opportunity to link existing and new communities in a more sustainable manner.

North West Quadrant

- 2.26** The objective is to support the needs of the existing employment and health uses to the east of the A386 by promoting a residential led mixed use development on the North West Quadrant site, east of the A386 and immediately northwest of Derriford Hospital.
- 2.27** Appropriate uses for this site would include some 580 new homes, in the region of some 5,000 sq.m. business space (B1) and a hotel. This location could also support small scale retail, which meets the direct needs of the hospital users in particular. It should be noted that, the level of retail promoted on this site needs to be complimentary, and should not compete with or compromise the Council's vision for the nearby new District Centre.

Seaton Neighbourhood

- 2.28** The area referred to as the Seaton Neighbourhood lies between Plymouth International Medical and Technology Park and the Bircham and Forder valleys to the south. Within this area, there is an opportunity to create a high quality sustainable residential led mixed-use community that incorporates a new neighbourhood of some 770 homes. The character of this area will be defined by the new community that will be supported by new business units that will be delivered as part of PIMTP and a new local centre of no more than 2,000.sq.m. The new local centre will provide adequate facilities to serve the local population and it will give a sense of arrival for those using the proposed new Forder Valley link.

Promotion of a new District Centre east of the A386.

- 2.29** Strategic Objective 7 of the adopted Core Strategy seeks to promote a new district centre at Derriford, but in a way which supports the role of the City Centre as the primary shopping destination. Within this context, key objectives for development at Derriford are to:
- remedy an identified gap in the spatial distribution of food shopping in the northern part of the city;

- act as a key component for the creation of a new sustainable neighbourhood in this area;
- support the existing employment, health and residential uses in this area, by providing a new focus for northern Plymouth;
- provide a gateway marking the northern entrance to the city.

2.30 While the benefits of developing a new District Centre at Derriford have been consistently supported throughout the process, there have been extensive discussions as to precisely where, how and when this proposal should be delivered. This has led to the preparation of evidence base reports by Cushman & Wakefield on behalf of the Council. These evidence base reports have been published to inform public comment and provided a basis for further engagement with the relevant key stakeholders.

2.31 The conclusion to these reports is that while the Core Strategy aspiration for developing a major new District Centre at Derriford was soundly based, specific details relating to its location, (identified in the Core Strategy as being centred to the west of the A386), or delivery timetable, (targeted in the Core Strategy as a first phase being achieved by 2016), could no longer be achieved, although this did not prevent the delivery of the overall aspiration - 'to provide a new heart for northern Plymouth'. The reports recommended that because of the necessity to meet existing retail needs, the priority should be to start progressing the first phase of the new District Centre now with the target date of achieving the first phase by 2016. Clearly, the allocated site needs to provide opportunities to expand and incorporate phase two at a later stage. It was also noted that this priority should not compromise the Core Strategy's aspiration to develop a genuinely mixed used District Centre with the potential to grow in a way that is complimentary to the City Centre's primary shopping role.

2.32 Four different sites have been considered as potential locations for the new District Centre. The conclusions are as follows:

- The two sites to the west of the A386 have been discounted, as it has now been confirmed that the earliest construction work could commence would be 2018, whereas the need for additional retail provision is now, with the target date for the completion of the first phase of the District by 2016.
- That considerable progress had been made in assembling sites of sufficient size to accommodate phases one and two of a new District Centre to the east of the A386, overcoming concerns raised at the Core Strategy examination stage. In addition to this, potential developers have also made progress in preparing plans to deliver the new District Centre on these sites, with the expectation that the first phase of development could be achieved by the target date of 2016.

2.33 Taking account of the Core Strategy Vision for Derriford and the more up to date reports and evidence the conclusion of the AAP is that the former Seaton Barracks site provides the most appropriate, deliverable and flexible long term opportunity for this new District Centre. This is because it:-

- Is well related to the identified spatial gap in retail provision;

- Provides a central location which can be easily accessed by the communities of northern Plymouth, as well as through new links to adjoining neighbourhoods. In particular, this site is located on the cross roads of the main north/south A386 and the proposed Forder Valley Link Road, which will become the main east/west link to this area; traffic modelling has indicated that the SWRDA site provides the most advantageous solution in terms of trip distribution;
- Is located on a cleared and serviced site, which can be readily accessed from the A386 with minimum highway works;
- Provides the opportunity for significant active retail frontage to the A386;
- Has the potential to grow northwards to incorporate Derriford Business Park, up to and including the land released through the reconfiguration of Derriford Roundabout, in the longer term; and
- Allows the phasing of the delivery of two key infrastructure requirements, the Forder Valley Link Road and the Derriford roundabout reconfiguration into a four arm junction. The Forder Valley Link Road needs to be delivered to support the full range of development proposals. However, if the new district centre is located on the SWRDA site, the reconfiguration of Derriford Roundabout can be delivered as part of the second phase of the district centre post 2016.

2.34 Retail development would be a key component in developing this new District Centre. To ensure the role of the City Centre is not compromised, the District Centre should not expand to more than 30,000 sq.m. in total and it is likely to develop in two phases, commencing with the cleared site to the north of the Future Inn Hotel and extending northwards to encompass Derriford Business Park in the longer term. Given the importance of delivering the retail proposals already contained in the adopted City Centre AAP and those set out in this submission draft Derriford & Seaton AAP, the Planning Committee will need to ensure that any developments coming forward which undermine these key components of Plymouth's retail planning strategy are resisted.

2.35 The proposed district centre is expected to have the following characteristics:

- Include a broad mix of uses based on a high street format. In addition to retail, this would include restaurants, leisure and community facilities, as well as a mix of houses suited to people who work in the area.
- Initial development, by 2016, would deliver a new food store of approximately 5,000sq.m. together with a level of comparison goods floorspace associated with a modest scale district centre, providing for a total of some 10,000 sq.m. gross.
- At a later date, following additional investment in the City Centre, potentially in the latter part of the plan period or beyond the period to 2026, a further phase of development will be encouraged such that the combination of phase 1 and phase 2 together could deliver a total of some 30,000 sq.m of retail provision alongside supporting service and office space, as well as housing and supporting infrastructure.
- The form of this new development would create a high quality, landmark development, creating a sense of arrival in Derriford and marking this important northerly entrance into Plymouth.

- Development should support access improvements both to and within this area. This will include supporting public transport facilities, as well as facilitating pedestrian access across this main transport corridor. It will also need to support improvements to journey times and not add to congestion on this main arterial route.

Transport Links

- 2.36** The A386 will remain the principal north/south connection that links Plymouth/Derriford/Tavistock, providing strong links to The George Park and Ride so as to maintain and encourage the modal shift that is necessary to achieve a more sustainable city. However, further interventions will be required in order to achieve the modal shift to walking, cycling and public transport, necessary to support the level of development anticipated in this area. This will be achieved through targeted investments in transport infrastructure which supports the north/south link, but also links the area from east to west and promotes more sustainable modes of transport.
- 2.37** The A386 provides important north/south linkages connecting the City Centre to Tavistock and the wider sub-region. While this main arterial function needs to be safeguarded, there are long term opportunities to reduce its physical impact on the new centre, as well as promote the opportunities it provides to accommodate a high quality public transport corridor both serving the new centre, as well as linking northern Plymouth to the City Centre.
- 2.38** The proposed Forder Valley Link is a real opportunity to provide a functional link between North Plymouth, Eastern Plymouth and the City Centre. This would increase permeability to the east, enhance accessibility and improve public transport connections. This link road is the key element of infrastructure required to service all future development proposals in the Derriford and Seaton area. It will be funded by the Seaton Neighbourhood development, although contributions will be sought for this and other infrastructure requirements from all development proposals within the AAP area.
- 2.39** The proposed realignment of Derriford Roundabout to a four arm crossroads will increase the efficiency of traffic movements on the northern corridor and improve the High Quality Public Transport network into and out of the city. Realigning the roundabout into a four arm junction will also liberate land for development. The land released will form part of phase two of the proposed district centre. The cost of these works will be funded by the value of the released land, together with phase two of the district centre, as well as, associated developments.
- 2.40** There are other opportunities for adding permeability to the urban fabric by creating new links from Derriford Hospital, through the surplus airport land, as well as connecting the new District Centre through to the Hospital.

Plymouth Airport

- 2.41** The Council's planning policy for Plymouth City Airport is set by the Adopted Core Strategy. The AAP's focus is on supporting the improvements identified

in the Core Strategy, in particular through identifying land to be safeguarded for a potential future runway extension.

Proposed Community Park

- 2.42** The Forder and Bircham Valleys are stunning assets which can readily be brought into public use. They combine to represent an impressive and enviable resource that, if managed appropriately, could provide additional city-wide recreational and educational resources. It offers the benefits of retaining the countryside, farmland and biodiversity within the city and can be seen as a counter-balance to the significant levels of development being proposed through this AAP.
- 2.43** It is envisaged that Derriford Community Park will offer opportunities for a range of recreational activities. The hub of the park will be the educational resource called the 'One Living Planet' Centre, which will offer hands on learning in food production, nature conservation and sustainable living. The centre will be an exemplar of sustainable development; it will act as a gateway into the park and will provide a focal information point. A feasibility study has been undertaken which demonstrates the viability of this proposal through a range of potential income streams.
- 2.44** The delivery of Derriford Community Park will be linked to the Seaton Neighbourhood development. In the longer term, it is envisaged that a Community Trust will take over the management and ownership of the Park.

Other Policies and Proposals within the AAP

- 2.45** There are specific policies in the AAP relating to improving the urban form, improving communications, safeguarding historical assets, supporting the provision of green infrastructure and enabling low carbon development.
- 2.46** Other proposals within the AAP area include, Christian Mill Business Park; Buena Vista Drive, New Link Roads at Forder Valley, Marjon and the Airport, and a public transport link between the district centre and Derriford Hospital.

3.0 CONSULTATION

- 3.1** The Issues & Preferred Options consultation was undertaken from 6 February to 23 March 2009. A total of 122 formal representations were submitted, and these have been summarised in a separate report, published as a background paper.
- 3.2** In general terms there was broad support for the overall vision of developing a new centre for northern Plymouth at Derriford /Seaton. However, there were a number of specific comments which expressed concern about certain aspects of the plan. These have now been addressed in this pre-submission version of the AAP.

3.3 The key themes identified as a result of the Issues and Preferred Options Consultation are as follows:

- Support for the benefits associated with creating a new focus for Northern Plymouth
- Support for the advantages of delivering a mixed-use urban centre that provides new employment opportunities
- Concerns about the potential impact of the Derriford District Centre on proposals within the City Centre Area Action Plan
- Concerns about the importance placed on transport solutions in Derriford, particularly related to the associated impacts on the wider highway network.

3.4 In more detail, the following specific concerns about aspects of the AAP were raised at the Issues and Preferred Options consultation, and have been responded to in this pre-submission version of the AAP, as follows:

a) Whether the AAP proposals for a new District Centre are based on a sound assessment as to the suitability / viability to redevelop the land proposed?

This draft AAP has responded to these concerns based on a further evidence base study by Cushman & Wakefield (October 2010), to establish both the suitability, viability and deliverability of the new District shopping centre proposals set out in this AAP.

b) How the AAP proposals for the new District Centre, 'have the potential to grow', can be achieved without undermining the City Centre Proposals?

This draft AAP has responded to these concerns based on a further evidence base study by Cushman & Wakefield, to establish the level of provision appropriate at key stages in the development of the new District shopping centre, to ensure that it does not compromise the City Centre proposals.

c) Whether the AAP provides sufficient clarity as to any sub-regional role that the District shopping centre might provide?

The draft AAP has responded to these concerns based on a further evidence base study by Cushman & Wakefield (October 2010), to establish a clearer definition of the role and function of the new District shopping centre, to ensure this is consistent with the adopted Core Strategy.

d) Whether the AAP provides sufficient certainty that the proposed improvements to the transport network will cater for the additional demand resulting from the AAP proposals?

The draft AAP has responded to these concerns based on further evidence base work on traffic modelling, as well as more detailed design work on key highway infrastructure elements required to support the AAP proposals – providing a comprehensive transport strategy for Derriford. This has established that providing the key highway interventions proposed by the AAP are delivered, then the highway network can accommodate the level of change envisaged by the AAP.

e) Whether the expansion of the airport is in direct conflict with the sustainability appraisal objectives?

This was a matter which was tested in some depth through the Core Strategy Public Examination. The Inspector accepted the Council's evidence and view that, given the nature of Plymouth airport and the types of aircraft that could use the facility, there would be very little impact on climate change. Indeed, it was accepted that investment in the airport could bring local environmental benefits. The overall impacts of an extension to the airport will need to be considered through an environmental impact assessment, but the draft AAP is considered to be entirely consistent with the Core Strategy, the Local Economic Strategy, as well as the Regional Spatial Strategy and national policy which supports the continuing need for air travel. The expansion of the airport can be seen to contribute positively to SA objectives for a diverse and thriving economy.

f) Whether the AAP contains an adequate Surface Water Management Plan?

In response to the Environment Agency's recommendation that a Surface Water Management Plan be brought forward as part of the Derriford and Seaton AAP, the following points were agreed:

- That a Surface Water Management Plan covering the Derriford and Seaton area would be better approached as a city wide piece of work and be brought forward as part of the ongoing Infrastructure / Delivery Database work. It is therefore not a crucial milestone on the Derriford and Seaton AAP's progress towards adoption (subject to caveat below about proposals).
- Proposals within the submission stage of the AAP should be screened against existing surface water flood maps and Flood Risk Information Systems data provided by the Environment Agency. Proposals near or adjacent to areas at risk of surface water flooding should include criteria that recognise the surface water issues that need to be resolved. The Council is committed to progressing work on Surface Water Management Plans. This work was identified as part of Plymouth's Growth Point Programme of Development and was flagged as part of recent bid to EA Flood Defence Capital Grant. We are now in receipt of DEFRA funding and a city wide surface water management plan is currently in progress.

g) Whether the AAP's proposals for a country park are overly ambitious and can be adequately funded in the long term?

The Community Park proposals are considered to be both realistic and necessary in relation to supporting Plymouth's wider growth agenda. Its long term management has been planned into its design from the outset. It is of a sufficient scale to enable grazing to be viable and this will achieve a large degree of self-management. The proposed Environmental Education Centre will need to generate revenue in support of park management. Furthermore, the park is an essential element of strategic infrastructure that needs to be delivered to support Plymouth's sustainable growth and in this respect financial contributions from major developments will also be sought to deliver and support the park. The structure for management of the park is yet to be determined, this being a matter for consideration through the Plymouth Green

Infrastructure Delivery Plan, but the evidence base supports its inclusion as a proposal in the AAP.

Additional Consultation

- 3.5 As part of the Council's commitment to continuous community engagement, in November 2009 further consultation was undertaken on the specific location, form and programme for delivery of the proposed new district centre based on a further evidence base study by Cushman & Wakefield.
- 3.6 All representations and views received have now been considered and these have helped inform the content of this draft AAP.

4.0 NEXT STEPS

- 4.1 Subject to approval by Full Council:
- The draft AAP will be subject to a six-week period of consultation, which will involve consultation events in the Derriford area where people will be given the opportunity to comment on the draft AAP.
 - All comments received will then be submitted to the Secretary of State alongside the Submission AAP. The Council will have the opportunity to make minor changes prior to submission. However, any changes which are substantive in policy terms would need to be subject to further consultation before submission.
- 4.2 It is important to note that the submission of the AAP triggers an independent examination into the plan's "soundness", to be conducted by the Planning Inspectorate. Once the AAP is submitted, it cannot be lawfully withdrawn by the local authority. The representations made at submission stage will be considered by a Planning Inspector as part of his/her assessment of the plan. A public hearing will be held to help the Inspector consider all of the issues. This is programmed to take place during 2011. The Planning Inspector's report will be binding on the Council. The Council is required to adopt the plan as soon as practicable after receiving the Inspector's report.

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I. INTRODUCTION AND PROCESS

- I.1. This Area Action Plan forms part of a portfolio of documents called the Local Development Framework (LDF). Plymouth's LDF, together with the Regional Spatial Strategy (RSS), (until this is removed from legislation), forms the statutory Development Plan for the city.
- I.2. The LDF Core Strategy, (adopted in April 2007), sets out the high-level principles for development in Plymouth. These are expanded, in the supporting Area Action Plans (AAP) and other Development Plan Documents (DPDs), to provide guidance on how the development opportunities within key areas can be delivered. This document does not repeat the policies contained within the Core Strategy, but amplifies the Core Strategy Area Vision 9 for Derriford and Seaton. The two plans should be read together to aid decision-making. It should be noted that Core Strategy policies will be material to decisions within the plan area, but where there is a fundamental difference between the two plans the detail and policies of this Area Action Plan should take precedence, (as set out in the Core Strategy paragraph 5.3).
- I.3. The timescale for this Area Action Plan covers the period from 2006 to 2021, with a long term horizon to 2026 and beyond.
- I.4. Derriford is located on Plymouth's northern gateway. It has a small population of approximately 4,000 people and a large non-resident population of students and employees that access sub-regionally important academic and employment sites such as:- The University College of St Mark and St John, Plymouth International Medical and Technology Park, Derriford Hospital, Tamar Science Park, and Plymouth Airport. It is located close to, but poorly connected with, a number of other neighbourhoods.



Figure I Aerial view of Derriford and Seaton

- 1.5. A key element of the Core Strategy vision for Plymouth's regeneration is to create a thriving, sustainable, mixed use new urban centre at the heart of northern Plymouth, centred on Derriford. This AAP establishes a long term strategy for delivering this, supporting Plymouth's aspiration to become one of Europe's finest waterfront cities.

(TO BE DELETED ON ADOPTION)

How this document differs from the Issues and Preferred Options Consultation.

- 1.6. This is the Pre-Submission version of the AAP. It is being published for a 6-week consultation period so that everyone can comment on the policies and proposals the Council believes should guide development in the Derriford and Seaton area. Following this consultation, the Council will consider the representations made, making any necessary changes, and then submit the AAP to the Secretary of State. An Examination will be held by an independent Inspector who will consider whether or not the AAP is 'soundly based'. If the Inspector decides that the plan is 'sound', the Council will be able to adopt it early in 2012.
- 1.7. To reach this stage, the Council has assembled a comprehensive evidence base, (see Chapter 14). There has also been extensive discussions and consultation, over several years, on the issues and principles underlying the policies in the AAP. Details about this process can be found in the Regulation 27 Statement, which is published alongside this AAP for public comment.
- 1.8. The AAP has been prepared in accordance with the adopted Plymouth Local Development Scheme (2010), is consistent with the adopted Core Strategy (2007) and the Regional Spatial Strategy (2006), and has been prepared in compliance with the Council's Statement of Community Involvement (2006). The preparation of the Plan, together with its policies and proposals, have been fully informed by a Sustainability Appraisal, a Habitat Regulations Assessment and an Equality Impact Assessment. The final Sustainability Report, which includes a commentary on the sustainability factors and options that helped shape this document, is also published alongside this document for public comment.
- 1.9. This AAP is the second to be published by Plymouth City Council under the new LDF Regulations which came into force in 2008. Key representations made during the preparation of this document have been taken into account, and have led to a number of refinements and changes of emphasis, particularly in relation to the new District Centre proposals.
- 1.10. While the benefits of developing a new District Centre at Derriford have been consistently supported throughout the process, there have been extensive discussions as to precisely where, how and when this proposal should be delivered. This has led to the preparation of further evidence base reports by Cushman & Wakefield on behalf of the Council. These evidence base reports have been published to inform public comment and provided a basis for further engagement with the relevant key stakeholders, as follows:
- The first Report on the Proposed New District Shopping Centre (November 2009), focused on defining the role and format of the proposed new District Centre having regard to a variety of commercial factors. This

report also highlighted the need for the Council to obtain further information on deliverability issues before a decision on the location, size and timescales for the new District Centre could be finalised.

- The second report, entitled the Derriford District Centre Study (December 2010), reviewed conclusions reached in the 2009 study, in light of additional information on the delivery options for the new District Centre. This report concluded that while the Core Strategy aspiration for developing a major new District Centre at Derriford was soundly based, specific details relating to the envisaged location and delivery timetable could no longer be achieved. Despite these findings, this did not prevent the delivery of the Council's overall aspiration - 'to provide a new heart for northern Plymouth'.

The key issues arising from this report are as follows:

- > It has been confirmed that the earliest construction work could commence on developing a new District Centre, in the anticipated location to the west of the A386, would be 2018. Therefore, if the AAP supported the Core Strategy's anticipated location for the new District Centre centred to the west of the A386, then the Core Strategy's retail target, to deliver the first phase of a new District Centre at Derriford by 2016, could not be achieved.
- > The report noted that considerable progress had been made in assembling sites of sufficient size to accommodate phases one and two of a new District Centre to the east of the A386, overcoming some of the concerns raised at the Core Strategy examination stage. In addition to this, potential developers have also made progress in preparing plans to deliver the new District Centre on these sites, with the expectation that the first phase of development could be achieved by the target date of 2016.

The report recommended that because of the need to meet existing retail needs, the priority should be to deliver the first phase of the new District Centre by 2016 with opportunities to expand and incorporate phase two at a later stage. It was also noted that this priority should not compromise the Core Strategy's aspiration to develop a genuinely mixed used District Centre with the potential to grow in a way that is complimentary to the City Centre's primary shopping role.

The report concluded that the former Seaton Barracks site provided the best opportunity to deliver the new District Centre, meeting the Core Strategy requirements for both timescales and form of development, as follows:

- It provides a site of sufficient size, already cleared and serviced, to enable the first phase of the District Centre to be developed by 2016.
- The Regional Development Agency (RDA), as landowner, control sufficient adjoining land to enable the expansion of the District Centre to an appropriate size within the likely timescales needed to ensure it does not compete with the City Centre.
- The RDA is particularly supportive of developing a genuinely mixed use District Centre, based on a high street format – in line with the city's aspirations for the District Centre.
- This site's location, between Derriford Hospital to the north and PIMTP to the south, provides additional transport and sustainability benefits. Firstly, it is the most central site located on the main junction where the north/south

corridor meets the new east/west corridor. Secondly, by focusing key transport destinations to the east of the A386, both the Derriford Roundabout and PIMTP junctions off the A386 can be utilised to avoid concentrating traffic at the already very busy hospital interchange.

In terms of any potential changes to the Core Strategy Vision for Derriford, (i.e. allocating land for the new District Centre to the east of the A386), the Inspector commented at the Core Strategy stage, that:

3.22 The debate on the main location for the new centre at Derriford highlights the need for those with interests in the area to wait until the proper survey, analysis and plan work has been completed before commitments are made that might prejudice the long term development of Derriford.

.....

3.23 Whilst sites either side of the A386 discussed at the Hearings have relative advantages and disadvantages, it would be inappropriate for a Core Strategy to be site specific. An indication of broad locations only is what is called for.

This view is confirmed in Core Strategy (paragraph 5.3) which states that 'Once adopted, the respective AAPs will take precedence over the Area Vision Statements contained within the Core Strategy.

- The third report, entitled the Local Shopping Centres Study (December 2010), while primarily intended to provide evidence in support of other LDF documents, has also confirmed the proposed new District Centre at Derriford would have no adverse impact on the overall pattern of shopping in northern Plymouth.

2. CONTEXT AND HISTORY

Plan Area

- 2.1. Derriford and Seaton lie approximately 3 miles to the north east of Plymouth City Centre. The Action Plan encompasses an area from the airport in the north, to Forder Valley in the south, with Blunts Lane forming the eastern boundary and Christian Mill Business Park marking the western boundary. The area is crossed by the A386 which connects the City Centre to the A38 and on to Tavistock in West Devon.

Setting the Scene

- 2.2. Northern Plymouth was developed after the Second World War in response to the problems of war damage and overcrowding. The plan was to redistribute the existing population over a wider area, in bands of decreasing density, effectively increasing the city's size to over double its pre-war area.
- 2.3. In the 1943 Plan for Plymouth, Sir Patrick Abercrombie planned these new developments on the neighbourhood principle. The topography in northern Plymouth, however, dictated they formed a series of estates built along the ridge lines and the flatter hill tops of steep valleys, retaining the green spaces on the valley bottoms. While many of the principles of this plan were sound, they have only been partially implemented.
- 2.4. The result is that much of northern Plymouth can be viewed as an area where communications are difficult and its urban form incomplete. As this area accommodates some 19% of Plymouth's total population, as well as a large number of strategically important employment destinations, these matters need to be addressed as a matter of urgency.

The Challenges

- 2.5. There are a number of challenges this AAP needs to address.
- 2.6. Derriford has evolved incrementally resulting in a fragmented urban form. It lacks a clear identity and focus despite being a sub-regional destination and the city's northern gateway. The challenge is to reverse this perception of Derriford as being 'out of town' in character, reduce car dependency by achieving a modal shift to more sustainable forms of transport and create a place out of a non place.
- 2.7. Derriford has become a major employment destination, but with limited housing and services to support the workers. The area is characterised by large isolated, single use developments that are inefficient in land use terms. The challenge is to support the area's strategic employment role, by providing sufficient, suitable sites to meet future needs, as well as matching jobs with homes and services, in an attractive environment, to meet the needs and expectations of the local community.
- 2.8. The Council's need to build houses very quickly, in the post war period of austerity, meant shortcuts were taken which affected quality and built form.

Only a few estates in northern Plymouth were successfully built on the neighbourhood principle. This has resulted in low density housing estates, formed around cul-de-sacs with poor connectivity, together with some high concentrations of Council housing. These problems have been made worse as a consequence of having to locate settlements off the main movement corridors, which has led to high car dependency. The challenge is to use the range of development opportunities at Derriford to deliver a range, mix and type of housing that will create a vibrant community and support northern Plymouth in becoming more self-sufficient and sustainable.

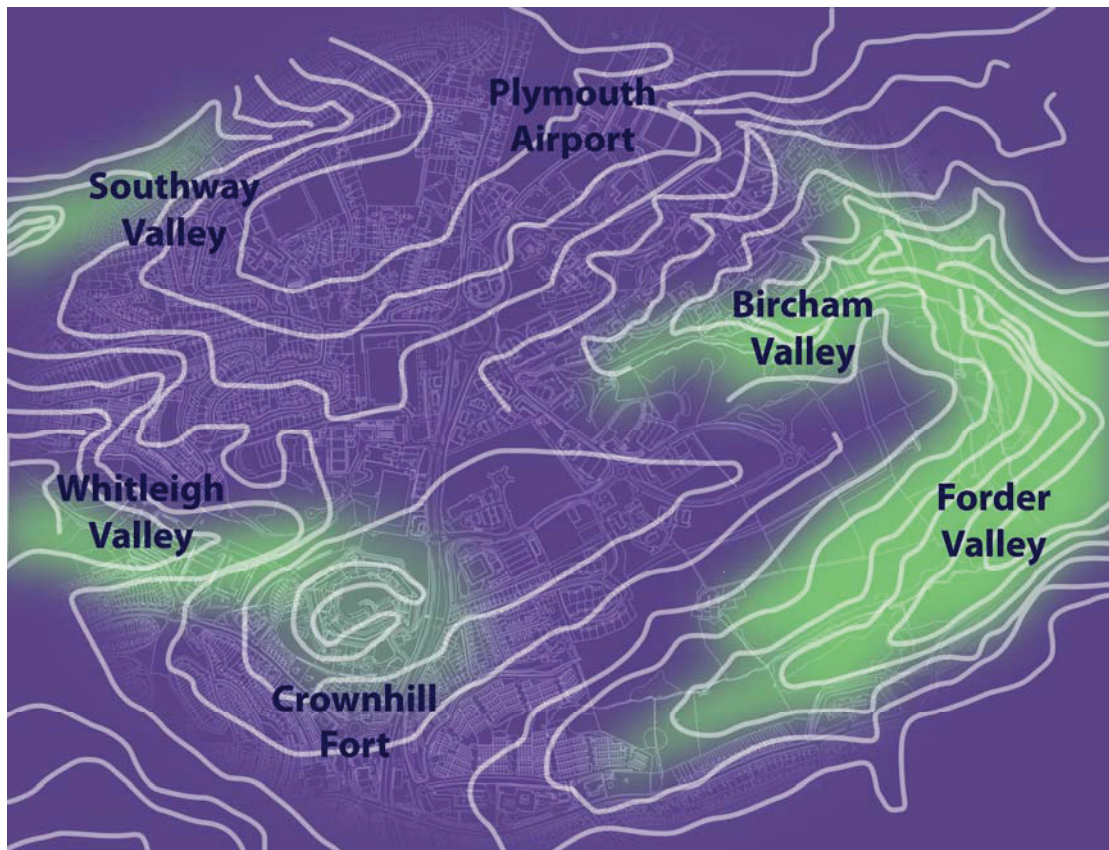
- 2.9. In general terms, northern Plymouth is poorly served by its District Centres with limited retail and community facilities within walking distance of people's homes. This problem is made worse by some failing neighbourhood centres, due to limited demand as a consequence of low density development, changing shopping patterns and a lack of passing trade. The challenge is to deliver a retail hierarchy, including a significant new District Centre at Derriford, that better serves northern Plymouth, along with prioritising more sustainable methods of access.
- 2.10. There are major infrastructure issues in Derriford, particularly in relation to transport. The A386 is the main route into and out of the city from the north. It is close to capacity at peak times of the day and creates a major barrier to east /west pedestrian and cycle movement. The challenge is to maintain the function of this main arterial route, by promoting a modal shift to more sustainable modes of transport, while changing the perception of this corridor by reducing its visual dominance and making new positive links across it. This will require both a proactive approach to reducing car dependency, whilst simultaneously changing the character of this main arterial route. This can be achieved through development of a significant scale fronting onto the highway to create a sense of arrival, as well as addressing severance issues to provide a more attractive environment for pedestrians and cyclists.
- 2.11. There has been a failure to use Derriford's historic and natural assets to provide a sense of quality, identity and association. The exceptional historic asset of Crownhill Fort and the natural resources of the Bircham and Forder valleys are not integrated into the urban form and are constrained by restricted access with no formal public rights of way. In addition, the area's greenspace is fragmented, there is limited access to the wider countryside and long distance views to Dartmoor and the coast have not been exploited. The challenge is to improve and integrate these historic and natural resources into the urban form so that they can be enjoyed and help to provide a sense of identity, providing a better quality of life for people living and working in Derriford.

3. THE VISION FOR DERRIFORD AND SEATON

- 3.1. This AAP addresses the challenges that exist at Derriford and Seaton by setting out a long term vision for the area to provide a framework for the more detailed policies and proposals to guide the type and form of future development, as well as demonstrating how the necessary infrastructure can be delivered.

Context

- 3.2. The Core Strategy defines Derriford and Seaton as a location for long term, sustainable change. In terms of priorities, this follows on from the city's urban renaissance agenda for its waterfront regeneration areas, and complements the proposals for Plymouth's eastern corridor where the focus is on addressing current needs by providing for an appropriate range, mix and type of housing development. In combination these plans provide the foundations for the city's long term sustainable growth agenda.
- 3.3. In physical terms, topography dictates that Derriford is the logical location for a new District Centre to serve northern Plymouth. This reflects the local movement patterns which are dictated by the faults in the underlying geology that run east-west and north-south, making movement in other directions difficult. Derriford, located on the north /south spine is the most readily accessible location for the wider area. It provides a natural focus for currently detached neighbourhoods which lack the level of facilities and services needed to underpin a 'sustainable community'.
- 3.4. In spatial terms, Derriford offers a unique opportunity to help deliver Plymouth's long term vision. None of the other northern neighbourhoods have the scope, scale and presence to become an obvious centre for the area north of the A38. Only Derriford has the potential to help raise the quality of the economic and social fabric of the city to a level that reflects the city's role as the economic hub for the far south west, building on its sub regional employment role, and provide for a quality of life commensurate with the city's unique setting.



Map I Topographical Features highlighting the north – south ridgeline

- 3.5. The challenge for this AAP is to bring structure and urban cohesion to this large area by complementing the existing uses at Derriford with an urban framework that helps create a thriving, sustainable, mixed use urban centre at the heart of the north of Plymouth. The potential scale of investment is significant. Boldness of vision and commitment will be essential to delivering these aspirations. There is a real opportunity, however, to coordinate development, as well as re-orientate infrastructure, to create a new, modern, inspirational and sustainable urban centre.

Vision and Key Objectives

- 3.6. The Adopted Core Strategy, through Area Vision 9 - Derriford and Seaton, defines the long term aspiration for this area, which is:

To create a thriving, sustainable, mixed use new urban centre at the heart of the north of Plymouth, which is well connected to surrounding communities and to the city's High Quality Public Transport network.

- 3.7. This vision is supported through the AAP by six strategic objectives which reflect the need for an integrated policy approach defining the Council's intentions, in spatial planning terms, to deliver the vision for Derriford. They encompass the following matters:

Strategic Objective 1: Place Shaping

Strategic Objective 2: Delivering Jobs and Services

Strategic Objective 3: Delivering Homes and Communities

Strategic Objective 4: Delivering Shops and Services

Strategic Objective 5: Improving Communications

Strategic Objective 6: Enhancing the Environment

- 3.8. These strategic objectives are defined in detail at the start of each chapter providing a framework for the more detailed Policies and Proposals, which in combination will guide the Council's consideration of development proposals.

Draft

4. PLACE SHAPING

- 4.1. Successful places tend to be those that have their own distinct identity. The character of a place affects how people feel about it and in turn how successful it becomes. Recognising these requirements is fundamental to delivering the vision for Derriford.
- 4.2. Core Strategy, Strategic Objective 3 ‘Delivering Sustainable Linked Communities’ and Policy CS01 ‘Development of Sustainable Linked Communities’, emphasise the importance of promoting a positive sense of place and identity for each neighbourhood. The Design Supplementary Planning Document (2009) explains how this should be achieved. These requirements are supported by Strategic Objective 1, which sets out the key considerations for ensuring development contributes to making Derriford a location of choice with a strong identity.

Strategic Objective 1 Place Shaping

To create a place where people want to live, work and visit by promoting change that complements existing uses, creates a positive sense of identity and supports the formation of sustainable linked communities by ensuring that development:-

1. Improves the urban form, by reinforcing local distinctiveness, supporting urban cohesion and, where appropriate, seeking opportunities to define a new character in response to society’s needs.
 2. Improves communications, by increasing permeability and supporting more sustainable forms of transport.
 3. Protects the area’s historic assets, by enhancing their role, setting and prominence in a way that adds richness to the urban form.
 4. Safeguards the area’s environmental assets and supports biodiversity, by enhancing and promoting access to the area’s green valleys, rich landscape and key visible tree belts to bring about quality of life improvements.
 5. Supports a Combined Heat and Power (CHP) network in accordance with the Government’s move towards zero carbon development.
- 4.3. This Strategic Objective responds to the need to give Derriford a more positive identity by bringing together the concepts that place shaping is about character, identity, variety, reflecting society’s needs, creating linkages, as well as responding to local patterns of development, historic environment and landscape in a sustainable way.
 - 4.4. It is supported by AAP Policies DS01 to DS05 which provide guidance for all development proposals on the fundamental considerations that will help turn Derriford into a sustainable linked community. As to how these five policies are to be applied in relation to each proposal is further amplified through its supporting text.
- ##### **Improving the Urban Form**
- 4.5. Good design ensures attractive, usable, durable and adaptable places, it is key to achieving sustainable places and maximises the return on investment.

- 4.6. Core Strategy, Strategic Objective 4 and Policy CS02 emphasise the need to 'Deliver the Quality City'. This aspiration is supported by Policy DS01 which sets out fundamental considerations needed to improve Derriford's urban form.

Policy DS01: Improving the Urban Form

Development proposals at Derriford will be expected to:

1. Use a masterplan approach, which includes the provision of Design Codes, Public Realm Strategy, Delivery Plan and a Consultation Strategy, to inform the development process.
 2. Contribute to creating a strong and integrated urban form with a real sense of place, of an appropriate scale and quality in relation to the site's role, context and proximity to key locations. This will include the need to consider the opportunities for higher density mixed use development, incorporating key views and vistas, as well as the careful use of tall/landmark buildings in prominent locations.
- 4.7. This Policy highlights the need for new development to redress the incremental and inward looking nature of Derriford's past, which has led to a fragmented urban form. It will require future development to be fit for purpose, connected, durable, well built, pleasing to the mind and eye and help make Derriford a more sustainable location.
- 4.8. The requirement for a masterplan approach for key sites will ensure that new development addresses the current fragmented nature of the urban form by ensuring it will be integrated and have positive relationships with surrounding uses. This will be a material consideration in determining planning applications. As part of a masterplan approach the following will be required:
- a) Design Codes should be submitted and approved by the Council as part of any outline application;
 - b) A Public Realm Strategy will be required to ensure a coordinated approach to public streets and spaces;
 - c) A Phasing Plan will need to be submitted with an outline or full application to ensure the provision of convenient and safe facilities/services throughout each development phase and;
 - d) Developer's Statement of Community Involvement, in accordance with the Council's Statement of Community Involvement. A detailed statement of community and stakeholder engagement will need to be agreed at pre-application stage for all proposals.
- Full information on the City Council's Validation Requirements for Planning Applications was published in July 2010. Copies are available at the Council House and can be downloaded from the Council's website at the following address: www.plymouth.gov.uk/local_validation_list.pdf
- 4.9. As part of the masterplan approach, development proposals will need to demonstrate they are addressing the challenges defined in Chapter 2 by using high quality design to create a distinctive sense of place, improving linkages between areas and ensuring a safe, accessible and sustainable environment. This will require the consideration of the following matters:

- a) Density of development. The current 'out of town', car dominated and dispersed character of development in this area needs to be addressed through the use of higher density, mixed use developments.
- b) Sense of arrival. Derriford needs to function as the 'northern gateway' into the city. This will require developments, of an appropriate form and scale, including the provision of landmark buildings, in prominent locations along the A386 centred on the District Centre.
- c) Streetscape. In contrast to the current approach of estates built around cul-de-sacs, future development needs to create a permeable network of streets and spaces that are of sufficient scale, easy to navigate, defined and enclosed by buildings, so as to create a strong sense of place and provide for increased surveillance. Development proposals should provide outward facing and active frontages on streets and public spaces. Large footprint uses, including car parks and larger retail units, should be wrapped by active development to prevent long stretches of inactive frontage.
- d) Views. The current inward facing nature of development needs to be reversed with new development taking advantage of the long distance views by incorporating and/or creating key vistas, as well as making provision for the careful use of tall/landmark buildings in prominent locations to signpost routes through the area.
- e) Sensitive design. In order to rectify the current lack of identity and focus in this area, new development should help create distinct character areas, responding to the fine-grained landscape and townscape character variations, as well as the area's changing context. This will require detailed designs that respond to the scale, colour, tones and textures of the landscape, ensuring visual richness and diversity.

Improving Communications

- 4.10. Derriford is overly car dependent. This reflects the current fragmented nature of its urban form which is dominated by large, single use developments that are not well related. Journeys between locations, on foot or bicycle, are difficult because of the lack of clear pedestrian and cycle routes and the dispersed, low density nature of development. In addition, the A386 presents a significant barrier to east/west pedestrian and cycle movements and the area is unduly dominated by large amounts of surface level car parking.
- 4.11. Core Strategy, Strategic Objective 14, together with Policy CS27 'Supporting Strategic Infrastructure Proposals', Policy CS28 'Local Transport Considerations' and the Derriford Transport Strategy (2010), emphasise the importance of reducing the need to travel and deliver a sustainable transport network. This aspiration is supported by Policy DS02 which defines how communications should be improved in the AAP area.

Policy DS02: Improving Communications

Development proposals should contribute to improving permeability and linkages both within and to the surrounding areas, maximising accessibility by walking and cycling, by:

1. Delivering a permeable network of streets and spaces that provide clear pedestrian and cycle routes, make positive links with adjoining areas and support the increased use of public transport, including the use of travel planning.
 2. Supporting measures to reduce the severance to pedestrian and cycle movements caused by the A386.
 3. Ensuring where possible that car parking is located to the rear of buildings, or underground, or in suitably designed and wrapped multi-storey car parks. Ideally these would be dual use to avoid the inefficient use of land and create a better urban form.
- 4.12. Finding ways to improve the linkages between sites and uses is vital to ensuring the area functions in a more sustainable way. While some of these issues can be addressed through the intensification of development, all development will be expected to contribute to the creation of more sustainable movement patterns through design and infrastructure provision. Particular regard should be had to the following:
- a) Maximising pedestrian and cycle permeability throughout the area with the appropriate use of Home Zone road layout and design. Highway routes between principal uses and areas should be designed to reduce vehicle speeds below 20 mph as far as practicable.
 - b) Reducing the severance caused by the A386 by supporting, where appropriate, the delivery of high quality, direct and safe pedestrian and cycle links both along and across the A386. It is particularly important to strengthen the relationship between local communities and the new District Centre, as well as enabling greater access to the area's employment locations and the Community Park.
 - c) Rationalise car parking by focusing on creating opportunities to reduce the impact of travel, car use and parking need. As part of new developments, more sustainable modes of travel should be prioritised and encouraged through the preparation of travel plans, increased public transport use and prominent foot and cycle access to and through sites. Where appropriate, new developments will be encouraged to provide generous and secure bicycle storage, lockers and changing facilities.
 - d) Where car parking is required, surface car parking should be avoided adjacent to key routes, streets or spaces and located to the rear of developments. Future developments will be required to have regard to the parking standards set out in the Council's Development Guidelines SPD, as well as respond to the more detailed measures set out in the Derriford Transport Plan 2010.

Historical Assets

- 4.13. Heritage plays an important part in defining a community's roots. While we need to conserve, and where possible enhance, the city's historical assets, it is also important that their potential, to help us relate to an area, is used to its best advantage.
- 4.14. Core Strategy, Strategic Objective 4 and Policy CS03, emphasise the importance of valuing the past, so it can play a part in building the future. While the historic settlement pattern at Derriford is limited, Policy DS03 highlights the importance of those historical features that can play a role in shaping the area's future.

Policy DS03: Historical Assets

Development proposals should support the contribution that the following historic assets can make to enhancing Derriford's unique character and identity by increasing their visibility and accessibility.

1. Crownhill Fort and Glacis is a Scheduled Ancient Monument. It provides an important focal point and opportunities for greater public access should be promoted.
2. Drake's Leat should be preserved and sensitively incorporated into development proposals.
3. Bowden Battery Glacis is a Scheduled Ancient Monument, and should be managed sympathetically as part of the Community Park.

- 4.15. A further study is currently underway to explore the future opportunities for the Northern Palmerston Forts, including Crownhill Fort and Bowden Battery.

Crownhill Fort

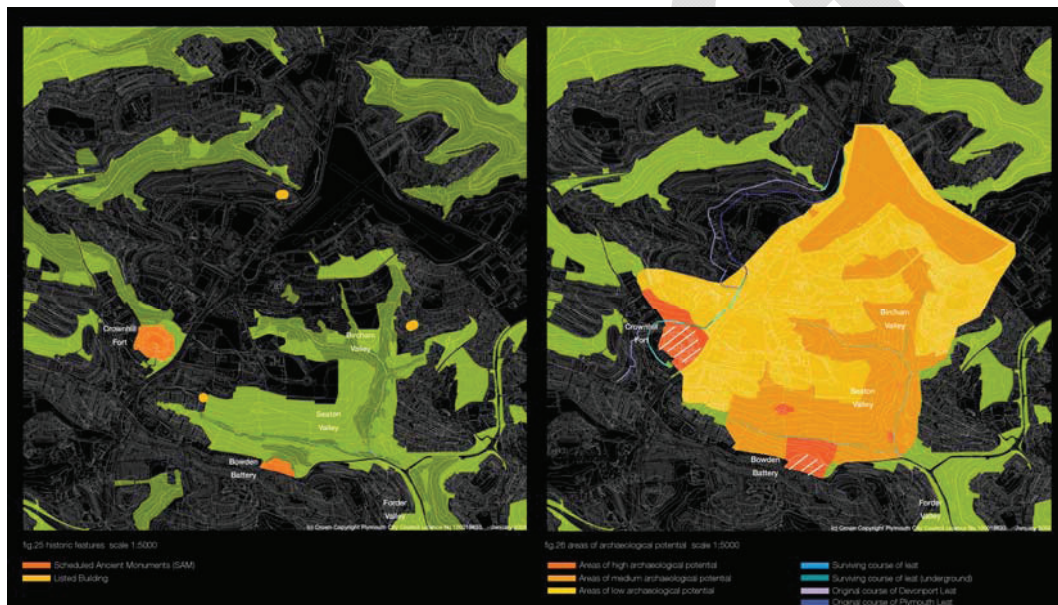
- 4.16. The Palmerston Forts are a series of defences which were built during the 1860s and 1870s to surround Plymouth and protect the Royal Dockyard. Many of the forts are Scheduled Ancient Monuments designated by English Heritage as being nationally important and worthy of preservation.
- 4.17. Crownhill Fort and its Glacis, located to the west of the A386, are designated as a Scheduled Ancient Monument. Crownhill Fort is the most well-known of the forts and because of its remarkable state of preservation and its role as the centrepiece of the Northern Palmerston defences, it is an important asset for the City and Derriford. There is a need to explore new uses and opportunities with the owners, the Landmark Trust, to better integrate it into the community and enhance its role within Derriford. Development proposals on adjoining land will need to demonstrate they have been sensitive to the setting of Crownhill Fort and the Glacis, using it as a focal point for views.

Drake's Leat

- 4.18. Drake's Leat, also known as Plymouth Leat, was a watercourse constructed in the late 16th century to supply water to Plymouth. The water was sourced from the River Meavy and ran for more than 17 miles to Millbay. It was one of the first municipal water supplies in the country and is thought to remain largely intact. Parts of the Leat are visible at Crownhill Retail Park and this physical part of the city's heritage should be preserved and sensitively incorporated /interpreted into development proposals.

Bowden Battery Glacis

- 4.19. Bowden Battery Glacis is a Scheduled Ancient Monument forming part of the functional area around the Fortification. It falls within the Derriford Community Park boundary and should be managed sympathetically as part of the Community Park and the setting for Bowden Battery.



Map 2 Historic Assets in the Derriford and Seaton Area

Green Infrastructure

- 4.20. The importance of protecting natural environments, as well as achieving higher environmental standards in the places we build, is essential to delivering a sustainable future.
- 4.21. Core Strategy, Strategic Objective II and Policies CS18, CS19 and CS20 emphasise the importance of valuing green spaces, protecting the city's wildlife and ensuring the sustainable use of resources. Policy DS04 emphasises the role and importance of maintaining and enhancing Derriford's existing biodiversity networks, as part of securing a sustainable future.

Policy DS04: Green Infrastructure

All development proposals must have regard to protecting Derriford's network of green spaces and safeguarding its biodiversity features, by:

1. Retaining the existing strategic network of trees and hedgerows, incorporating them into the urban fabric to provide strong ecological access and connectivity, as well as creating new green links where appropriate.
 2. Green links through and into adjacent sites will need to be managed in perpetuity, for the benefit of bats and other species.
 3. Sites of Special Scientific Interest, such as for the Plymouth Pear, must be safeguarded.
- 4.22. Derriford is rich in biodiversity features, with many important habitats and species including, lesser horseshoe and greater horseshoe bats and the Plymouth Pear. New development creates potential threats, although in many cases these can be overcome by design, as well as providing opportunities to enhance biodiversity features.
- 4.23. Because it is important that new development has overall positive impacts on biodiversity, proposals need to have regard to protecting and supporting Derriford's existing strategic network of greenspaces with their woodlands and hedgerows. These important green networks /features are illustrated on the Map below. Some of these areas will be incorporated into the proposed Derriford Community Park (see Chapter 9), but in other areas they provide a rich biodiversity resource which should not be compromised.
- 4.24. Within Derriford there is also one Special Site of Scientific Interest (SSSI). This small 0.32 hectare site is believed to support the only known wild populations of Plymouth Pear, which has special protection under the Wildlife and Countryside Act 1981.
- 4.25. In addition, there are two Local Nature Reserves (LNR's) within the AAP boundary; the Bircham Valley and Forder Valley, which forms part of a network of greenspaces that run, largely unobstructed, across the city from Tamerton Foliot in the west to Sherford in the east. These LNR's were designated by Plymouth City Council because of the significant landscape and biodiversity value they provide and they are subsequently managed by the Council for the benefit of wildlife and people. The Bircham and Forder Valley LNR's support a variety of habitats including broad-leaved woodland, semi-improved grassland, hedgerows, scrub and wetland features. Information about these sites is available from the Council.



Map 3 Biodiversity features within the Derriford and Seaton Area

Enabling Low Carbon Development

- 4.26. The Council recognises the need to reduce the city's carbon footprint as part of its response to climate change, delivering the government's move towards low or zero carbon development. Plymouth's Climate Change Action Plan sets out targets for a 20% reduction in city wide emissions by 2013 and 60% by 2020.
- 4.27. The potential developments at Derriford and Seaton are of a significant scale, particularly in terms of future energy demand, and they will be subject to increasingly challenging targets concerning carbon dioxide emissions under future Building Regulations. This means that plans for Derriford and Seaton need to embrace new low carbon energy infrastructure from the outset.
- 4.28. The Plymouth City Centre and Derriford Sustainable Energy Study (2009) demonstrates that, due to size, mix, location and phasing of new development proposals, the governments aspirations for Low or Zero Carbon developments can only realistically be met through the use of combined heat and power and district heating /cooling solutions. This area wide approach has the potential to significantly reduce the level of carbon emissions from new and existing development, whilst also reducing the cost burden to the developer and the energy costs to future occupiers.
- 4.29. Core Strategy, Strategic Objective 11 and Policy CS20, supports the government's move towards zero carbon development. With regard to the Derriford and Seaton area, Policy DS05 sets out how this can be progressed through specific development proposals.

Proposal DS05: Combined Heat and Power, District Heating and Cooling

The delivery of an integrated Combined Heat and Power and District Heating and Cooling (CHP/DH) network throughout the Derriford &

Seaton area will be encouraged to enable existing and new development to achieve significant carbon savings. To enable delivery of this network:

1. Development proposals at Derriford Hospital (DS09), Derriford District Centre (DS17), PIMTP (DS06), the new Seaton Neighbourhood (DS13) and North West Quadrant (DS14). Glacis Park will include space for a Combined Heating and Power Energy Centre, to support a phased roll-out of the district heating network.
2. All proposals for non-residential development exceeding 1,000 sq m of gross floorspace and residential developments comprising 10 or more units (whether new build or conversion) will be encouraged to:

a) Where the district wide network is not yet operational in relation to the particular development under consideration, to:

- Make an offsite contribution to the establishment of the network.
- Include heating and cooling systems that allow future connection to local district heating/cooling networks.

b) Where the district wide network is operational in relation to the particular development under consideration, to:

- Connect to the network.
- Make an offsite contribution towards completion of the network.

The requirement (set out in Core Strategy Policy CS20) for development to incorporate onsite renewable energy production equipment is relaxed for such developments, in favour of measures that enable delivery of area wide solutions.

Individual proposals that come forward that would help the delivery of the CHP/DH network will be supported by the council. The opportunity to incorporate district heating / cooling pipe infrastructure will be considered in the forward planning and delivery of all relevant transport and public realm work in the Derriford and Seaton area.

Other developments will be encouraged to include heating and cooling systems that allow connection to the network.

4.30. The Plymouth City Centre and Derriford Sustainable Energy Study demonstrates that, due to the nature and location of the proposed developments, the emission reduction targets proposed in the Communities and Local Government Policy Statement, 'Building a Greener Future' (2006), will not be deliverable through the use of 'micro renewable' solutions. Having considered the specific characteristics for new development in this area, the Study identifies delivery of a Combined Heat and Power and District Heating network (CHP/DH) is sensible post 2013, and essential post-2016. Whilst site specific micro-renewable solutions may be able to meet the short-term building regulations requirement for emission reductions, their implementation will reduce the effectiveness and viability of a CHP/DH network in the longer term.

4.31. A CHP system can be fuelled by biomass (renewable energy technology) or by natural gas (low carbon technology). It can also incorporate other technologies as part of a wider network. To set the foundations for this low carbon network, it is likely that natural gas CHP will be the initial preferred

option as a well-established proven technology, with the low capital costs and small development footprint.

- 4.32. Gas CHP is a low carbon technology with the potential to deliver substantial reductions in Derriford & Seaton's carbon emissions. In the future, other fuel sources such as biomass could be 'plugged' into the CHP/DH system, once the initial infrastructure is in place. This Proposal will bring considerable benefits to new developments in terms of providing a cost-effective way of meeting increasingly challenging Building Regulations requirements as well as providing cheap low carbon energy and heating for future occupants. CHP can also offer the benefits of being able to deliver carbon savings for existing buildings, where building fabric improvements may be difficult to achieve. It may also deliver other improvements, including reduced costs of boiler replacements and lower revenue costs.
- 4.33. This Proposal, will be implemented on a phased basis, and delivered by an Energy Service Company (ESCo) in partnership with the City Council and developers. The role of the ESCo will be to develop, manage and maintain the CHP/DH infrastructure and to provide energy services to customers across the Derriford & Seaton area. Further work demonstrates that there is the potential to establish a first phase of the DH network based upon existing heat & power requirements for customers around Derriford Hospital.
- 4.34. Given the lead in time that will be required for establishing the ESCo, and associated CHP/DH infrastructure, this work will need to be completed early in the plan period to ensure that it provides the required foundation that will facilitate the roll out of 'carbon compliant' development.
- 4.35. The exact specification of the CHP energy centres required to support a commercially viable energy network will evolve according to local market conditions, but to deliver the desired carbon savings from the network some proposals will be encouraged to accommodate energy plant that supports the delivery of heat and power to adjoining sites/proposals. Key proposals that have the potential to support this phased rolled out will need (to discuss with AM) to safeguard land for this purpose.
- 4.36. The current expectation is that the area is likely to require a number of energy centres to support the phased roll out of the district heating network. It is currently anticipated that these will be focused around Derriford Hospital, Seaton Local Centre, and the new District Centre.. Proposals in these areas are therefore encouraged to safeguard land that could support this kind of use.
- 4.37. The Council will proactively support the establishment of a Derriford & Seaton ESCo, and then support the ESCo in the implementation of the required CHP/DH pipe infrastructure. This support will come through the planning process and when the Council carries out transport or public realm works. Developments will be encouraged to connect to the network and to provide financial contributions towards its establishment.

5. DELIVERING JOBS AND SERVICES

Creating a diverse mix of commercial and service uses

- 5.1. Unlocking Plymouth's economic potential underpins the city's aspirations to secure its long term future and fulfil its role as the economic hub for the far South West. Derriford, as one the city's strategic employment locations serving the wider sub-region, will play a major part in delivering this aspiration. The task of this AAP is to support the creation of jobs and services through the provision of the right land in the right place, together with the infrastructure necessary to support a more sustainable form of development.
- 5.2. Core Strategy, Strategic Objective 6 'Delivering the Economic Strategy' and Policy CS04 'Future Employment Provision', emphasise the importance of 'Developing the concept of a bi-polar economy with strong and complementary centres of employment at the City Centre and Derriford'. This role is supported by Strategic Objective 2 which confirms the key considerations of promoting economic flexibility and innovative capacity through the provision of a diverse mix of commercial, office and service uses at Derriford, together with homes and community facilities to ensure a more sustainable form of development.

Strategic Objective 2 Delivering Jobs and Services

To support Derriford's role in securing the city's long term economic and social well-being through the development of strategically important employment sites for health, industry and offices, as well as further education services, by:

1. Making provision for at least 6,000 new jobs over the plan period, re-enforcing Derriford's strategic employment role as part of the bi-polar concept identified in Plymouth's Local Economic Strategy 2006-21 (2006), .
 2. Ensuring that the growth of jobs and services at Derriford' is delivered in a way that is complimentary to the growth of the City Centre.
 3. Making provision for a diverse mix of commercial and service uses, as well as supporting residential, community, commercial, service and retail uses – so as to promote community well being, social interaction, environmental enhancement and the delivery of sustainable linked communities.
- 5.3. This strategic objective draws together key concepts to ensure development at Derriford contributes to delivering a more sustainable city by recognising the links between supporting jobs through the provision of homes and services to ensure sustainable development.
 - 5.4. Core Strategy Policy CS04, 'Future Employment Provision', highlights the need to accommodate both traditional employment uses as well as other priority economic growth sectors. In terms of delivering this, Proposals DS06 to DS11 support Derriford's existing health, education and employment uses by encouraging new investment, particularly in relation to the medical sector, as well as transforming Derriford into the city's

secondary office location after the City Centre. Derriford's main employment locations are:

Proposal	Location	Development Potential
DS06	Plymouth International Medical & Technology Park	20,000 sq m office floorspace 20,000 sq m Planned Care Centre 10,000 sq m Centre for Clinical Excellence
DS07	Tamar Science Park	25,000 sq m office floorspace
DS08	Crownhill Retail Park	2,000 sq m office floorspace
DS09	Derriford Hospital	20,000 sq m Children's hospital
DS11	Christian Mill Business Park	1,400 sq m office floorspace
The following employment developments will be provided on residential led mixed-use sites.		
DS12	Glacis Park	15,000 sq m office floorspace
DS13	Seaton Neighbourhood	5,000 sq m office floorspace
DS14	North West Quadrant	5,000 sq m office floorspace

- 5.5. The following proposals are intended to guide the future development of these sites. However, a number of transport interventions will be required before their full development can be realised. The consequence of this on the phasing of development is set out in Proposal DS19. Details concerning the delivery of these proposals is set out in Chapter 10.

Plymouth International Medical and Technology Park

- 5.6. The area known as 'Plymouth International Medical & Technology Park' (PIMTP) is a 33 hectare site located on the former Seaton Barracks, situated to the east of the A386, close to Derriford Hospital and the Tamar Science Park. It is currently owned and marketed by the South West of England Regional Development Agency (RDA).
- 5.7. PIMTP is a 'flagship' employment site which will play a crucial role in helping the South West to capitalise on its growing reputation as a centre of medical

excellence. It provides for B1 and B2 employment uses, with a focus on the health/medical sector. Its close proximity to the expanding Derriford Hospital, the Nuffield Hospital and the new headquarters for the Peninsula Medical School, put it at the centre of one of Europe's largest medical communities, making it a critical component in supporting the city's future prosperity.

- 5.8. As an established centre for medical excellence, PIMTP was chosen as the ideal location for one of only three new Radiology Academies in the country, as well as a new Peninsula NHS Treatment Centre, specialising in orthopaedic diagnostic treatment and rehabilitation. The NHS has also secured some 9 hectares of land within the site, which will provide a new multi-million pound care centre and it will be the first of its kind, nationally.
- 5.9. This site also accommodates a range of other organisations including occupational health specialists IMASS, HSBC, Rok and the Land Registry which is one of Plymouth's biggest employers.
- 5.10. Core Strategy Policy CS04, 'Future Employment Provision', and Proposal DS06, make provision for a further 20,000 sq m of business floorspace, as well as a range of business support infrastructure, as part of a commercially led mixed use development. On completion, this development is expected to provide in the region of 5,000 new jobs for the city.

Proposal DS06: Plymouth International Medical and Technology Park

Plymouth International Medical and Technology Park's role as a strategic employment site will be strengthened by commercially led mixed use development - delivering new offices, technology, research and development, healthcare and medical related businesses. These developments should:

1. Provide for an additional 20,000 sq m of commercial office and manufacturing (B1 and B2) development, as part of a mixed use development.
2. Provide for an additional 30,000 sq m of Medical facilities (C2 and D1), to include a Planned Care Centre of some 20,000 sq m and a Centre of Clinical Excellence of some 10,000 sq m.
3. Contribute to an intensification and diversification of existing commercial uses, including a reduction in the current impact of car parking provision
4. Making provision for supporting community infrastructure, as well as allow for the introduction of some limited residential uses at the eastern end of the site.
5. Consider the opportunities to make provision for the development of an Energy Centre.

- 5.11. Due to the pivotal role this site will play in shaping Derriford's long term future, particular consideration needs to be given to:
 - a) Ensuring new development contributes to the site's strategic employment role. In support of this role the provision of associated community facilities, including crèches, day care centres and small cafes, would be encouraged. There may also be scope for limited residential

development at the eastern end of the site, integrated with the proposed medical facilities and Seaton Neighbourhood.

- b) Promoting a more effective use of land to provide a higher density form of development that is well connected to the District Centre, Seaton Neighbourhood and the Community Park. Because of the strategic role, status and location of this site, its development will require high quality developments which create a distinct sense of place. This should include the provision of a landmark/tall building on Tavistock road to mark the arrival point to PIMTP and define its central location on the city's northern gateway. It will also be important to consider opportunities to rationalise surface car parking so as to maximise the site's development potential.
 - c) Supporting a move to more sustainable modes of travel. As a major travel destination, every effort needs to be made to reduce commuting and encourage more journeys by foot, bicycle or public transport. Travel plans for this area will be required to demonstrate how progress will be made towards achieving a modal shift.
 - d) In order to help reduce Derriford's carbon footprint, as part of the necessary response to climate change, development proposals for this site will be encouraged to make provision for a combined Heating and Power Energy Centre, to support the phased rollout of the district heating network, as well as have regard to the opportunities for new development to connect to this network.
- 5.12. With regard to the phasing of development, a critical consideration will be the requirement for the proposed Forder Valley link road. This has implications for the amount of development that will be permitted before the completion of this link road becomes a requirement. This requirement is set out in Proposal DS18.

Tamar Science Park

- 5.13. The area known as the 'Tamar Science Park' is located to the east of Derriford Hospital and to the south of Marjon on an attractive landscaped campus. It accommodates more than 80 knowledge-based businesses, including the Peninsula College of Medicine and Dentistry, and is considered to be one of the UK's fastest growing science parks.
- 5.14. The Tamar Science Park was developed in 1995 to bridge the gap between business and academia, as a partnership between Plymouth City Council, the University of Plymouth and Devon and Cornwall Business Link. It is now a joint partnership between Plymouth City Council and the University of Plymouth. Between 1998-2001 Phases 1 and 2, known as the Innovation and Technology Transfer Centre (ITTC), opened. In 2003, Phase 3 was completed and provided some 3,000 sq m of additional space. In 2004 the Peninsula Medical School was founded, providing a flagship presence for the science park which is expected to attract further medical-related companies.
- 5.15. Its contribution to the local economy is important as it is the only science park offering a combination of science, industry and education services, as well as providing a gateway to help develop new enterprises. This role is

particularly important in developing medical clusters at Derriford, as well as providing links to the Hospital and other medical services.

- 5.16. Tamar Science Park currently provides 18,580 sq m of floorspace. Through the support of Core Strategy Policy CS04 and Proposal DS07, provision is made for a further 25,000 sq m of floorspace, as well as a range of business support infrastructure.

Proposal DS07: Tamar Science Park

Tamar Science Park's role of providing for science, industry and education services, as well as being a gateway for new enterprises, will be strengthened by the provision of further commercial floorspace and business support infrastructure. These developments should:

1. Provide for an additional 25,000 sq m of BI employment floorspace, as well as associated educational uses. This will be supported by the delivery of a range of business support infrastructure in line with an overall agreed masterplan.
 2. Consider the potential, on land surplus to employment requirements, for limited office or residential uses, at the south east end of the site, fronting onto and overlooking the Community Park.
- 5.17. Because this is a strategic employment site, as well as being an invaluable gateway for the development of new enterprises, particular consideration needs to be given to:
- a) Ensuring new development supports the site's strategic employment role. However, it is also recognised that there may be scope for limited residential and /or office uses on unused land, in the south east corner of the site, overlooking the Community Park.
 - b) Ensuring the site plays a positive part in Derriford's 'Place Making Agenda' by creating connections with Derriford Hospital and the Community Park as part of an integrated scheme. The form and quality of development also needs to reflect the sites role, status and location. This means that new buildings should front onto public spaces and streets, (particularly Derriford Road), making it feel like an integral part of the urban area and less like a discrete employment park. The site layout should respond to views, the valleys and the tree belts to maximise the distinctiveness and quality of the environment. It will also be important to consider opportunities to rationalise surface car parking so as to maximise the site's development potential.
 - c) Reducing commuting by enabling more journeys to be made by foot, bicycle or public transport. This can be achieved through both design, as well as supporting the increased use of public transport by the use of travel plans to demonstrate how progress will be made towards a modal shift for the site.
 - d) In order to help reduce Derriford's carbon footprint, as part of the necessary response to climate change, new development will be encouraged to be CHP ready and able to take advantage of the proposed Derriford District Heating Network.

Crownhill Retail Park

- 5.18. Crownhill Retail Park is located to the west of Derriford Roundabout and fronts on to the A386. The site lies adjacent to Glacis Park and abuts Looseleigh Lane to the north. Crownhill Retail Park is currently occupied by four A1-A3 retail units, including a significant bulky goods warehouse of approximately 11,000 sq m, a foodstore and two fast food restaurants.
- 5.19. The intention of proposal DS08 is to support a commercially-led mixed use development on the Crownhill Retail Park site. It is assumed that existing uses will continue and development on the site will be intensified to incorporate a mix of uses, including office space and residential units. In the longer term, this site could have the potential to become edge of centre, once the second phase of the district centre has been delivered. This site should not compete with the district centre, but instead it will have a complimentary residential and employment role supporting the new district centre.

Proposal DS08: Crownhill Retail Park

Crownhill Retail Park will be developed to become a commercial-led mixed use site providing for:

1. Some 80 new residential units, at least 24 of which will be affordable to ensure a mix of housing type and tenure is provided to meet a range of needs.
 2. Some 2,000 sq m of office space that will front on to Tavistock Road
 3. A form of development that leads to an intensification and diversification of existing commercial uses, including a reduction in the current impact of car parking provision, including the provision of landmark feature(s) on the A386 frontage as part of marking the gateway into Derriford.
- 5.20. Development will need to form a quality built frontage onto Tavistock Road with a landmark feature marking the crossroads and should be of a suitable scale to create a positive sense of arrival and reduce the visual dominance of the A386.
 - 5.21. Development needs to contribute to the creation of positive links across the A386 to improve connectivity between this site and the new district centre.

Derriford Hospital

- 5.22. Derriford Hospital is located centrally within Derriford, between North West Quadrant and the Tamar Science Park. It not only provides healthcare services for the city and its sub-region, but is also a key landmark dominating the landscape in this area.
- 5.23. While the hospital is a major destination, it has evolved incrementally over several decades and can be confusing for visitors and patients, as well as having limited facilities for staff and users. While some of these matters can be addressed through improvements to the hospital itself, other issues can only be addressed by establishing better connections with the wider area.

- 5.24. Core Strategy, Strategic Objective 15 ‘Delivering Community Well-being’ and Policy CS31, support a number of improvements to the city’s health and well-being, including making provision for new and enhanced health care facilities. Proposal DS09 supports the continued development of this location for Health Care facilities, and is intended to assist Derriford NHS Trust with its plans for the expansion and improvement of its facilities.

Proposal DS09: Derriford Hospital

Derriford Hospital’s role as a regionally important healthcare facility, will be strengthened by enabling the provision of additional facilities and supporting environmental improvements. During the plan period, opportunities will be sought which enable:

1. The creation of a new entrance and arrival point on the western side of the existing hospital building, together with an integrated public transport interchange;
2. A new dedicated public transport route through the site from the new public transport interchange to the University College of St. Mark & St. John’s link road;
3. A new multi-storey car park for patients and visitors to replace surface car-parking that will be lost as a result of the North West Quadrant development;
4. Consolidation of the Accident and Emergency facilities, as well as the provision of a new children’s hospital to the north of the existing hospital.
5. The consideration of limited residential development in the region of 200 key worker or student residential units, on land surplus to requirements, at the south east end of the site fronting onto and overlooking the Community Park.

- 5.25. Because of the pivotal role the hospital plays, not only in providing healthcare facilities, but also in the way this facility dominates the urban fabric of the area, particular consideration needs to be given to:
- a) Ensuring the predominant use of this site remains for healthcare facilities, but recognising the potential opportunity for limited key worker/student units or office uses on unused land in the south east corner of the site, overlooking the Community Park.
 - b) Using development opportunities to promote improvements to the urban form, that includes:
 - improving the linkages to the adjoining North West Quadrant site, Tamar Science Park and Derriford Community Park
 - creating a new hospital entrance that reflects the site’s key role in the community, providing an appropriate arrival point for the transport interchange
 - promoting a form of development that reflects the hospital’s key strategic role. This means high quality architecture in high profile locations, as well as public realm and open space provision consistent with the site’s role.
 - establishing a stronger relationship to the natural setting of the site, to improve and soften the built environment and create a legible and easily

accessible place

- seeking opportunities to rationalise surface car parking and maximise the site's overall development opportunities.

- c) Supporting a move to more sustainable modes of travel. This means making provision for increased use of public transport, including developing travel plans to demonstrate how progress will be made towards a modal shift for the site.
- d) Developing an Energy Strategy which integrates the necessary infrastructure to achieve carbon savings with the anticipated development of a wider District Energy network in combination with Combined Heat and Power and an Energy Centre, as well as making provision for integrating waste storage areas and recycling facilities into the development.

University College of St Mark and St John (Marjon)

- 5.26. 'Marjon' is a Higher Education facility situated between the Airport, to the north, and Tamar Science Park to the South. Affiliated to the University of Exeter, the college runs undergraduate and postgraduate programmes. The facilities form a single campus for an academic community of approximately 5,000 people, including student accommodation on site. It plays a vital role in supporting the city's continued growth and long term economic prosperity through the provision of further education.
- 5.27. The Core Strategy, Strategic Objective 9 'Delivering Educational Improvements' and Policy CS14, recognises the city's high quality further education sector and the very important contribution it makes to teaching, learning and research. Proposal DS10 provides support for the continued use of this site for further education and assist Marjon with its plans for future developments.

Proposal DS10: University College of St Mark and St John (Marjon)

Marjon's role as a sub-regionally important education facility will be strengthened by enabling the provision of additional facilities.

Opportunities will be sought which enable:

- 1. The creation of a new university entrance and arrival point from Plymbridge Lane, in conjunction with a new Public Transport hub (to serve Plymouth Airport and the University College).
- 2. Provision for development of some 400 student accommodation units. In addition, provision is made on the eastern part of the site, on land which is surplus to educational requirements, for some office development or some 50 dwellings adjoining an existing housing area overlooking the Community Park.
- 3. A strategic public transport link to be provided on the western edge of the site between Derriford Road and Plymbridge Lane.

- 5.28. Because of the important role this site plays in providing for Plymouth's future, and the impact it has on the area as a whole, particular consideration needs to be given to:
- a) Ensuring development reflects Marjon's key educational role, emphasising the College's modernity and connectivity with the surrounding communities. This includes making provision for increased public use of some of the sports facilities, particularly for extended public use of the swimming pool. It is also recognised that there may be scope for limited residential and /or office use on unused land in the north east corner of the site, overlooking the Community Park.
 - b) Ensuring development responds to its surroundings, providing effective integration so as to maximise the benefits of the College to its neighbours. In particular the relationships to Plymouth Airport, Tamar Science Park and Derriford Community Park need to be demonstrated as part of an integrated scheme. Opportunities will be encouraged to strengthen the form of the existing campus through intensification, as well as provide development that fronts onto Derriford Road, Plymbridge Lane, or overlooks the Community Park. The site layout should respond to views, the valleys and the tree belts to maximise the distinctiveness and quality of the environment. It will also be important to consider opportunities to rationalise surface car parking so as to maximise the site's development potential.
 - c) Preparing a car parking strategy, in conjunction with travel planning, to demonstrate how progress will be made towards a modal shift for the site through the increased use of public transport. This should include co-ordinating the new university entrance and arrival point from Plymbridge Lane with the proposed new Airport entrance on Plymbridge Lane in order to facilitate improvements to public transport accessibility.
 - d) Ensuring the proposed strategic public transport link to be provided between Derriford Road and Plymbridge Lane, (the Marjon link road), provides for bus priority, as well as serving as a high quality pedestrian and cycle route, subject to constraints placed on the design by topography and the Site of Special Scientific Interest to the west of the proposed route.
 - e) Safeguarding the green links which run alongside both the eastern and western fringes of the Marjon site, making every effort to strengthen north-south ecological connectivity throughout the site.
 - f) Developing an Energy Strategy, integrating the necessary infrastructure to achieve carbon savings by encouraging all development to be District Energy and CHP ready, as well as making provision for integrating waste storage areas and recycling facilities into the development.
- 5.29. Details concerning the delivery of this proposal, together with an explanation of the relationships between the provision of key infrastructure needed and the anticipated funding sources is set out in Chapter 10.

Christian Mill Business Park

- 5.30. The area known as Christian Mill Business Park is located west of the A386, off Tamerton Foliot Road. It currently provides some forty business units for office and industrial uses, on some 2.4 hectares.
- 5.31. The Plymouth Employment Land Review (2006) recognised that while this site is a secondary employment location, it none the less has good access via Tavistock Road, as well as fulfilling an important local role in providing for a range of employment opportunities supporting the Council's vision for a prosperous city based on the concept of sustainable linked communities. Through the support of the Core Strategy Policy CS04 and DSI I recognition is given to this site's role in providing a range of premises that sustain local needs, but also supports the site's further redevelopment for employment purposes.

Policy DSI I: Christian Mill Business Park

Christian Mill Business Park's role as a local employment provider will be safeguarded and enhanced to provide for B1, B2 and B8 employment uses. Development proposals should:

- I. Lead to an intensification of use and contribute to the sites overall improvement. This will include maximising redevelopment opportunities, as well as rationalising surface car parking to open up development opportunities.
- 5.32. This AAP supports the implementation of the 2009 planning consent for an additional 12 commercial units of 1,400 sq m to be sited on the redundant lorry park. However, in implementing the existing planning consent or promoting any further re-development of this site, particular consideration needs to be given to:
- a) Helping improve the site's links to the surrounding communities by improving pedestrian access and making provision for cyclists;
 - b) Development overlooking the valley edge should be positive, adding interest, contrast and character, as well as providing a degree of natural surveillance and stronger enclosure;
 - c) Support the increased use of public transport, including the use of travel plans to demonstrate how progress will be made towards a modal shift for the site.

6. DELIVERING HOMES AND COMMUNITY:

Creating Sustainable Linked Communities

- 6.1. Creating a successful community requires much more than just providing the homes for people to live in. It is about ensuring that housing is developed in suitable locations where a range of community needs can be met, as well as providing a framework within which communities can grow in a sustainable way. This means providing an appropriate range, mix and type of housing in a way that integrates homes with jobs, services, recreation and the environment, helping to deliver a sustainable city.
- 6.2. The Core Strategy, Strategic Objective 10 'Delivering an Adequate Housing Supply' and Policy CS15 'Overall Housing Provision', emphasise the importance of prioritising locations that will best contribute to building sustainable, linked, mixed use, balanced communities that support the city's regeneration. This aspiration is supported through Strategic Objective 3 with regard to the Derriford area:

Strategic Objective 3 Delivering Homes and Community

To accommodate substantial development at Derriford in a way that helps deliver decent and affordable homes, supports a diverse and inclusive community, ensures easy access to jobs and services and creates a place where people want to live. This will be achieved by:

1. Providing a range, mix and type of housing - within a predominantly high density urban form, but including some lower density development as part of integrating the urban form with the area's green infrastructure;
 2. Ensuring new residential development is well connected to the employment and service provision, as well as the surrounding areas. The intention is to encourage as many people as possible who work within Derriford to also live, shop and relax there;
 3. Requiring that the form and setting of development respects and takes full advantage of Derriford's unique environmental and historic assets in order to create a place where people want to live.
- 6.3. This Strategic Objective recognises the need for the careful integration of development, ensuring an appropriate combination of employment with housing, retail, leisure, transport and community infrastructure, so that Derriford can become much more self sufficient, reducing the need for unsustainable commuting.

- 6.4. Core Strategy Policy CS16, 'The Spatial Distribution of Housing Sites', anticipates the provision of more than 3,500 new dwellings in the Derriford and wider northern corridor area. The following key locations have been identified to deliver some 3,878 units, which includes 573 student units, within the Derriford AAP area:

Proposal	Location	Development Potential
DS12	Glacis Park	700 new homes
DS13	Seaton Neighbourhood	770 new homes
DS14	North West Quadrant	580 new homes
DS15	Quarry Fields and BT site	70 new homes
DS16	Buena Vista Drive	50 new homes
n/a	Lozenge	123 student units with outline permission.
n/a	401K and Cobham Field	375 new homes with outline permission
The following residential development will be provided on the Commercial led mixed use development		
DS06	Plymouth International Medical and Technology Park	60 new homes
DS07	Tamar Science Park	50 new homes
DS08	Crownhill Retail Park	80 new homes
DS09	Derriford Hospital	200 new homes
DS10	The University College of St Mark and St John	50 new homes 450 student units
DS17	District Centre	320 new homes
Total		3,878 housing units

- 6.5. The following section sets out the proposals for those sites which will be promoted for residential led mixed use development. The remaining sites, which are primarily being proposed for commercial led mixed use are described elsewhere in this AAP.
- 6.6. Details concerning the delivery of these proposals, together with an explanation of the relationships between the provision of key infrastructure needed and the anticipated funding sources, is set out in Chapter 10.

Glacis Park

- 6.7. The area known as 'Glacis Park' is located to the north of Whitleigh Valley, west of the A386 and adjacent to the housing south of Looseleigh Lane. This site is currently used by South West Water Authority for a Water Works, for the City Council Offices at Windsor House, as well as accommodating other small scale commercial businesses.
- 6.8. The intention of Proposal DS12 is to anticipate the relocation of the water works to the north of Plymouth by 2018, which will then allow for the site's re-development for residential led mixed use development, supporting the creation of a new sustainable linked community at Derriford.

Proposal DS12: Glacis Park

A new residential led mixed use neighbourhood will be developed at Glacis Park to include provision for:

1. Some 700 residential units, of which at least 210 will be affordable housing, delivering a mix of tenure and housing types to meet a wide range of needs.
2. Some 15,000 sq m of (B1) office space, primarily located to the east of the site along the A386 to provide a suitable frontage along this main arterial route
3. Dedicating sufficient land at Whitleigh Valley to enable supporting strategic greenspace, with appropriate pedestrians and cycle links across the valley that connect on to Derriford Community Park.

- 6.9. Due to the size and the importance of this site's location on the city's northern corridor, particular consideration needs to be given to:
 - a) The type of development, which should be predominantly dense and urban, with a mix of uses, house types and sizes. It will need to make provision for a high quality public transport interchange as part of the HQPT network. There will be opportunities for commercial development along the A386 frontage, providing a landmark of a suitable mass and form, reflecting its position on this important arterial route. Provision will also need to be made for high quality public realm and open space consistent with a key location in the city.
 - b) The form of development, needs to integrate the new neighbourhood into the wider community by providing links to the District Centre and Community Park to the east, the commercial and residential areas to the north, as well as Whitleigh Valley to the south. The site's layout should take advantage of the natural and built qualities of the area to generate character and distinctiveness. Proposals should provide a frontage overlooking Whitleigh Valley, creating an attractive edge, improving surveillance, affording new access points and taking advantage of the long distance views. Equally, the historic assets of Crownhill Fort and its Glacis will provide a backdrop to the development which, along with Drake's Leat, needs to be responded to so as to create character and identity as part of an integrated scheme.
 - c) The dedication of sufficient land in Whitleigh Valley, of an appropriate quality and variety, so as to retain this part of the current greenspace link. This area of greenspace will include the Glacis to Crownhill Fort,

and pedestrian and cycleway links will need to be provided to the adjoining areas, including the local primary and secondary schools.

- d) There will be a requirement to contribute towards the delivery of a Derriford area District Heating Network solutions. Development will be encouraged to be CHP ready, with the ability to connect with a future Derriford area District Heating Network.

Seaton Neighbourhood

- 6.10. The area known as 'Seaton Neighbourhood' lies between Plymouth International Medical and Technology Park to the north and Derriford Community Park to the south. It is located on the higher, south and south east facing slopes of the Forder and Bircham valleys. The land is currently being used for limited agricultural purposes.
- 6.11. The intention of Proposal DS13 is to support the creation of a desirable valley-sided residential community of some 770 homes. This development will be supported by a new Local Centre, as well as enabling the delivery of the Forder Valley link road and Derriford Community Park. The site's location and its close proximity to key services make it an ideal location to promote a new neighbourhood in a way that supports the cities long term growth in a sustainable way.

Proposal DS13: Seaton Neighbourhood

A new residential led mixed use neighbourhood will be developed at Seaton, providing homes with a new local centre, as well as enabling the delivery of the Forder Valley link road and Derriford Community Park.

The AAP identifies a boundary within which development will be supported. Further areas are identified on the Proposals Map, within the Community Park, where development opportunities will be considered, subject to an evaluation of the land needed to support an appropriate range of uses within the park, as well as the need to ensure a viable form of development that can deliver the range of benefits needed.

Provision should be made for:

- 1. Around 770 new homes that demonstrate innovative sustainable design, at least 231 of which should be affordable, delivering a mix of tenure and housing types to meet a wide range of needs. The first phase of this development is expected to deliver up to 200 homes. Completing the remaining development is dependant on the completion of the Forder Valley link road.
- 2. A new Local Centre, which may include a small supermarket as well as a range of other shops and services, providing up to 2,000 sq m gross of A1 to A5 retail uses serving the local needs of the Seaton Neighbourhood, PIMTP and the adjoining Healthcare uses. The centre would also include a mixture of associated employment and healthcare facilities, as well as incorporating some residential uses.
- 3. Delivering the proposed Forder Valley link road, including a high quality public transport interchange as part of the new Local Centre.

4. Dedicating the land indicated on Map 4 to enable the successful delivery of the Derriford Community Park, including making provision for an Environmental Centre on the edge of the neighbourhood which will form the gateway to the Park.

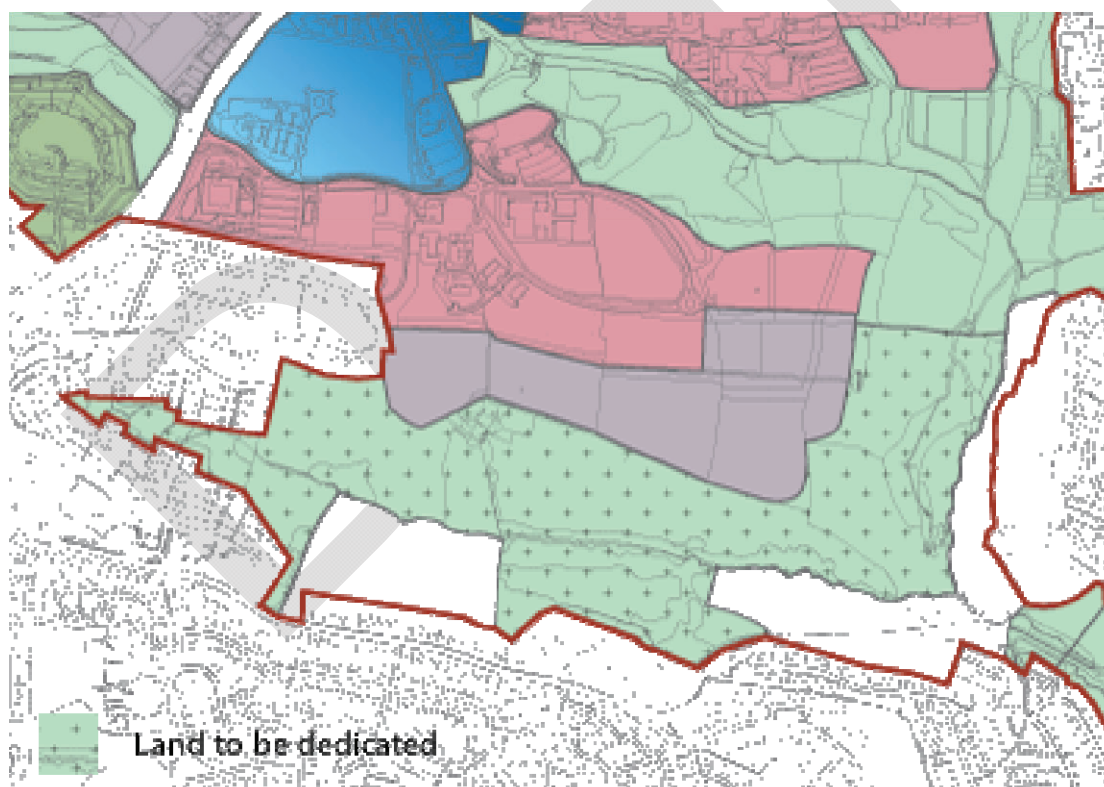
- 6.12. In order to capitalise on the many opportunities this site offers to create an exemplar of sustainable development, particular consideration needs to be given to:
- a) Providing a mix of house types and sizes. It is recognised, however, that this location is better suited to a higher proportion of houses than flats, with the higher density housing being provided to the north, adjacent to and integrated with the employment uses. It is also anticipated that the site's southerly aspect and proximity to the park will enable larger scale, lower density eco-friendly family homes to be provided adjacent to the valley, integrating development with the park.
 - b) Providing a new local centre that serves the day to day needs of local residents, as well as the adjoining employment areas. This would include a small supermarket, as well as a range of other shops of a local nature serving a small catchment, with an ultimate gross total retail floorspace of no more than 2,000 sq m. The centre needs to be developed as an integrated solution, accommodating a mixture of employment and healthcare facilities, as well as residential uses. Provision also needs to be made to incorporate the frontages of the adjoining new Plymouth Hospitals NHS Trust health facility and the proposed independent hospital.
 - c) Delivering the Forder Valley link road (see Proposal DS18), which will be an important gateway into the area, together with a high quality public transport interchange located in the new Local Centre.
 - d) Dedicating sufficient land of an appropriate quality and variety to the enable the Community Park to fulfil its proposed function and provide for the intended mix of uses. The extent of the land to be dedicated is shown on Map 4 below . Plans will also need to recognise that the Environmental Centre, on the edge of the neighbourhood, will act as a key gateway to the Park, providing benefits such as community allotments and an orchard.
 - e) Ensuring the form of development is sensitive to the site's prominent hilltop location, taking advantage of the long distance views, as well as its relationships to the Community Park. In particular the landscape must inform the housing layout, orientation and type, especially on the lower slopes where the development should integrate with the park through a combination of soft edge and built edge, which incorporates existing trees and hedgerows where possible.
 - f) It will be important to maintain and enhance the sites Biodiversity Features. Topography will be a key consideration, with east west connections broadly following the contours and north-south connections on the diagonal to overcome the gradients. This arrangement should be used to generate a distinctive urban form, a strong sense of place and provide a positive relationship and access to the Community Park.

Proposals should also give careful consideration to microclimate and creating shelter.

- g) There will be a requirement to contribute towards the delivery of a Derriford area District Heating Network solutions. Development will be encouraged to be CHP ready, with the ability to connect with a future Derriford area District Heating Network;

6.13. It is recognised that further work will need to be completed in order to define the precise boundaries for this development in terms of its relationship with the Community Park. This decision will be informed through a masterplan approach, to be produced in a partnership between the Council, the developer, the local community and other partners. It will provide a range of information which will include a consideration of:

- i) the amount and type of land required in order to deliver a high quality, financially viable Community Park that can accommodate a range of uses and fulfil user expectations as a city wide and sub regional leisure destination. It will also consider field boundaries where public access will need to be restricted in order to manage stock.
- ii) the amount of land required in order to secure a successful and viable development that delivers the aspirations set out above.



Map 4 Land to be dedicated for the delivery of Derriford Community Park

North West Quadrant

6.14. The area known as 'North West Quadrant' is located to the east of Tavistock Road, (the A386 at Derriford roundabout), and lies immediately northwest of Derriford Hospital. This 6.4 hectare site provides a significant

opportunity to transform an underutilised, low density area into a high quality, high density mixed use urban development which marks the gateway to Derriford Hospital.

- 6.15. The intention of Proposal DSI4 is to support the comprehensive re-development of this site for residential led mixed use, including the provision of offices, community services, a multi storey car park, as well as the phased introduction of a new local shopping centre to provide for the day-to-day needs of local residents and Derriford Hospital.

Proposal DSI4: North West Quadrant

To create a new high quality integrated mixed use development to the east of the A386 that accommodates living, working, local shopping needs, community and recreational uses, in a way that establishes positive relationships with the surrounding uses. The re-development of this site should make provision for:

1. A mixture of high density housing types and tenures to provide some 500 homes suited to people who work in the area, incorporating at least 150 affordable homes.
2. Some 5,000 sq m of BI, office floorspace suited to serve the needs of the surrounding uses, providing for office, research and development and healthcare jobs.
3. The phased introduction of a new local centre to serve the day to day needs of local residents and hospital users. In retail terms this will require:
 - In the short to medium term the provision of a small quantum of retail, providing for some 820 sq m (gross) of A1 to A5 uses.
 - In the longer term, subject to progress being made on delivering the new District Centre as the 'heart' of the new community, the growth of this local centre would be supported to enable the provision of a small supermarket and a range of other shops of a local nature serving a local catchment, providing for total retail floorspace of no more than 1,500 sq m (gross) of A1 to A5 retail uses

In addition to this, ancillary retail functions compatible with a local centre, including cafés / restaurants, community and leisure facilities, to meet the daily needs of local residents and hospital users, would be supported.

4. The creation of a new highway access arrangement, together with the provision of a transport hub and car parking, to significantly improve connectivity between Brest Road, the North West Quadrant site, and Derriford Hospital. Land will need to be set aside for the re-alignment of Derriford road, including good pedestrian links across to the Cobham Field.
5. Deliver a new multi-storey car park for Derriford Hospital integrating active building frontages.
6. Create new east- west public transport, pedestrian and cycle links between the proposed new Derriford Hospital entrance and Tavistock Road.

7. Create new north- south public transport, cycle and pedestrian connections through the development with the new district centre and the Community Park.

- 6.16. The central location of the North West Quadrant site offers exceptional opportunities to improve connectivity to adjoining areas, bringing together large areas of mono-functional land that are currently fragmented and isolated from each other, as well as providing access to public services and community facilities and consequently help reduce the need for people to travel. In order to take full advantage of these opportunities, particular consideration needs to be given to:
- a) Ensuring an integrated mix of uses which provides for living, working, community and recreational uses, as well as meeting local shopping needs, which are readily accessible from the surrounding areas.
 - b) The phased introduction of a local shopping facility which meets the direct day to day needs of local residents and hospital users in particular. (Note: - Due to the proximity of the North West Quadrant site to the proposed new District Centre, located some 400m south, it is necessary to take a cautious and restrictive approach to retail provision on this site to avoid diluting the focus for retail growth in the short to medium term. The initial phase of retail provision permitted, therefore, will not exceed 820 sq m gross floorspace and the formation of the full Local Centre providing for a total of some 1,500 sq m (gross), will be delayed until the new District Centre has at least achieved its first phase of development set out in Proposal DS17).
The location of this Local Centre, including ancillary retail functions compatible with a Local Centre such as a newsagent, florist, cafés / restaurants, pharmacy, community and leisure facilities, should be close to the new entrance of Derriford Hospital, providing a focal point to meet the daily needs of residents, workers, patients, practitioners and visitors to this area.
 - c) The creation of a new highway access arrangement, together with the provision of a transport hub and car parking, to significantly improve connectivity between Brest Road, the North West Quadrant site, and Derriford Hospital. This may include changes to the way that Morlaix Drive is used, as well as a new access point from Brest Road (north of the junction with Morlaix Drive) into the North West Quadrant site (see Proposal DS18). Opportunities to rationalise surface car parking and maximise development opportunities, should be considered.
 - d) Promoting a high density form of development, of a suitable scale and quality reflecting the sites proximity to a key gateway to the city, fronting onto Tavistock road, as well providing an entrance to Derriford Hospital. Developments will need to have architectural presence, enclosing streets with active frontages, together with high quality public realm and open space provision, providing a network of routes to integrate the new neighbourhood into the wider community. It will also be important to allow fingers of green to extend into the development from Bircham Valley, to help soften the built environment, as well as ensure buildings overlook the valley to take advantage of the views.

- e) There will be a requirement to contribute towards the delivery of a Derriford area District Heating Network solutions. Development will be encouraged to be CHP ready, with the ability to connect with a future Derriford area District Heating Network.

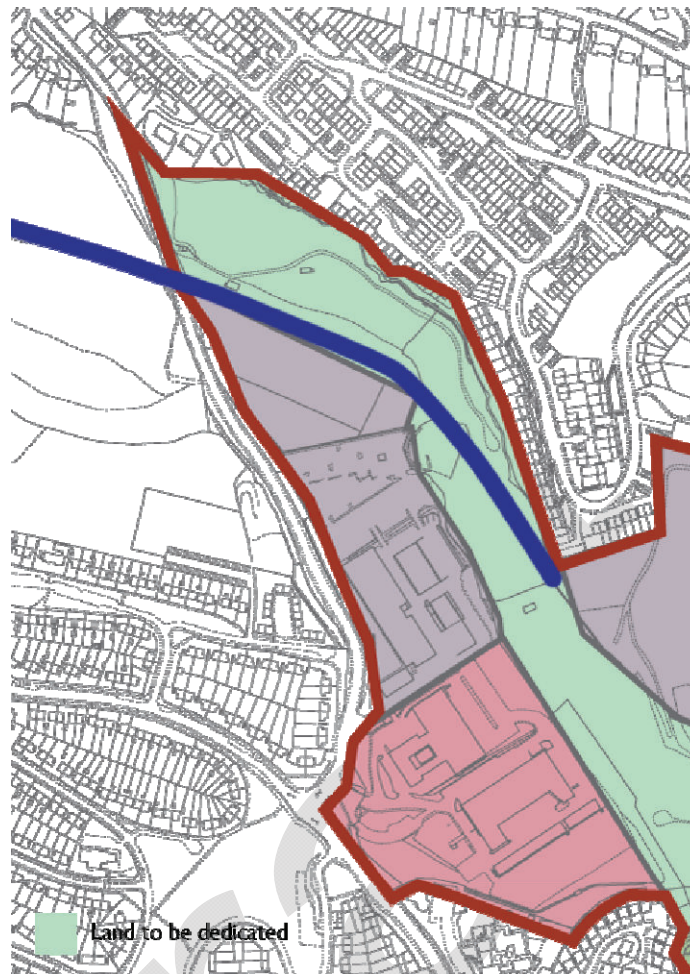
Quarry Fields

- 6.17. Quarry Fields is located to the north west of Christian Mill Business Park, on Tamerton Foliot Road. The site includes the under utilised BT depot site and part of the adjoining field to the north.
- 6.18. This site was identified through the SHLAA (2009) as having potential for residential development. The field forms part of a wider area that is regarded as important in Greenscape terms. It is considered, however, that developing a small part of the field, up to the water mains pipe that runs through this site, would not prejudice the value of the Greenscape, provided public rights of access are granted over the remaining land. This would enable a public access link from the development through Glacis Park to the heart of Derriford and would deliver considerably improved public accessibility to Whitleigh Valley and overall connectivity within Derriford. Proposal DS15 is intended to facilitate this development.

Proposal DS15: Quarry Fields

Land at Quarry Fields, on Tamerton Foliot Road, will be developed for mainly residential purposes. The new development should:

- 1. Include provision of some 60 residential units, at least 18 of which will be affordable, providing a mix of tenure and housing types to meet a range of needs.
 - 2. Provide public access over the remaining land at Quarry Field, together with the provision of a footpath and cycle link between Glacis Park and Whitleigh Valley.
- 6.19. In order to support the sustainable development of new homes in this location, as well as open up public access between Quarry Woods and Whitleigh Valley, consideration needs to given to:
 - a) Ensuring that suitable linkages are provided between the development and the surrounding areas.
 - b) Development overlooking the valley edge should provide a positive frontage, providing natural surveillance;



Map 5 Land to be dedicated by the landowners for public rights of access

Buena Vista Drive

- 6.20. This site is located to the north of the George Junction Park and Ride, to the west of Buena Vista Drive and to the north of Plymbridge Road.
- 6.21. The site was to be re-developed as part of the former 'George Junction' highway scheme, however, this proposal was superseded by the new Park and Ride site on land to the south, with associated highways improvements on Tavistock Road (A386). While this site is currently recognised as a greenfield site, it was identified through the SHLAA (2009) as having potential for residential development. The intention of Proposal DSI6 is to support its development primarily for residential uses.

Proposal DSI6: Buena Vista Drive

Land at Buena Vista Drive, on Tavistock road, will be developed for mainly residential purposes. The development should include:

- I. Provision of some 50 residential units, of which at least 15 will be affordable housing, providing a mix of tenure and housing types to meet a range of needs.
- 6.22. In order to support the sustainable development of new homes in this location, consideration needs to be given to:

- a) Ensuring a form of development that reflects the site's location on Tavistock Road and overlooking the Park and Ride site. Proposals for a landmark building, of between 3 – 4 storeys in height, on the south-west corner of the site, incorporating a small retail unit on the ground floor would be encouraged.

Existing Planning Consents

401K and Cobham Field

- 6.23. The area known as '401K' is located to the south of the Airport's terminal buildings. This land previously formed the airport's southern runway, but as a consequence of a modernisation programme it has been deemed surplus to future operational requirements. Planning consent was granted in 2009 for the provision of new homes, employment uses, a care home, as well as the construction of a new link road, on the basis that this development would support improvements to the airport. 401K is expected to deliver some 300 new homes and 3,000 sq m of light industrial uses.
- 6.24. The area referred to as 'Cobham Field' is also known as the 'pony paddock' and is located to the north-east of the Airport and is adjacent to the residential community of Glenholt. This site received reserved matters approval in 2010 and it is expected to deliver 72 new homes.

The Lozenge

- 6.25. The area known as 'The Lozenge' is located to the north of Derriford roundabout and east of the A386. The majority of this land is already in use with the Mercedes Car Showroom, the Jack Rabbit public house and the Inn Keepers Lodge hotel. Planning consent was granted in 2010 on the remaining land for the development of 123 student flats.

7. DELIVERING SHOPS AND SERVICES:

- 7.1. There are obvious benefits from locating shops and services close together in an area, which is readily accessible by their customers. Derriford, positioned at a focal point on the city's northern corridor, within a strategic employment area, fulfils this requirement and is the ideal location to develop a new District Centre to serve the wider communities of northern Plymouth.

Promoting a new District Centre

- 7.2. This is recognised in the Core Strategy, Strategic Objective 7 'Delivering Adequate Shopping Provision' and through Policy CS07 'Plymouth Retail Hierarchy', which seek to provide a new heart for northern Plymouth by delivering a new District Centre at Derriford, but in a way that supports the role of the City Centre as the primary shopping destination. The Core Strategy also recognises that this new District Centre will be expected to fulfil a more strategic role in comparison to other District Centres in Plymouth. Its task is to respond to major population growth planned in the north of the city, overtrading of nearby superstores and to support the Council's strategy for a bi-polar economy concept focused on the City Centre and Derriford.
- 7.3. This new District Centre will be supported by a network of smaller local community facilities, including small scale retail provision on the North West Quadrant site to meet the direct needs of hospital users and a neighbourhood centre within the Seaton Neighbourhood. However, in order to ensure the success of the new District Centre, Core Strategy Policy CS08 'Retail Development Considerations' confirms that other non City Centre retail developments should support and not prejudice the delivery of the Spatial Vision, which includes the new Derriford District Centre. These aspirations for a new District Centre are supported through Strategic Objective 4, as follows:

Strategic Objective 4 Delivering Shops and Services

To deliver a major new district centre for the north of Plymouth, transforming the feel of Derriford into a significant urban centre, addressing deficiencies in the city's existing convenience goods shopping provision, while serving the Council's wider sustainability and economic objectives, by:

1. Developing a major new District Centre at Derriford, which serves the needs of both the local communities as well as the wider area of northern Plymouth, in a way that promotes a sustainable form of development and supports the role of the City Centre as the primary shopping destination.
2. Delivering a genuinely mixed use District Centre, which includes food store(s) as well as a level of comparison goods floorspace associated with a major District Centre, together with offices, residential developments and

other complementary uses, based around a traditional uncovered 'high street' format.

3. Promoting the development of the new District Centre on the east side of the A386, centred on the former Seaton Barracks site, as the location best able to deliver all the required components to create a successful District Centre within an appropriate timescale.
4. Meeting existing convenience goods retail needs through the first phase of development, to be completed by 2016, and addressing predicted future retail needs by completing the remaining phase(s) of development by 2026.

- 7.4. This strategic objective recognises that the delivery of a new District Centre is a pre-requisite to enabling Derriford to fulfil its wider role of providing a new 'heart for northern Plymouth' and supporting the city's long term growth in a sustainable manner. These aspirations are defined in Proposal DS17, as follows:

Proposal DS17: A new District Centre for Derriford

A new District Shopping Centre will be developed, through a phased approach, to support the surrounding residential and commercial communities, in a way that provides a focus for northern Plymouth, supports the city's long term growth aspirations, but does not undermine the role of the City Centre. This development should provide for:

- I. A total retail provision of some 30,000 sq m by 2026, brought forward in two phases as follows:

Phase 1, by 2016.

- a) The development of the District Centre will commence on the former Seaton Barracks Parade Ground, on land owned by the Regional Development Agency.
- b) The total amount of retail development to be provided on this site, by 2016, will be some 10,000 sq m made up of a food store in order of 5,000 sq m (gross) and a further 5,000 sq m of complementary ancillary retail units of varying sizes.

Phase 2, by 2026.

- a) Further phase(s) of the District Centre will be to the north of the Phase 1 development, on the Derriford Business Park site and incorporate the land to the north up to Derriford roundabout. This land will be safeguarded to accommodate the longer term expansion of the District Centre, beyond 2016. In the short term, the current uses on this site are expected to continue.
- b) The potential for the District Centre to grow to its maximum size of some 30,000 sq m will be considered within the context of the needs of northern Plymouth, as well as the consideration of any potential impact this might have on the vitality and viability of the City Centre.
- c) On completion, the District Centre will include food store provision of up to 14,000 sq m with one or more operators, approximately 13,000 sq m of

comparison/fashion units and approximately 3,000 sq m of ancillary service units.

d) As to precisely how much additional retail is to be provided post 2016, its mix, and the timing of development, will be assessed through a plan, monitor, manage approach, based on an up-to-date review of the retail evidence base and if necessary a review of the AAP.

2. Commercial development, as an integral part of the District Centre mix of uses, including 25,000 sq m of business floorspace suitable for offices, as well as cafes/restaurants, leisure and community facilities will be supported.
 3. High density residential development, integral to the new District Centre, providing some 320 dwellings, with at least 96 affordable housing units.
 4. The creation of high quality public transport interchange facility that will serve as an interchange for key destinations and residential developments on the eastern side of the Derriford area.
 5. A new 2 form entry primary school.
 6. Other community infrastructure, such as a library.
- 7.5. The intention of this Proposal is to help deliver a new District Centre that provides both essential retail facilities, as well as other necessary services for the local residential and working communities, in a way that creates a focus for the whole of Northern Plymouth, while supporting and not compromising the role of the City Centre.

Form of Development

- 7.6. The proposed District Centre will incorporate a mix of uses, although it is assumed that the retailing element of this development will be the economic driver and will act as a catalyst for further regeneration in the Derriford and Seaton area. It will need to be a genuinely mixed use District Centre of a high quality urban form, in order to service a wide range of needs from local residents to those who work in the area. It will also be larger than the city's other District Centres, enabling Derriford to fulfil its wider role as the new 'heart for northern Plymouth'.
- 7.7. Therefore, in addition to retail, an integral part of the new District Centre will be the inclusion of a broad mix of uses, including offices, houses suited to people who work in the area, restaurants, leisure, community and other complementary uses, based around a 'high street' format. This would:
- a) Preclude the development of just a large stand alone food superstore with a large convenience and comparison goods range;
 - b) Preclude a 'strip' style development with just a horizontally split land use mix (i.e. the development needs to include both a horizontal and vertical split to the land use mix);
 - c) Preclude a centre of such a scale that would attract or enable occupiers to locate there, where such occupiers might otherwise typically be expected to provide their primary store within the City Centre.

Phasing of Development

- 7.8. There is a current shortfall in the city's retail provision for northern Plymouth with a clear quantitative need for the provision further comparison shopping by 2016. This requirement needs to be planned for now.
- 7.9. Beyond this, assuming that population growth objectives are realised, the quantitative need for further development will be significant. Therefore, the District Centre should be designed with the potential to grow in line with demand, so as to fulfil its long term strategic role. However, this phased approach to the delivery of the District Centre needs to ensure that the City Centre retail led regeneration has been largely completed in advance of the second phase of delivery of the Derriford District Centre. Adopting this phased approach will ensure that the District Centre does not compete with the City Centre but rather provides a complimentary role once the next phase of the City Centre has been secured.
- 7.10. The precise timing and quantum of development will be determined through detailed impact assessment, using a plan, monitor and manage approach to ensure there is no adverse effect on the City Centre. As retail development will be the key enabling component in delivering the new District Centre, it is expected that:-
 - a) Initial development, by 2016, would provide for one or two new food store(s), together with a level of comparison goods floorspace associated with a modest scale District Centre, of a total of some 10,000 sq m gross.
 - b) In the longer term, by 2021 or beyond, when the city's population has increased to a critical mass of some 300,000+, it is anticipated that there will be sufficient scope to increase this District Centre's retail provision to a total of some 30,000 sq m gross. However, such a development would need to be phased to ensure it did not draw from a much wider catchment area and directly compete with the City Centre. This will be achieved through a plan, monitor and manage approach.

Proposed Location

- 7.11. The most suitable location for new District Centre is an area to the north of Future Inn (i.e. the former Seaton Barracks parade ground), up to and including the Derriford Business Park and bounded to the west by the A386 and to the east by Brest road. It has the following advantages:
 - a) It is centrally located on the crossroads of the main highway network, at the junction of the A386 with Coleridge Lane which, with the opening of the Forder Valley link road, will form the main north /south and east /west axis routes at Derriford. This location on the crossroads, surrounded by all the major developments in the area, makes it the obvious focal point for a new District Centre. A further advantage is that this access into PIMTP would require little in the way of improvement in order to accommodate the District Centre traffic
 - b) The full length of the site is very well placed to deliver active and prominent retail frontage along the A386, defining Plymouth's northern gateway.

- c) The site for phase I of the development has already been cleared and serviced by the RDA, enabling an early start to be made and ensuring delivery by 2016.
- d) The site has significant potential to grow to meet long term demands, within the timescale targets defined by the Core Strategy. The potential to accommodate future phase(s) of the Centre's development lies to the north on Derriford Business Park and to the east up to Brest road. All of this land is in the RDA's ownership who, with their extensive land ownerships in this area, are also in a position to facilitate any necessary relocation to accommodate the District Centre's long term development.
- e) This site offers the best opportunity to improve journey times, provide for a balanced distribution of traffic destinations in the area and not add to congestion on the A386. It is also well placed to support public transport facilities, facilitate pedestrian access across the A386, and link to the Community Park through the Bircham valley, enabling elements of the park to be brought into the centre.

Urban Form

- 7.12. The development of the District Centre affords a real opportunity, not only to address existing need, but to promote a clear identity and focus for Derriford, providing a more integrated and sustainable environment. In implementing Proposal DS17 regard needs to be had to Policies DS01 to DS05. In particular:
- a) A masterplan approach that demonstrates how the layout, form, scale and design of the urban fabric of the District Centre, in conjunction with the critical mass of development, will perform a pivotal role in making this area function as a genuinely mixed use District Centre, based on a high street format, with a full range of uses.
 - b) The proposals will need to demonstrate that full advantage has been taken of the opportunities for the District Centre to transform the nature of Derriford, provide it with its own distinct identity, make it into a place in its own right, a real destination and a more sustainable location. In addition, regard will also need to be had to existing town centre uses.
 - c) The site's frontage onto the A386 will require a bold urban form that creates a high quality, landmark development, establishing an 'iconic gateway' marking the northern entrance to the city and creating a sense of arrival at Derriford with landmark /tall buildings to mark the centre's location, particularly along the A386 frontage.
 - d) A significant element of the demand for the centre's services will come from the communities to the west of the A386. It will be important to incorporate measures that will facilitate pedestrian and cycle links across the A386.
 - e) The site's pivotal role and its central location makes it critical to provide a safe, convenient and clear network of streets and spaces, promoting sustainable movement for all within and beyond the District Centre.

This network needs to prioritise ease of access by foot, cycle and public transport.

- f) The layout should also respond to the established tree belt to the south of Derriford Business Park, which provides a natural break between the two phases of the centre's development. This offers an opportunity to provide a convenient link from Bircham valley through the middle of the fully developed centre, to the proposed pedestrian and cycle links across the A386.
- g) This location will be a major travel destination, therefore provision needs to be made to incorporate a public transport hub, as well as supporting the increased use of public transport through the use of travel plans to demonstrate how progress will be made towards a modal shift for the site.
- h) Carefully locate parking to the rear or as wrapped multi-storey car parks, to avoid large surface level car parks, to ensure it forms part of a comprehensive and integrated development.
- i) The site adjoins the Community Park to the east of Brest Road. This will require the provision of appropriate access points to the Park, as well as ensuring buildings that overlook the valley are bold and positive, adding interest, contrast and character, as well as providing a degree of natural surveillance.
- j) The new development will also need to be sensitive to its surroundings, responding to the views down the Bircham and Forder valleys, including the setting of Crownhill Fort, to maximise the distinctiveness and quality of the environment.
- k) An energy centre that supports delivery of the wider combined heat and power network. The development will be required to connect and contribute to a District Energy network.

8. IMPROVING COMMUNICATIONS

Improving Connectivity

- 8.1. The quality of our lives and prosperity of our city relies on the connections we make between where we live, the rest of the city, its hinterland and beyond. Over the last fifty years, however, the form of development has been largely dictated by the demands of the car, which in turn, has encouraged further car usage. This trend is unsustainable and needs to be reversed by designing our neighbourhoods so they promote, support and prioritise sustainable modes of transport.
- 8.2. The Core Strategy, Strategic Objective 14 'Delivering Sustainable Transport', Policy CS27 'Supporting Strategic Infrastructure Proposals' and Plymouth's Third Local Transport Plan (due for publication in April 2011), emphasises the importance of delivering a sustainable transport system that supports Plymouth's long term growth. These aspirations are supported through Strategic Objective 5 as follows:

Strategic Objective 5: Improving Connectivity

To improve the way Derriford functions as a network of interconnected places that positively brings people together, enabling them to move around easily in the most sustainable way, by:

1. Creating a movement framework that prioritises the needs of pedestrians, cyclists and public transport users, encouraging a modal shift away from a car dominated environment.
 2. Maintaining the function of the A386 as the city's northern corridor while reducing the impact it has on Derriford's environment – particularly in terms of its physical dominance and the severance it causes between settlements.
 3. Improving the transport infrastructure to increase permeability within the AAP area, as well as provide stronger connections with the wider transport network.
- 8.3. This Strategic Objective recognises that if we are to successfully accommodate the levels of growth set out in this AAP then we need to achieve a significant modal shift to more sustainable forms of transport as well as a fundamental change in the current approach to connecting places. This process starts with the need to think about these connections in terms of destinations, available travel modes and the purpose of journeys. To be sustainable, we need to:
 - a) reduce the distances we travel by consolidating development within a compact urban form close to public transport interchanges;
 - b) reclaim our streets from the car, as well as reducing the amount of land occupied by car parking, to more effectively meet different community needs.
 - c) decrease our car dependence by increasing investment in walking, cycling and public transport infrastructure and ensure these are straightforward,

efficient, comfortable and cost effective modes of travel to encourage a more sustainable modal shift.

- 8.4. In order to achieve this reversal of current trends to accommodate the levels of growth set out in this AAP, Proposal DS18 defines the necessary improvements to the transport network, DS19 sets out the necessary provision of High Quality Public Transport Infrastructure and Policy DS20 sets out the supporting measures required to help deliver a modal shift away from the current high levels of car usage. While the city's approach to the airport is defined in the adopted Core Strategy, Policy DS20 addresses the Core Strategy requirement to define the land to be safeguarded for the airports medium term expansion.

Transport Infrastructure

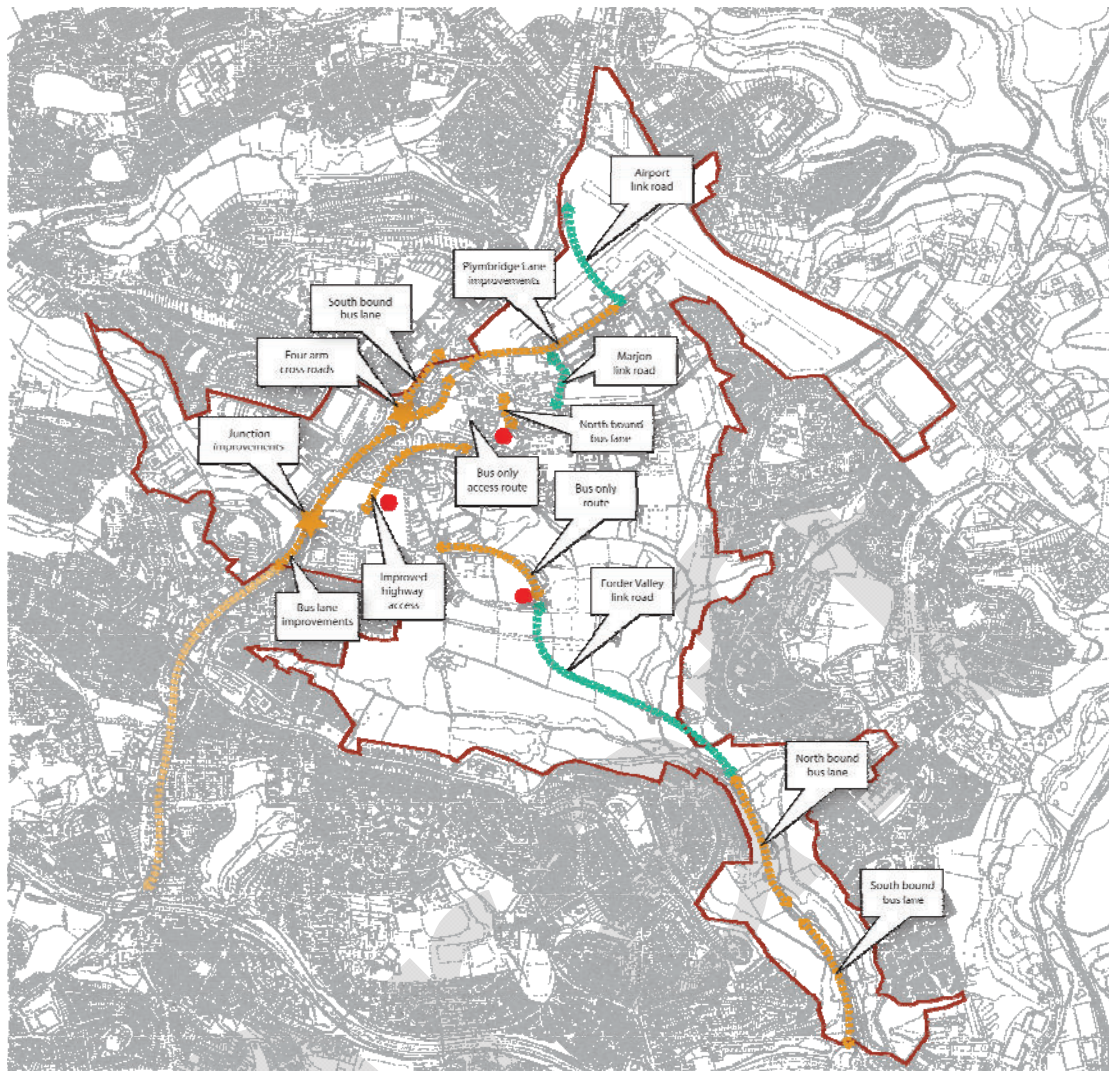
- 8.5. Development proposals within the AAP area provide an opportunity to significantly improve the transport infrastructure to deliver a more comprehensive and sustainable network.
- 8.6. Core Strategy Policy CS28 'Local Transport Considerations', supports the delivery of a high quality and sustainable transport system by safeguarding land for new road links to improve connectivity and permeability, as well as supporting the implementation of demand management measures. Proposal DS18 defines the requirements in the AAP area.

Proposal DS18: Transport Infrastructure Improvements

Land will be safeguarded for transport improvements in the Derriford area to deliver the following:

1. Forder Valley link road – to connect Brest Road with the junction of Forder Valley Road and Novorossisk Road.
2. Airport link road – to connect Tavistock Road to Plymbridge Lane across land currently used as Plymouth City Airport's second runway.
3. Marjon link road – to connect Plymbridge Lane with Derriford Road, and the highway access point into the Derriford Hospital site 3.
4. New highway access arrangements to improve connectivity between, the new District Centre, the North West Quadrant site and Derriford Hospital. This may include changes to the way that Morlaix Drive is used, and a new access point from Brest Road, (north of the junction with Morlaix Drive), into the North West Quadrant site.
5. New four-arm signalised junction to replace Derriford roundabout.

- 8.7. The location of these new road links are indicated on Map___. Their implementation is a prerequisite to ensuring sustainable growth in the Derriford area, both improving transport capacity in northern Plymouth as well as being required to enable certain proposals to be delivered. Details relating to the implementation of these proposals are as follows.



Map 6 Transport interventions in Derriford and the surrounding area.

Forder Valley Link Road

- 8.8. The Forder Valley link road has been identified through the transport modelling assessment as being a critical requirement to enable growth in Derriford. It has been recognised as a key element in the city's Strategic Public Transport Network since 2005. It provides improved connectivity, additional network capacity and reduces pressure on the A38/A386 junction at Manadon, one of the key congestion hot-spots in Plymouth. This could prove vital in any future attempt to provide public transport priority along the A386 corridor.
- 8.9. With the new community of Sherford to the east and employment development at Langage, this link is also essential to provide for increasing demands on cross city links, particularly to Derriford. It will connect Brest Road with the junction of Forder Valley Road and Novorossisk Road and include widening parts of the existing Forder Valley Road as far as the A38 thereby providing this vital element of the north/east link that connects Derriford to Sherford.

- 8.10. The Forder Valley link road will also help distribute traffic pressure more evenly across the area, helping to alleviate congestion points such as Manadon situated at the junction of the A386 and the A38 Parkway. Key considerations are as follows:
- a) The road needs to be positively integrated with Derriford Community Park, so as to reduce the visual, physical, and severance impact of the highway on the landscape and natural habitats. It also needs to be integrated into the new Seaton Neighbourhood, including the provision of a transport interchange as part of the new local centre. The southern part of the link road will require a bridge element to enable the connection with the existing highway.
 - b) The road is likely to be three lanes in width, two lanes for all vehicle traffic, and one lane for buses. A majority of the bus lane is likely to be provided northbound towards the junction with Brest Road as a result of the steep gradient. A smaller proportion of the bus lane is likely to be provided southbound towards the junction with Forder Valley Road/Novorossisk Road.
 - c) Road widening on the remainder of the Forder Valley Route to include a single bus lane along Forder Valley Road between the junction with Novorossisk Road and Forder Valley Interchange (approximately half northbound and half southbound on the approaches to the major junctions).
 - d) This link road will be funded and delivered as part of the proposed Seaton Neighbourhood development. Construction of the road is anticipated to be delivered between 2013 and 2016.

Airport Link Road

- 8.11. The airport link road is required to connect Tavistock Road to Plymbridge Lane. It will enable buses, cyclists and pedestrians to travel more directly, easily and quickly into and through the heart of Derriford, by circumventing the need to use Tavistock Road, Derriford junction and Derriford Road. Key considerations are:
- a) The junction of the airport link road with Tavistock Road is likely to require restricted right turn movements onto Tavistock Road, except for buses. This restriction is intended to reduce traffic flow delays on Tavistock Road and prevent the airport link road becoming a 'rat run' for northbound car traffic.
 - b) The link road will be delivered and funded as part of a mixed use development that has already received planning permission. Construction of the road is anticipated to be completed in 2011.

Marjon Link Road

- 8.12. The Marjon link road will be constructed to connect Plymbridge Lane with Derriford Road across land currently owned by the University College of St Mark and St John. It is required to improve connections from the A386 to Marjon as well as nearby employment areas, such as, Derriford Hospital and Tamar Science Park. Key considerations are as follows:

- a) Construction of the link road will involve the upgrading and adoption of an existing private road through the Marjon site. It will be designed to make the junction with Derriford Road face the junction with the entrance to the Derriford Hospital site, therefore, enabling easy and efficient north/south movement across Derriford Road for buses and cyclists. This four arm junction is likely to be signalised.
- b) The link road will be designed to avoid impacting on the SSSI protected site to the west of the planned route.

Access arrangements to the District Centre, the North West Quadrant site and Derriford Hospital

- 8.13. Currently access and connectivity by all transport modes between sites located on the east side of the A386 are poor. The Bircham Valley presents a physical barrier to movement north and south and into Derriford from the east. This presents increased pressure on existing routes such as the A386 and Derriford Road that currently are used as the main point of access to key sites such as Derriford Hospital and North West Quadrant.
- 8.14. In order to ensure good connectivity and easy, rapid movement into and through the sites on the eastern side of the A386 by sustainable modes, and to ensure that highway links can cope with increased traffic demands that will be placed upon them, it will be essential to deliver a new highway access arrangement between the District Centre and sites to the north and east using the existing William Prance Road and Brest Road and providing a new highway access from Brest Road to the new hospital entrance through widening the existing Morlaix Drive. This new link between the district centre and new hospital entrance will connect to public transport interchanges located at each end.
- 8.15. However, It is not possible at this time to be specific about the new highway configuration that will be required as this will depend on how several development plans in the immediate vicinity come forward, and their phasing.

Derriford Junction Reconfiguration

- 8.16. Derriford junction is currently configured as a signalised five arm roundabout that has a large footprint and makes inefficient use of land. Traffic modelling work has indicated that if this junction were reconfigured into a four arm signalised crossroads, the network would perform better under the pressure of increased traffic from proposed Derriford developments.
- 8.17. This reconfiguration is also likely to offer greater bus priority opportunities than the current roundabout arrangement thereby improving punctuality and reducing journey times for the HQPT routes between Derriford, Sherford, the City Centre and other key destinations. The crossroads will also reduce the severance between the east and west sides of the Derriford community currently caused by the roundabout and it will enable land to be released for quality development that fronts onto the A386.

Improvements to the Existing Highway Network

- 8.18. While the new link roads will increase permeability throughout the area, there are a number of other potential improvements to the existing highway network that will significantly improve public transport connectivity, enabling buses to bypass congestion, minimise journey times, and improve journey time reliability. In addition to this there are a number of improvements that are intended to assist buses, cyclists and pedestrians throughout the area. These are as follows:
- a) Bus lane improvements along the A386 between the Manadon and Derriford junctions.
 - b) The provision of a single bus lane on the southbound Tavistock Road approach to Derriford junction.
 - c) The provision of a single bus lane on the northbound carriageway of the exit road from the Derriford Hospital site onto Derriford Road.
 - d) The provision of a single bus lane along Forder Valley Road between the junction with Novorossisk Road and Forder Valley Interchange, (approximately half northbound and half southbound on the approaches to the major junctions), as well as improvements to the Forder Valley Interchange.
 - e) The conversion of part of Brest Road into a bus, cycle and access only route, together with the provision of a bus lane along parts of Brest Road.
 - f) Access improvements to the proposed new residential area at Glacis Park.
 - g) Improvements to the junction of Brest Road and William Prance Road in order to enable junction priority for buses.
 - h) The provision of a bus only right turn access point from Derriford Road into the North West Quadrant site.
- 8.19. In addition to this, a number of other measures will need to be implemented to the Northern Corridor as a whole, in order to improve overall traffic flows and help achieve the necessary modal shift to more sustainable forms of transport. These will be detailed in the Third Local Transport Plan.

High Quality Public Transport Solutions

- 8.20. While the proposed transport infrastructure improvements (DS18) will result in significant improvements, there is also a need to improve access to the HQPT network through the provision of several new public transport interchanges. Apart from Derriford Hospital, (which is currently served by an average of 69 buses per hour and a total of 1,006 buses each weekday), the majority of sites in Derriford only have limited public transport connectivity to the wider city.
- 8.21. Core Strategy Policy CS28 'Local Transport Considerations', supports the development of new interchanges on the HQPT network, to make it more accessible. Proposal DS19 sets out measures that are intended to increase public transport accessibility, connectivity and use in the Derriford area.

Proposal DS19: Provision of High Quality Public Transport Infrastructure

To ensure the Derriford area is comprehensively served by High Quality Public Transport, new public transport interchanges will be delivered at the following locations:

- a) Adjacent to the new entrance at Derriford Hospital;
- b) Integral to the District Centre;
- c) On Plymbridge Lane adjacent to Plymouth City Airport and Marjon and;
- d) At the local centre in the new Seaton neighbourhood;
- e) To the west of Tavistock Road.

8.22. The Council will work with developers to ensure the area is served by a comprehensive network of public transport interchanges at key locations, as well as intermediate bus stops throughout the Derriford area. The locations and functions of the key interchanges are as follows:

- a) Derriford Hospital - This interchange will be developed as part of the new hospital entrance. It will serve as the main interchange for key destinations and residential developments on the eastern side of Derriford, including the local centre proposed at North West Quadrant and other key employment sites.
- b) District Centre - This interchange will be developed as part of the new District Centre. It will serve as the main interchange for key destinations and residential developments on the eastern side of the Derriford area.
- c) Plymbridge Lane - This interchange will be developed adjacent to the airport and Marjon to provide a shared facility for these key destinations.
- d) Seaton Neighbourhood - This interchange will be developed at the new local centre in order to serve both the new residential development at Seaton Neighbourhood, as well as Plymouth International Medical and Technology Park.
- e) West of Tavistock Road – This interchange will be developed as development comes forward to the west of the A386 ensuring that development on the west is integrated and connected with development on the east of the A386.

8.23. These proposals will be implemented as early as possible in order to maximise the ‘travel change opportunity’ that arises when people move to live, work and/or shop in the Derriford area. In implementing proposal DS19, regard needs to be had to Policies DS01 to DS05. In particular:

- a) Ensuring the interchanges are built to the highest standards in terms of passenger experience. They will need to be well lit, attractively designed and provide Real Time Passenger Information, and ideally co-located with other local facilities, and integrated into building frontages.
- b) In order to link communities to public transport interchanges, a comprehensive network of new bus stops will be installed, or upgraded to become bus shelters, equipped with Real Time Passenger Information and bus boarder provision.

Plymouth City Airport

- 8.24. Core Strategy Policy CS27 Supporting Infrastructure Proposals, supports infrastructure improvements at Plymouth City Airport that enable it to meet a fuller range of business and leisure needs. In particular, Policy CS27 responds to the identified need of extending the main runway to enable the next generation of turbo prop aircraft to use the airport.
- 8.25. The adopted Core Strategy position is that if the expansion of Plymouth Airport is to be a viable proposition in the long term, significant investment will be required for its full potential to be achieved. In the meantime, Policy DS20 safeguards sufficient land for the airports medium term expansion. This supports the Council's policy to secure the sub-region's long term economic and social well-being, as set out in Area Vision 9 of the Core Strategy (2007).

Policy DS20: Safeguarding land for Plymouth City Airport expansion
Land immediately to the east of the Airport will be safeguarded to ensure that development in the short term does not prejudice the future operation and potential expansion of the city's airport.

- 8.26. For Plymouth City Airport to remain viable in the longer term, both improved facilities and a longer runway are considered essential.
- 8.27. In accordance with Circular 01/2010 'Control of Development in Airport Public Safety Zones', the Council will safeguard land to the east of Plymouth airport which currently includes land at Eaton Business Park and the Airport Business Centre. This proposal will ensure that development does not prohibit the airport's ability to expand in the future. The Council will consider temporary uses within the safeguarded area to make use of this underutilised and vacant site.
- 8.28. It considering development proposals, it needs to be recognised that:
 - a) The land to be safeguarded also acts as a safety strip at the end of the emergency runway. It therefore needs to be kept clear of most types of development to ensure that people are not put to an unacceptable risk.
 - b) Future growth plans for the airport need to safeguard residential amenity, given that residential areas run adjacent to the airport's boundaries.
 - c) The site is a large Biodiversity Network Feature which links the AAP area with the Plym Valley. Whilst there are many constraints on this site, efforts to improve ecological connectivity should be explored.

9. IMPROVING THE ENVIRONMENT

Delivering a Sustainable Environment

- 9.1. The state of our environment determines the way we feel about and interact with an area. Derriford has many environmental assets, although they are sadly underutilised. It has a landscape with stunning views towards Dartmoor and the coast. The topography provides a high quality greenspace resource, which includes a rich landscape of deep wooded valleys and an extensive network of green spaces. Protecting and incorporating these assets into the urban fabric will be vital to improving the quality of life in this area.
- 9.2. Derriford is particularly fortunate in having two exceptional assets, the Bircham and Forder valleys. They form part of a series of green valleys and stream structures that crosses the entire city, largely uninterrupted, from Tamerton through Marsh Mills and on to Sherford, linking into the countryside at either end. Their location enables them to make a unique contribution to addressing a number of issues that currently impacts on the general sustainability of this area. They provide:
 - a) The foundation for developing an environmental framework for this area to link the area's environmental assets and supporting biodiversity.
 - b) A setting for much of the urban fabric, allowing fingers of green to be drawn into the development to help soften the built form.
 - c) The potential to create an environmental resource of both local and city wide significance, providing a range of leisure and other benefits.
- 9.3. The Core Strategy, Strategic Objective 11 'Delivering a Sustainable Environment' and Policy CS18 'Plymouth's Green Space', emphasise the importance of safeguarding, enhancing and promoting access to a multi functional network of green spaces. Strategic Objective 6 responds to these aspirations by promoting the Core Strategy's Vision for Derriford of 'a high quality, safe and accessible environment'.

Strategic Objective 6 Environmental Improvements

To deliver a broad range of quality of life benefits at Derriford by enhancing the role of green infrastructure for the surrounding communities, as well as the wider city and its sub-region, by:

1. Safeguarding, enhancing and promoting access to Derriford's green spaces, so as to provide community benefits including visual amenity, biodiversity, leisure, sports and recreation - supporting the formation of sustainable linked communities.
2. Delivering a new Community Park in Derriford, that will serve both local communities and the wider city, integrating the existing network of green spaces and views into the urban fabric.
3. Promoting an Environmental Education Centre that can financially support the Community Park. This centre will serve as a focal point, provide an entrance into the park and act as a community educational resource.

- 9.4. This strategic objective recognises the importance of Derriford's green assets and the part they can play in both improving the quality of life for local residents, as well as the wider role the Community Park can play in the city and its sub-region. These aspirations are covered in general terms by Policy DS04 'Green Infrastructure' and specifically by Proposal DS2I 'Derriford Community Park'.

Derriford Community Park

- 9.5. The new community park is seen as a unique opportunity to address a series of issues which currently impact on the general sustainability of this area, as well as provide a much needed resource for the city's growing population.
- 9.6. Existing farmland will become part of the park and the area's wildlife will be enhanced with the link made between the Forder and Bircham Valley. The Bircham and Forder valleys lie at the cross roads of some of the city's major greenscape corridors. It provides a unique focus for the AAPs greenscape assets that join it from the north, as well as forming an important element in the greenscape corridor that runs across the city from Tamerton through to Sherford.
- 9.7. It is not only well placed to delivery a Community Park that can serve Derriford's existing and new communities, but it is also ideally located to provide quality of life benefits for the city and its sub-region, helping to reduce the recreational pressures placed upon other fragile environments such as Dartmoor National Park.
- 9.8. This proposal is intended to both safeguard the exceptional environmental assets of the Bircham and Forder Valleys, as well as provide a wide range of amenity, leisure, recreation and educational resources for Plymouth and its sub-region. Proposal DS2I sets out the key requirements and considerations for the development of Derriford Community Park.

Proposal DS2I - Derriford Community Park

Derriford Community Park will be created to form an environmental, social and educational asset and resource for the people of Plymouth, setting an inspirational example of sustainable living and reconnecting people with the natural environment, farming and food production. The scheme will deliver the following:

1. A high quality, accessible, natural greenspace, which retains and enhances the parks unique character, including the protection of landscape areas and farmsteads that are historically significant and the retention of key long distance views;
2. A focus for informal recreation and play facilities, through the establishment of a network of pedestrian and cycle routes throughout the park, the creation of new entranceways and other access points and routes throughout it, and enhanced connectivity between adjoining communities and facilities in Derriford;
3. A focus for outdoor education, with a focus on food and farming, and opportunities for Forest Schools, and training in countryside management;

4. A focus for bio-diversity, with large scale restoration and protection of habitats, in accordance with the Biodiversity Action Plan Priorities, including mitigation measures for adjoining developments;
5. A focus for community events and a resource for improving health and well-being by offering people a spectacular landscape where they can walk, cycle, relax, play and enjoy.
6. A new “One Planet Living” Centre, which is a focal and arrival point within the Park.
7. A Community Park Trust, established as a ‘not for profit’ social enterprise, to manage the One Planet Living Centre and Community Park, with sufficient revenue generating assets or security to ensure a sustainable business plan for the centre and Park. The Park would be managed as a working farm with associated infrastructure, and will need to retain facilities for operational farm activities and access.
8. Water management and sustainable drainage measures associated with new development and infrastructure, including attenuation basins and swales that are also designed for wildlife. .

- 9.9. The Community Park will cover a total of 146ha of land and encompass a large area of currently inaccessible farmland and two Local Nature Reserves (LNR):
 - a) The Bircham Valley LNR, which is located to the south of Derriford Hospital and comprises an area of planted and ancient woodland, with grassland, scrub, streams and meadows.
 - b) The Forder Valley LNR, which incorporates a variety of deciduous woodland, scrub, open fields and marshy grassland.
- 9.10. This area offers a unique mix of environments ranging from impressive hilltop views to secluded woodlands and streams running along the valley floor. The Park will provide new opportunities to explore this landscape through a network of high quality recreational routes, linking the Park with surrounding communities.
- 9.11. The Park will provide a range of recreational opportunities encouraging active lifestyles to improve health and wellbeing. The hub of the Park will be an educational resource called the ‘One Planet Living’ centre, which will offer opportunities for hands on learning in food production, nature conservation and sustainable living. The centre itself will provide a café, farm shop, classrooms and office space and will include community gardens and orchards as well as the infrastructure to support a working farm. The centre will act as a gateway into the park and a focal information point. It will be developed as an exemplar of sustainable development and will be an important facility that financially supports the community park.
- 9.12. This area currently supports a wealth of wildlife habitats and provides a diverse source for biodiversity. Their protection and enhancement will be key objectives for the park, as well as the management and interpretation of these assets. It will also have a role in the sustainable management of water from the new development.

- 9.13. The route of the Forder Valley link road runs through the park at the junction of the two valleys. It will need to be designed in conjunction with the masterplan for the Community Park, to ensure that it is positively integrated into the park design, and allows for key connections to be made but also ensure the provision of a sustainable drainage solution. It is important that approaches are taken to reduce the dominance of the highway by limiting the use of signage and lighting through the Community Park, but also by careful integration into the topography. The Link Road should integrate with the landscape in a positive and sensitive manner, to minimise visual and physical intrusion. The viaduct will be a high quality landmark addition into the landscape.

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10. DELIVERY

- 10.1. This Area Action Plan sets out an ambitious agenda for change in Derriford. However, while the potential scale of investment is significant, its delivery will require the co-ordination of a complex set of interrelationships, as follows:
- a) There are a large number of proposals, with a broad mix of uses, to be brought forward at different times over the plan period. The challenge is to coordinate these development opportunities, along with re-orientating the supporting infrastructure, so as to create a sustainable heart for northern Plymouth.
 - b) There are multiple land ownerships to contend with. In some cases there are restrictive covenants which will need to be resolved to enable key developments to proceed. Land assembly measures may possibly be required in key areas to achieve the transformational change envisaged.
 - c) Timescales for the different proposals span the plan period. However, all proposals are ultimately dependant on certain key infrastructure investments being delivered. While the overall scale of development is sufficient to facilitate the delivery of the essential infrastructure requirements, the different timescales for development means that an element of forward funding for the crucial transport, education, health and green infrastructure investments may be required.
- 10.2. While there are a number of difficulties to overcome in delivering change in Derriford, there are also a number of opportunities to proactively manage the delivery of this change, as follows:
- a) The new District Centre, which includes a significant retail element intended to meet current needs, will be delivered from the start of the plan period. This development has the potential to act as a major catalyst for change. However, it will need to be managed through a phased approach to ensure it does not compete with the City Centre's redevelopment.
 - b) Public sector development will also play a key role in Derriford through key healthcare and education proposals. Whilst the precise timing and levels of public spending are uncertain, the AAP provides certainty that these can come forward in the plan period, as funding allows.
 - c) Other developments, such as Seaton Neighbourhood and North West Quadrant, are well advanced with their planned developments. The expectation is that they will be able to commence shortly after the adoption of the AAP and therefore will be in a position to help deliver key elements of the infrastructure requirement.
 - d) In broader terms, Derriford is recognised as being critical to delivery of the city's Local Economic Strategy, and therefore seen as a priority for future investment. While this can not in itself guarantee resources, it can only be seen as an advantage in terms of focusing the resources necessary to enable its development, particularly in the current period of austerity.
- 10.3. In order to address these issues, the AAP has put in place a flexible and responsive framework to secure the significant level of change envisaged. It

should be noted that as stated in the Core Strategy, the Council will use compulsory purchase powers where necessary to implement policies and proposals.

- 10.4. This chapter sets out a delivery scheme showing the relationships, dependencies and timescales for delivering:
- A broad range of investment opportunities, that will not only benefit the local area, but also contribute to the wider sustainability agenda for northern Plymouth, the city as a whole and its sub-region.
 - The key elements of infrastructure needed to support this level of development, as well as when and how they can be delivered. It also identifies how this infrastructure will integrate with the wider citywide proposals. This is particularly important in terms of Derriford's pivotal location along the northern corridor, its relationship to the eastern corridor and also in terms of its relationship to key strategic infrastructure such as the A38.

Derriford's Role in Delivering the City Vision

- 10.5. The Council's Local Development Framework sets out to deliver a step change in the pace and quality of development in Plymouth. Its main aim is to spearhead the quality growth agenda that will transform the city in to 'one of Europe's finest waterfront cities', as envisaged in the Vision for Plymouth.
- 10.6. In order to achieve this, the LDF sets out several key milestones which are intended to help drive change in the city. The Derriford and Seaton Area Action Plan will play a key role in delivering these aims. These relationships are shown in the Table below.

Key Milestones defined by the Core Strategy	To be delivered through the Derriford & Seaton AAP
Increasing the city's population from 251,000 to 300,000 by 2021+. (An increase of 49,000)	An increase of some 10,000 people living in the AAP area
Building 32,000 new homes of a range, mix and type to support the growth of a balanced community	Providing a broad range of new homes (in the region of 3,500 homes, including 1,000 affordable homes)
Providing 172,000 sq m of new shopping floorspace across the city	A new District Centre (delivering retail provision of up to 30,000 sq m by 2026)
Re-orientating the economy, with a focus on a new business services sector. Creating some 42,000 new jobs in the city's travel to work area by 2021+	Further development of the healthcare and commercial business uses to develop the role of Derriford as a key economic centre (with in the region of 150,000 sq m of employment space (B1 and C2) creating 6,000 new jobs). Supporting the future growth of a centre for higher education

Promoting a modal shift to more sustainable transport	A range of measures to improve transport links within the Derriford area, as well as supporting a modal shift towards more sustainable transport
Creating high quality design in all developments as part of the place shaping agenda	Providing a new heart for northern Plymouth, by ensuring a balanced form of development through the formation of new, sustainable linked communities
Respecting and using the city's heritage and history	An approach which respects and promotes the city's heritage. Safeguarding strategic green infrastructure in the form of the Derriford Community Park and associated green links (in the region of 145 hectares of greenspace)

Table 7 Core Strategy Key Milestones to be delivered by the Derriford and Seaton AAP.

Derriford and Seaton Delivery Scheme

- 10.7. Figure 2 illustrates how and when the individual policies and proposals in the AAP will deliver these key LDF milestones. It fits key proposals, key pieces of infrastructure and key policy priorities and places them within a scheme based on the LDF milestones. The scheme therefore illustrates:
- a) The timescales for delivering the LDF priorities in Derriford.
 - b) The timescale for the delivery of key strategic sites in Derriford.
 - c) The relationship between the delivery of sites, and the delivery of infrastructure required to support the changes in Derriford.
 - d) When key policy objectives should have been achieved and the main interventions required.
- 10.8. Finally, Table 8 below sets out the main delivery issues site by site, and associated infrastructure, considering delivery mechanisms, resourcing issues and likely timescales in detail.
- 10.9. Taken together, this sets out a comprehensive picture of the delivery of the changes envisaged in this AAP. It should be noted, however, that this represents a snapshot of how the Council understands the AAP vision and proposals will be delivered, at the time of writing. This should be seen as a living document, which will change as more detail regarding the delivery of projects and infrastructure emerges. Progress and updates on this Delivery Scheme will be kept up to date through the City's Infrastructure Delivery Plan, its 5 year Investment Plan, and reported on in the Annual Monitoring report.

Figure 2: Derriford and Seaton Local Delivery Scheme







Core Strategy: Area Vision 9: Overarching Objectives	Strategic Objectives of the AAP	Policies/Proposals which deliver the AAP's Objectives	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2021-2026	Floorspace/Dwellings Provided	Body Responsible for Delivery	Delivery Mechanisms	
4. To provide a new high quality 'northern gateway' into the city, with a strong sense of place. 6. To create a strong urban form, with distinctive architecture & spaces with sufficient scale. 7. To create a high quality, safe and accessible environment.	 Strategic Objective 1: Place Shaping	Policy DS01: Improving the Urban Form															N/A	Council as planning authority /landowners	Planning application procedures	
		Policy DS02: Improving Communications																N/A	Council as landowner and Highway Authority	Planning application procedures
		Policy DS03: Historical Assets																N/A	Leaseholders/Council as planning authority	Planning application procedures
		Policy DS04: Green Infrastructure																N/A	Council as planning authority /landowners	Planning application procedures
		Proposal DS05: Low Carbon Development																N/A	Landowner /Developer /Energy Service Company	Planning application procedures/partnership working
2. To play a major supporting role in the sub-region's long term economic development through the provision of strategically important health, economic, further education and transport infrastructure.	 Strategic Objective 2: Delivering Jobs and Services	Proposal DS06: PIMTP															20,000 m ² B1 Office 20,000 m2 Care Centre 10,000 m2 Clinical Centre 500 m2 GP Surgery 60 Dwellings	Regional Development Agency (Landowner) / Council	Planning application procedures /partnership working	
		Proposal DS07: Tamar Science Park																25,000 m ² B1 Office 50 Dwellings	Tamar Science Park, PCC, University of Plymouth	Planning application procedures /partnership working
		Proposal DS08: Crownhill Retail Park																2,000 m ² B1 Office 80 Dwellings	Landowner / Developer	Planning applications
		Proposal DS09: Derriford Hospital																20,000 m ² Child Hosp. 200 Dwellings	National Health Service	Planning applications
		Proposal DS10: Marjon																450 Student Units 50 Dwellings	University College of St.Mark & St.John	Planning applications
1. To develop a diverse mix of commercial and community uses supported by a strong, vibrant new residential community.	 Strategic Objective 3: Delivering Homes & Community	Proposal DS11: Christian Mill Business Park															1,400 m2	Landowner / Developer	Planning applications	
		Proposal DS12: Glacis Park																15,000 m ² B1 Office 700 Dwellings	Council /landowner/developer	Planning Application /partnership working
		Proposal DS13: Seaton Neighbourhood																6,500 m ² Office & Retail 770 Dwellings	Landowner / Developer	Planning applications
		Proposal DS14: North West Quadrant																8,350 m ² Office/Hotel/Retail, 580 Dwellings	Landowner / Developer	Planning applications
		Proposal DS15: Quarry Fields																70 Dwellings	Landowner / Developer	Planning applications
3. To develop a distinct shopping centre, to support the residential & commercial communities, but with potential to grow once it is determined the City centre's shopping role.	 Strategic Objective 4: Delivering Shops & Services	Proposal DS16: Buena Vista Drive															50 Dwellings	Landowner / Developer	Planning applications	
		Consents at Cobham Field & the Lozenge																3,000 m ² 498 Dwellings	Landowner / Developer	Planning Consent now given
		Proposal DS17: New District Centre																2,230 m2 Primary S. 25,000 m2 B1 Office		
		District Centre Phase 1																10,000 m ² Retail	Landowner / Developer	Planning Application /partnership working
		District Centre Phase 2																20,000 m ² Retail + 320 Total Dwellings	Landowner / Developer	Planning Application /partnership working
8. To create key new transport linkages with surrounding areas, including potential Forder Valley and Whitleigh links. 5. To facilitate public transport, cyclist, pedestrian and vehicular access in a sustainable way.	 Strategic Objective 5: Improving Connectivity	Proposal DS18: Transport Improvements																		
		Forder Valley Link Road																N/A	Council as Planning Authority and Highway Authority	Planning application procedures /LTP3 Masterplanning
		Airport Link Road																N/A	Council as Planning Authority and Highway Authority	Planning application procedures /LTP3 Masterplanning
		Maroon Link Road																N/A	Council as Planning Authority and Highway Authority	Planning application procedures /LTP3 Masterplanning
		Derriford Junction Reconfiguration																N/A	Council as Planning Authority and Highway Authority	Planning application procedures /LTP3 Masterplanning
9. To capitalise on the existing network of roads and public open space to enhance the role of the environment and links to wider areas.	 Strategic Objective 6: Delivering Environmental Improvements	Proposal DS19: Provide HQPT Infrastructure															N/A	Council as Planning Authority and Highway Authority	Planning application procedures /LTP3 Masterplanning	
		Proposal DS20: Safeguard Airport land																N/A	Council as Planning Authority	Planning applications
		Proposal DS21: Derriford Community Park																N/A	Landowner / Developer	Planning Application /partnership working
		Community Park																		Planning Application /Partnership working
		One Planet Living Centre																		Planning Application /Partnership working

Table 8 Delivery of Key Sites in Derriford

Area Action Plan Proposal/ Policy	Body responsible for Delivery	Delivery Mechanisms	Indicative Costs	Delivery Funding	Delivery Land Issues	Timescale	Phasing Issues	Risks to Delivery
DS06: Plymouth International Medical & Technology Park	South West RDA and development partners	Planning applications	n/a Implementation up to 100% private sector investment.	Private development/ grants	Land in ownership of RDA	2013- 2020	Ongoing	Future of RDA land assets.
DS07: Tamar Science Park	Tamar Science Park/ PCC/ University of Plymouth	Planning applications	n/a	Private development/ grants	Land in ownership of Tamar Science Park	2011-2020	Phases 4- 6 proposed.	Dependant on public funding.
DS08: Crownhill Retail Park	Private Developer	Planning application	n/a Implementation up to 100% private sector investment.		Land in ownership of Hendersons	2022- 2023		
DS09: Derriford Hospital	Plymouth Hospitals NHS Trust / DoH	Planning application	n/a	DoH funding	Plymouth Hospitals NHS Trust land	2016-2021	Subject to availability of funding	Dependant on DoH funding.
DS10: Marjon	University College of St. Mark & St. John	Planning applications	n/a	Higher Education Funding Council for England/ University College of St. Mark & St. John/ private development	Land in ownership of University College of St. Mark & St. John	2017-2020	Ongoing	Dependant on public funding.
DS11: Christian Mill	Private developer	Planning applications	n/a	Private development	Land in private ownership	2014- 2017	Ongoing	
DS12: Glacis Park	SWW/ frontage sites/ PCC	Planning application/	n/a Implementation	Private development	Land in various ownerships-	2021-2027	Relocation of SWW water treatment	Costs of site remediation

		potential use of CPO	up to 100% private sector investment.		potential land assembly		works	may be high, affecting viability.
DS13: Seaton Neighbourhood	Hawkins Trust	Planning application	n/a	Private development	Land in ownership of Hawkins Trust	2013-2022	Delivery of full development reliant on Forder Valley Link	
DS14: North West Quadrant	Wharfside Regeneration	Planning application	n/a	Private development	Land in ownership of Wharfside Regeneration (Devon) Ltd	2014-2021		
DS15: Quarry Fields	BT	Planning application	n/a	Private development	Land in ownership of BT	2014-2015		
DS16: Buena Vista Drive	PCC/ private developer	Planning application	n/a	Private development	Land in ownership of PCC	2012		
DS17: District Centre								
Phase 1	South West RDA and development partners	Planning applications/ potential use of CPO	n/a	Private development	Most of land in ownership of RDA.	Retail elements 2014- 2016 Overall 2014-2020		Future of RDA land assets. Relocation of TA facility.
Phase 2	South West RDA and development partners	Planning applications/ potential use of CPO	n/a	Private development	Land in RDA and other land ownerships.	2021-2025	Full District Centre to be delivered in two phases	Future of RDA land assets. Land assembly.

Area Action Plan Proposal/ Policy	Body responsible for Delivery	Delivery Mechanisms	Indicative Costs	Delivery Funding	Delivery Land Issues	Timescale	Phasing Issues	Risks to Delivery	Priorities (infrastructure)
DS18: Transport Infrastructure									
Forder Valley Link	Hawkins Trust/ PCC	Planning application/ potential use of CPO	£12 million (£1.4m of which within the main development and therefore integrated into development costs)	Planning Obligations/ private development	Land secured through Seaton neighbourhood planning application. 2 main landowners.	2013-2016	Early delivery is a high priority for the AAP	Biodiversity issues in the Forder Valley.	Critical
Airport Link	Airport development/ PCC	Planning application (approved)	n/a Implementation up to 100% private sector investment.	S106 (secured)	Part of planning consent for airport development.	2012-2013			Critical
Marjon Link	PCC/ University College	Planning application/ partnership	Between £500K and £1m (approximate estimate)	S106, Planning Obligations, Local Transport Plan (£450,000 through Airport planning S106).	University College control	2012- 2013	Should be provided in conjunction with Airport Link	Currently no legal security re provision of land by Marjons	Critical
Derriford junction	PCC	Planning application	£7.3million	Planning Obligations/ PCC	Small amount of NWQ land might be required.	2020- 2022		Funding	Necessary
Improvements to Plymbridge	Developer/ PCC	Planning application	£50,000 in addition to	Planning Obligations/ PCC		2022 onwards			Desirable

Lane		(approved)	other improvements as part of planning applications.							
DS19: HQPT Infrastructure										
Forder Valley Road bus lanes	PCC	Planning application	£3.4m - £4.9 million	Planning Obligations, Local Transport Plan	Highway Land, plus land take (partly from Local Nature Reserve)	2013- 2015	Should be provided in conjunction with or soon after completion of Forder Valley link road.	Funding. Biodiversity issues relating to the Local Nature Reserve.	Critical	
A386 bus priority measures, Manadon junction to Woolwell	PCC	Planning application(s) may be required/ potential use of CPO	£32 million	Planning Obligations/ PCC/ grant	Highway Land/ PCC	2013 onwards		Funding, physical constraints.	Necessary	
Brest Road & junction bus priority	PCC, adjoining landowners	Planning application	Between £400K and £600K (approximate estimate)	Planning Obligations/ PCC	Highway Land/ PCC, private land	2016-2018	Careful integration with CCE and Planned Car Centre works.		Necessary	
Derriford Hospital Interchange	Plymouth Hospitals NHS Trust	Planning application (approved)	n/a Implementation by NHS, as part of new entrance.	Private development	Part of land required is part of NWQ site.	2013	To coincide with development of Derriford Hospital entrance.	Funding (NHS)	Necessary	
District Centre Interchange	Private Developer	Planning application	n/a Implementation up to 100% private sector investment.	Private development		2015	To coincide with development of District Centre.		Necessary	
Airport/ Marjon	Private	Planning	Implementation	Private		2012	To coincide with		Necessary	

Interchange	Developer/ Marjons	application (approved)	mainly by private sector investment. £10,000 additional costs.	development			development of Airport Link Road.		
Seaton Interchange	Private Developer	Planning application	n/a Implementation up to 100% private sector investment.	Planning Obligations, existing S106, private development		2015	To coincide with development of three adjoining sites.	Necessary	
DS21: Derriford Community Park	PCC; Derriford Community Park Management Entity; Hawkins Trust, NHS.	Planning application procedure / PCC education/ partnerships.	£1.8 million Park £4 million Environmental Education Centre	Planning Obligations/ PCC education/ grants.	PCC control of large part of land required, together with Plymouth Hospitals NHS Trust & remainder through Hawkins Trust.	2013-2023	Park Management Entity needs to be in place in parallel with development of proposals.	Desirable	
Primary School									
Temporary facilities	PCC	Planning application procedure	£800,000	Planning Obligations/ PCC	PCC land (at an existing school site)		To be provided at completion of 200 dwellings.	Critical	
New build 1 FE	PCC	Planning application procedure/ potential use of CPO	£6.5 million	Planning Obligations/ PCC	Land acquisition required.		To be provided at completion of 800 dwellings.	Critical	
New build 2 FE	PCC	Planning application procedure	£3 million	Planning Obligations/ PCC	Expansion on acquired site.		To be provided at completion of 1400 dwellings.	Critical	
DS05 CHP & District Energy	Energy Services Company (ESCO)	Direct provision of infrastructure, in partnership	OJEU procurement costs of	Private investment; S106; private	PCC controlled highway land that will come	ESCO procurement 2011-2013	Phased link to delivery of key development	Necessary	Co-operation of a range of stakeholders

			with Council, Plymouth NHS Trust and developers.	£500,000. Implementation up to 100% private sector investment.	development; PCC; NHS; grants.	forward for adoption through developments for pipe infrastructure. Energy Centre to be accommodated in relevant developments.	Implementation on 2013-2027	projects	required.	
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Community Impacts

- 10.10. Almost all development has some impact on the need for infrastructure, services and amenities. Policy CS33 of the Core Strategy sets out the Council's policy for ensuring that these impacts are properly dealt with through the planning process. Amongst other things, it sets out that planning obligations will be used to ensure that developments meet the reasonable cost of new infrastructure made necessary by the proposal, and to secure contributions to the delivery of strategic infrastructure to enable the cumulative impacts of development to be met. These provisions are necessary to ensure that the growth of Plymouth takes place in a sustainable way and contributes to the Core Strategy vision of building a city of sustainable linked communities.
- 10.11. The Planning Obligations & Affordable Housing Supplementary Planning Document explains how this policy will be implemented. There are two elements to the Council's approach. Firstly, where an impact on local or strategic infrastructure needs can be demonstrated, a Development Tariff contribution will be sought to secure funding in support of mitigating the impact. Secondly, where there are other impacts that need to be mitigated, a bespoke planning obligation (known as the 'Negotiated Element'). All planning obligations will be appropriate and reasonably related to the development proposal.
- 10.12. The Council is currently considering whether to move from its tariff-based approach to a Community Infrastructure Levy and expects to make a decision on this by summer 2011. It is aware that, given the provisions of Regulation 123 of the CIL Regulations April 2010 (which are due to be amended in 2011 by the Coalition Government), its tariff approach will become ineffective from April 2014 and therefore the Council will need to evolve its planning obligations process accordingly. However, whichever approach is in place, the issues that will need to be addressed in the Derriford area are likely to remain the same. The highest priorities for the Derriford & Seaton Area Action Plan are outlined below;

Table 9 Infrastructure to Mitigate Community Impacts

Requirement	Justification	Delivery
Derriford Community Park and Green Infrastructure (planning tariff and direct delivery)	Identified as a priority in the Core Strategy	This will enable the creation of a Park of city-wide strategic importance linked to other green infrastructure proposals.
Transport Infrastructure (planning tariff and direct delivery)	Identified as a priority in the Core Strategy, the LTP, the Infrastructure Delivery Plan, and this AAP	This will enable the creation of a strategic transport infrastructure to allow development to come forward. Links into Derriford by all modes to be improved, but particularly access by public transport, cycle and on foot.
Economic Development initiatives linked to the Priority	Identified as a priority in the Core Strategy and Local	This will consolidate and expand the role of Derriford as

Sectors identified in the Local Economic Strategy.	Economic Strategy.	a strategic economic centre, particularly in relation to the Medical and Technology sectors.
District Energy & Combined Heat and Power (negotiated element)	Identified as a priority in national guidance, the Core Strategy and this AAP	In order to meet building regulations requirements for low carbon development throughout the plan period, it will be necessary for Derriford developments to minimise their energy requirements, and our evidence base demonstrates District Energy is the most cost effective in this location. It will be necessary for all developments to contribute to the creation of the network as and when it is feasible for them to do so.
Affordable Housing (negotiated element)	Identified as a priority in the Core Strategy	The Core Strategy affordable housing requirement applies to all developments in Derriford which meet the policy criteria.

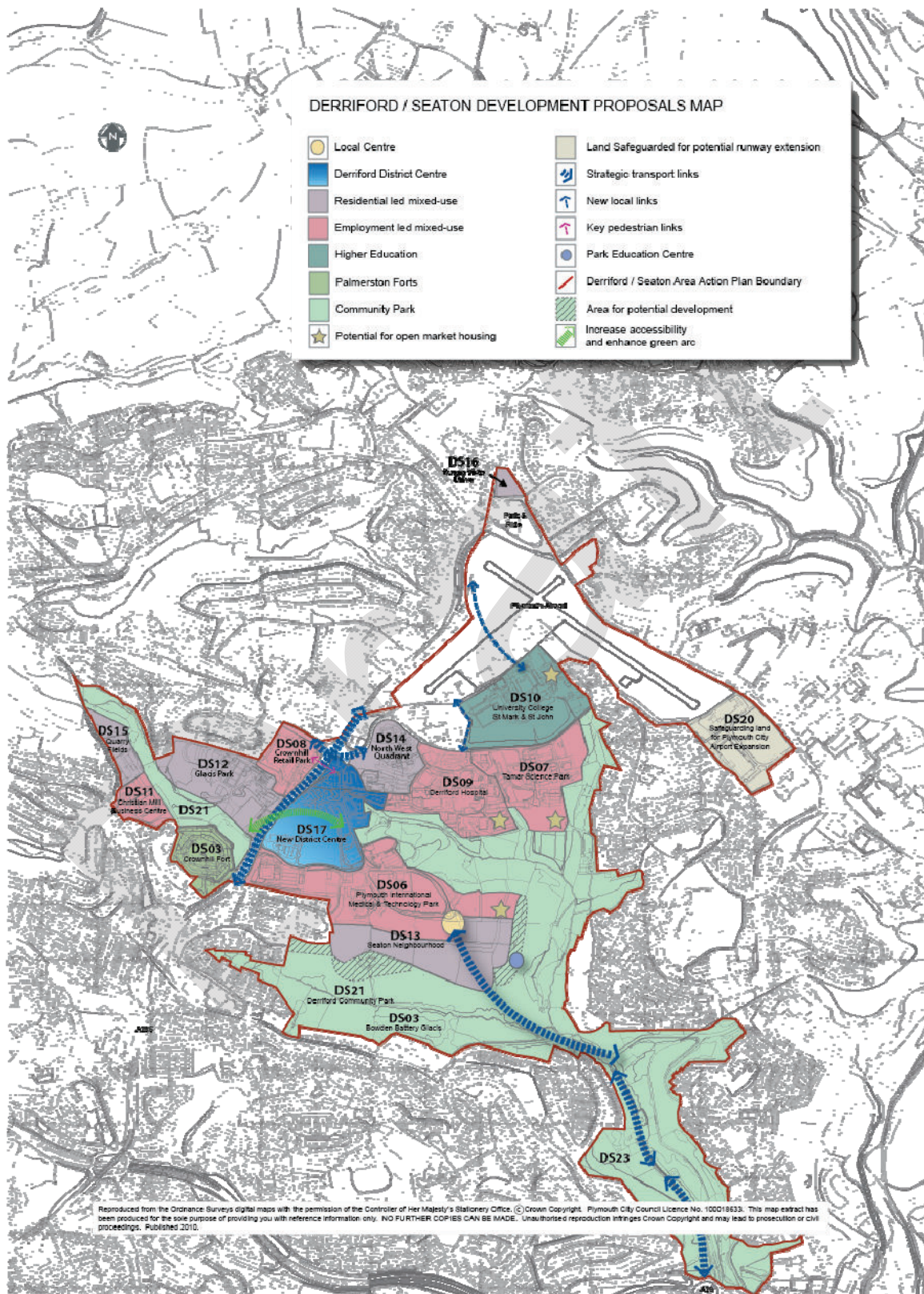
II. MONITORING

- II.1. Review and monitoring is an important aspect of evidence based policy making and it is a key factor of the “plan, monitor and manage” approach to planning. A key part of the development planning system is the flexibility to update components of the Local Development Framework and respond quickly to changing priorities in the area. Monitoring will play a critical part in identifying any review of the Derriford and Seaton Area Action Plan that may be required. It will also enable early action to be taken to overcome any barriers to delivery of the Plan’s objectives and/or proposals and policies.
- II.2. Local Planning Authorities produce an Annual Monitoring Report (AMR) every year. This document will be the main mechanism for assessing the Area Action Plan’s performance and effects. It must be based on the period 1 April to 31 March and be submitted to the Secretary of State no later than the end of the following December. AMRs are required to assess the implementation of the Local Development Scheme, and the extent to which policies in local development documents are being successfully implemented.
- II.3. The Council will measure the performance of this Area Action Plan against the targets, objectives and related policies set out in this document, and in the Core Strategy. It will also undertake more general monitoring for the city and its sub-region as a whole to assess the extent that the Local Development Framework spatial strategy is being delivered, remains appropriate and is sustainable. The AMR will identify potential measures that need to be taken to rectify any issues raised through monitoring. This will potentially include the need to review parts or all of any particular local development document.
- II.4. Significant issues will be monitored through the Annual Monitoring Report process, although it should be recognised that in relation to most of the strategic proposals in the Derriford and Seaton Area Action Plan, their impact will only be felt after a number of years. In relation to this Area Action Plan, monitoring will specifically include:
 - a) Checking that the development targets identified in the Area Action Plan are being met and identifying the actions needed to address any barriers and blockages. As well as being reported in the AMR, these issues will also be fed into the Delivery Framework.
 - b) Monitoring the quality of new developments in Derriford and Seaton and their compliance with the policies and proposals of the Plan.
 - c) Assessing the potential impacts on the Area Action Plan of new or updated national, regional and local policy and guidance.
 - d) Measuring the performance of the Plan against the Plan’s Vision and Objectives and assessing whether the Objectives are still appropriate.
 - e) Measuring the performance of the Plan against other relevant local, regional and national targets.
 - f) Measuring the impact of delivery of the Plan against the sustainability indicators and assessing whether the Plan is contributing to the creation of a sustainable community in the Derriford and whether there are any significant unforeseen adverse effects. In particular, the numbers of new

dwellings being created in Derriford and Seaton will be monitored, with an emphasis on where the dwellings are located, the range, mix and type of dwellings, and how well they contribute to the creation of a community in the area.

- g) Measuring how easily the inhabitants of new and existing dwellings in Derriford can access community facilities, either within the neighbourhood itself or in nearby neighbourhoods.
 - h) Collecting appropriate data and making use of the data collected by other partners to support the evidence base of the Plan and any subsequent review.
- 11.5. Issues identified within the sustainability appraisal will also be monitored and a series of significant effects indicators have been identified within the AMR.
- 11.6. As a result of this monitoring regime, conclusions may be reached which have implications for the objectives, policies and proposals of the Plan. In some cases, monitoring of the delivery of the Area Action Plan may identify supportive actions that need to be taken by other stakeholders, such as landowners and developers, or by other council Departments.
- 11.7. A full review of the Plan will take place after five years unless the results of any of the above suggest that an earlier review is necessary.

12. PROPOSALS MAP



13. EVIDENCE BASE

Plymouth First Deposit Local Plan, Plymouth City Council, 2001

Vision for Plymouth, Mackay, Zogolovich and Haradine, 2004

Derriford/Seaton/Southway Area Action Plan Issues and Options Report, Plymouth City Council, March 2005

Summary Report of Responses to Derriford/Seaton/Southway Area Action Plan Issues and Options consultation, Plymouth City Council, 2005

Plymouth Local Transport Plan 2 (2006 – 2011), Plymouth City Council, 2006

Adopted Plymouth Core Strategy, Plymouth City Council, April 2007

North Plymouth Community Park Feasibility Study, LDA Design Consulting LLP, November 2009

The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, HMSO, June 2008

Planning Policy Statement 12: Local Spatial Planning, HMSO, June 2008

Derriford and Seaton Area Action Plan Consultation Document, Plymouth City Council, February 2009

Derriford and Seaton AAP Sustainability Appraisal Report, Plymouth City Council, February 2009

Derriford Community Park Delivery Study, LDA Design Consulting LLP, March 2009

Derriford Masterplan Framework, LDA Design Consulting LLP, March 2009

Derriford Delivery Framework, LDA Design Consulting LLP, March 2009

LDF Local Development Scheme, Plymouth City Council, April 2009

Equality Impact Assessment of the Derriford and Seaton Area Action Plan Issues and Preferred Options Consultation Document, Plymouth City Council, February 2009

Summary Report of Responses to the Derriford and Seaton Area Action Plan Issues and Preferred Options Consultation, Plymouth City Council, April 2009

Plymouth City Centre & Derriford Sustainable Energy Studies, Centre for Sustainable Energy/Wardell Armstrong, June 2009

Derriford and Seaton AAP Sustainability Appraisal Report, Plymouth City Council, July 2009

Report on Proposed New District Shopping Centre, Cushman and Wakefield, November 2009

Feasibility Study for and Energy Services Company (ESCo) in Plymouth, Utilicom Ltd, November 2009

Report on Proposed New District Shopping Centre, Cushman and Wakefield, December 2010

Derriford Transport Model and evidence base, Plymouth City Council

14. GLOSSARY

Active frontage

A building frontage with entrances and windows that overlook the public realm and generate activity, overlooking, and therefore safety on the street.

Affordable housing

Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Amenity

A feature that contributes to the overall character or enjoyment of an area. For example, open land, trees, historic buildings or less tangible factors such as tranquility.

Annual Monitoring Report (AMR)

Assesses the implementation of the LDS and the extent to which policies are successfully being implemented and targets met.

Amenity open space

Open space with the principle purpose of creating a pleasant character to an area, rather than use for recreation and leisure.

Area Action Plan (AAP)

A type of Development Plan Document that will be used to provide a planning framework for areas of significant change or conservation.

Brownfield site

Previously developed land that is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated infrastructure.

Built form

Buildings and structures.

Character (of area)

Individual distinctiveness created from a combination of natural and man-made elements with historic, socio-economic and other factors.

Commitment

All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Conservation Area

An area of special architectural and/or historic interest that deserves preservation or enhancement of its character or appearance.

Constraint

A limiting factor that affects development, conservation etc.

Core Strategy

The key Development Plan document. It sets out the long-term spatial vision and spatial objectives for the local planning authority area and the strategic policies and proposals to deliver that vision. It will contain a set of primary policies for delivering the Core Strategy. Broad locations for development are also set out. Plymouth's Core Strategy was adopted in April 2007.

Council

The local authority, Plymouth City Council.

Delivery

The implementation of an objective or planned proposal within the criteria set by the plan.

Demands

The aspirations of the public, which may be greater than their needs.

Development

Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land."

Most forms of development require planning permission (see also "permitted development").

Development Brief

A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.

Development Plan

This will consist of Regional Spatial Strategies and Development Plan Documents contained within a Local Development Framework. It will also contain any 'saved plans' that affect the area.

Development Plan Documents (DPDs)

These are prepared by the Council. They are spatial planning documents and subject to independent examination. There will be a right for those making representations seeking change to be heard at an independent examination.

Developer contribution

(see Planning Obligations)

Environmental appraisal

Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application.

This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

Evidence Base

The researched, documented, analysed and verified basis for all the components of a Local Development Framework.

First Deposit Local Plan

The review of the adopted 1996 Plymouth Local Plan that was published in 2001 following public consultation, but was not subject to a public examination.

‘Front-loading’

The important pre-production processes involved in preparation of Local Development

Documents seen by the Government as the key to efficient production and examination of LDDs. The Sustainability Appraisal, Statement of Community

Involvement, Local Development Scheme and the Annual Monitoring Report play a large part in ensuring front-loading.

High Quality Public Transport (HQPT)

HQPT is characterised by the following features: reliability; high quality information before and throughout the journey; a safe and pleasant walk to the station / stop; a safe and pleasant wait at the station / stop; good ride quality; a positive image of vehicles and infrastructure; and the aspiration to progress from bus services through intermediate technologies to LRT services.

Home-zone

A small highly traffic calmed residential area, often with road and pavement integrated into a single surface, where pedestrians and cyclists have priority over cars.

Housing stock

The total amount of housing within a plan area, but this may be divided into components such as private housing stock or rented housing stock.

HSE

Health and Safety Executive. The Health and Safety Commission is responsible for health and safety regulation in Great Britain. The Health and Safety Executive and local government are the enforcing authorities who work in support of the Commission.

Impermeable

Buildings or parts of an area that do not allow pedestrian movement through them.

Implementation

Carrying out the proposed actions to required standards that are set out in the plan.

Independent Examination

An examination held in public by an Inspector from the Planning Inspectorate.

Infrastructure

The basic facilities, services and installations needed for the functioning of a community. It normally includes transport, communications, water and power.

Legal Agreement

A legally binding contract, between a developer and the local planning authority that constitutes a planning obligation (see also definition for planning obligation).

Lifetime Homes

What makes a Lifetime Home is the incorporation of 16 design features that together create a flexible blueprint for accessible and adaptable housing in any setting. The flexibility and adaptability of Lifetime Homes accommodate life events quickly, cost-effectively and without upheaval.

Listed Building

A building mentioned in statutory lists as being of special architectural or historic interest under the Listed Buildings and Conservation Areas Act. There are different grades of listing to indicate relative interest.

Live/Work Unit

A dwelling and workspace combined within one unit of accommodation – for example, an artist's flat and studio space.

Local Development Framework (LDF)

This includes a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Annual Monitoring Report and any 'saved' plans that affect the area.

Local Development Document (LDD)

This is either a Development Plan Document or a Supplementary Planning Document and is contained in a Local Development Framework.

Local Planning Authority

The local authority or council that is empowered by law to exercise planning functions. In Plymouth's case this is Plymouth City Council.

Local Transport Plan (LTP2)

A five-year rolling plan produced by the Highway Authority. In Plymouth's case this is Plymouth City Council.

Local Development Scheme (LDS)

This sets out the programme for the preparation of the Local Development Documents.

Material Consideration

A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

Monitoring (and review)

The process of measuring (in terms of quantity and quality) the changes in conditions and trends, impact of policies, performance of the plan against its objectives and targets and progress in delivering outputs.

Needs

The necessary requirements of the public, which may be less or different than their demands.

Objective

A statement that specifies the direction and amount of desired change in trends or in conditions.

Output

The direct effect of the plan's policies measured by indicators such as annual housing completion rate.

Partner Organisations

Other organisations that are in partnership with the Council, either through a written agreement or a looser form of partnership.

Permeability

The extent to which it is possible to move through buildings or areas.

Planning Condition

A written condition on a planning permission that restricts the development in some way to achieve a stated purpose.

Planning Obligation (and / or Section 106 agreement)

A legal undertaking given to a Council by a developer who is seeking planning permission for a development. It can be used to regulate or restrict the use of land, require the carrying out of specific actions or require payments to be made to the planning authority.

Planning System

The system of town and country planning originally created in 1947 to control the use and development of land. It has been modified extensively since then. The Planning and Compulsory Purchase Act 2004 led to spatial planning as the latest revision of the planning system.

Planning Policy

A guiding principle, that has statutory weight, that sets out a required process or procedure for decisions, actions, etc.

PPG and PPS

Planning Policy Guidance Note and Planning Policy Statement.

Programme

A time-related schedule of operations and/or funding to achieve a stated purpose.

Proposal

A positive-worded policy of the Council that proposes a course of action or an allocation of land for a particular use or development.

Proposals Map

The function of the proposals map is to illustrate the policies and proposals in the development plan documents and any saved policies that are included in the Local Development Framework. It will have a geographical base at a scale that allows the policies and proposals to be illustrated clearly in map form.

Public Open Space

An allocation or a requirement in a development plan for open space with unfettered access by the public.

Public realm

Those areas in cities and towns that are visible, useable and accessible by the public.

Regional Spatial Strategy (RSS)

The main policy document setting out the Spatial Strategy for growth and development in the south west region and the strategic policies which will shape this.

Section 106 agreement

See definition for Planning Obligation.

Spatial Planning

An ongoing, enduring process of managing change, by a range of interests that achieves sustainable development.

Spatial Vision

A brief description of how the area will be changed by the end of the plan period.

Statement of Community Involvement (SCI)

Sets out the standards to be achieved when involving the community in the preparation of plans and in development control decisions. It is subject to independent examination.

Statutory

Required by law (statute), usually through an Act of Parliament.

Strategic Environmental Assessment (SEA)

A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) does not in fact use the term strategic environmental assessment; it requires a formal 'environmental assessment' of certain plans and programmes, including those in the field of planning and land use.

Strategic

A strategy-based policy or decision that operates at a higher level than a policy or decision created to deal with local and day-to-day issues.

Supplementary Planning Documents (SPDs)

These cover a wide range of issues on which the plan-making authority wishes to provide policies or guidance to supplement the policies and proposals in development plan documents. They will not form part of the development plan or be subject to independent examination.

Sustainable Development

A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four

aims, to be achieved simultaneously, are: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

Sustainability Appraisal

This is a mandatory process under the Planning and Compulsory Purchase Act 2004 and is used to promote sustainable development through the integration of social, environmental and economic considerations into DPDs and SPDs.

Sustrans

The UK's leading sustainable transport charity. One of its projects is to establish a national cycle network.

Targets

Objectives expressed in terms of specified amounts of change in specified periods of time.

Tenure

The conditions on which property is held. Examples are owner occupation, renting and shared ownership.

Townscape

The general appearance of a built-up area, for example a street a town or city.

Transport Interchange

A planned facility for changing between different modes of transport (e.g. bus/car/cycle/ taxi).

Traffic calming

Measures to reduce the speed of motor traffic, particularly in residential areas. They include education, enforcement and engineering.

Use Classes Order

Contained in Town and Country Planning (Use Classes) Order 1987 and updated in 2005

CITY OF PLYMOUTH

Subject: Local Development Framework:
Shopping Centres Supplementary Planning Document

Committee: Cabinet

Date: 18 January 2011

Cabinet Member: Councillor Fry

CMT Member: Director for Development & Regeneration

Author: Katie Fry, Spatial Planning Officer

Contact: Tel: 01752 304119
e-mail: katie.fry@plymouth.gov.uk

Ref:

Key Decision: No

Part: I

Executive Summary:

The report seeks the Cabinet's approval to publish the Local Development Framework (LDF) Shopping Centres Supplementary Planning Document (SPD) as a material planning consideration and for the purposes of public consultation.

SPDs are part of the Local Development Framework (LDF) and serve to amplify policies in Development Planning Documents, such as the Core Strategy and Area Action Plans. In particular, this SPD supports Chapter 7: Shopping, of the Core Strategy. This SPD includes detailed information and guidance for each of the district and local centres within the city, to assist with determining planning applications.

Corporate Plan 2010-2013 as amended by the four new priorities for the City and Council:

The SPD supports the delivery of Corporate Improvement Priority (CIP) 12, which relates to the delivery sustainable growth, and the new 'Growth' priority of the Local Strategic Partnership and City Council. It forms part of the Local Development Framework, which is a key driver of the growth agenda, and will help to ensure that the city's shopping centres continue to meet the needs of the local community.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The publication of and consultation on the draft SPD will be met from the existing Spatial Planning Budget.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The LDF directly supports the promotion of community safety through the provision of policies to influence the design and nature of physical development.

The SPD will help to implement the LDF Core Strategy, which was subject to Equality Impact Assessment.

The SPD will help the Council to manage the risks associated with decline of shopping centres by putting in place appropriate planning guidelines to protect and enhance those centres.

Recommendations & Reasons for recommended action:

It is recommended that the Cabinet:

- 1 Approve the Shopping Centres Supplementary Planning Document (Consultation Draft) for the purposes of public consultation and as a material consideration in the determination of planning applications.

Reason: To provide detailed planning guidance to support the development of sustainable shopping provision within the city.

- 2 Delegate authority to the Assistant Director of Development & Regeneration (Planning Services) to approve the final publication version of the consultation draft Supplementary Planning Document.

Reason: To ensure that the SPD is produced in a user-friendly format with appropriate illustrations and formatting.

Alternative options considered and reasons for recommended action:

The alternatives relate to the content of the SPD, as the preparation of the document itself forms part of the Council's adopted Local Development Scheme. The consultation process will help determine the final recommendations on the content of the document.

Background papers:

LDF Local Development Scheme

LDF Core Strategy, adopted April 2007

National Planning Policy Statements -

- PPS4 Planning for Sustainable Economic Growth, 2009
- PPS6 Planning for Town Centres, 2005

Other background papers –

Sign off:

Fin	DevF 10110 035	Leg	JAR/1 0490	HR	n/a	Corp Prop	n/a	IT	n/a	Strat Proc	n/a
Originating SMT Member Paul Barnard, Assistant Director for Development & Regeneration											

BACKGROUND

- 1.1 A Supplementary Planning Document (SPD) forms part of the suite of Local Development Framework (LDF) documents. It is a non statutory document and therefore is not subject to independent examination. However it does need to be subject to public consultation of between four and six weeks before it can be adopted by the Council.
- 1.2 The purpose of an SPD is to supplement existing Development Plan Documents with additional explanation and guidance. However it cannot introduce new policy.
- 1.3 The Shopping Centres SPD forms part of a series of SPDs that are being prepared through the LDF programme.

2. PURPOSE OF THE SHOPPING CENTRES SPD

- 2.1 The Shopping Centres SPD is needed in order to support the role and viability of Plymouth's shopping centres through the planning system. Shopping centres are at the heart of many local communities and their health is a significant factor in determining quality of life and the sustainability the city's neighbourhoods.
- 2.2 The LDF Core Strategy promotes the vitality and viability of the city's shopping hierarchy, encouraging a wide range of services which allow genuine choice in a good quality environment, with a vibrant mix of activity, accessible to all. This is delivered through a defined network and hierarchy of shopping centres.
- 2.4 The Shopping Centres SPD provides further guidance and explanation to the adopted Core Strategy and will be used to inform planning decisions in relation to Plymouth's shopping centre hierarchy.
- 2.5 The Shopping Centres SPD Consultation Draft will be a material consideration in the consideration of planning applications although it will not have full weight in this regard until it is formally adopted.

3. CONTENT OF THE SHOPPING CENTRES SPD

- 3.1 Each shopping centre within the city has been surveyed and analysed in terms of its existing condition and scope for improvement. The SPD is based upon evidence for each centre of:
- Location and history
 - Number and diversity of uses within the centre
 - Existing function
 - Factors which affect the success of the centre
 - Accessibility
 - Environmental Quality
 - Capacity for future growth or change
- 3.2 Each centre has been summarised with objectives which will help to guide future planning decisions, in order to meet the strategic approach for shopping provision within the city and create more sustainable centres for communities.
- 3.3 In line with paragraph 7.46 of the Core Strategy, the SPD also identifies the boundaries of shopping centres, including primary and secondary frontages. These terms are defined within the Policy Context, using the definitions from Planning Policy Statement 4: Planning for Sustainable Economic Growth. The updated boundaries and frontages included within this SPD will replace those within Annex 1 of the First Deposit Local Plan 2001 and will become key material considerations, alongside Core Strategy policy, particularly when determining applications for changes of use within shopping centres.

4. BRIEF SYNOPSIS

- 4.1 Introduction. This chapter identifies the purpose and scope of the SPD and its status as part of the Local Development Framework, amplifying policies of the Core Strategy.
- 4.2. The Policy Context. This chapter sets out the existing retail hierarchy within the city. It explains the role of the City Centre as the prime retailing destination in the city, followed by the district and local centres. The chapter also highlights the significance of Policy CS07: Plymouth Retail Hierarchy, in providing two new district centres, at Derriford and Weston Mill, and three new local centres. This chapter also defines the meaning of the terms “Primary Shopping Area” and “Primary Frontage”.
- 4.3. Assessment of District Centres. All seven district centres, as designated within the Core Strategy are covered within this chapter: Estover, Mutley Plain, Plympton Ridgeway, Plymstock Broadway, Roborough, St Budeaux and Transit Way. The chapter provides an introduction to each centre, a map to show boundaries and frontages and concludes with a summary of objectives for the future.
- 4.4 Assessment of Local Centres. All local centres, as designated within the Core Strategy are covered within this chapter. The chapter provides an introduction to each centre, a map to show boundaries and frontages and concludes with a summary of objectives for the future.
- 4.5 Appendices. Appendices will include maps to be used as a reference to include:
- A citywide localities map with district and local centres,
 - Individual locality maps showing the outline of the centres
 - Shopping centre survey proformas

4.7 Glossary. Explaining terms used in the SPD.

5. NEXT STEPS

5.1 Subject to Cabinet approval, the Shopping Centres SPD will be the subject of a statutory six weeks consultation period. The SPD will be amended, if necessary, following this process of community consultation, with a view to its formal adoption by Full Council in July 2011.

**APPENDIX: DRAFT SHOPPING CENTRES SUPPLEMENTARY
PLANNING DOCUMENT**

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 - Ham Green
 - Henders Corner
 - Higher Compton
 - Honicknowle Green
 - Hoove
 - Hyde Park
 - Keyham
 - King Street
 - Leigham
 - Lipson Vale
 - Marlborough Street
 - Milehouse
 - North Prospect
 - Oreston

Pennycomequick
Peverell Corner
Peverell Park Road
Salisbury Road
Segrave Road
Southway
Station Road (Devonport)
Stoke Village
Stone Barton
Tamerton Foliot
Underwood
Union Street
Upland Drive
Victoria Road
West Hoe
West Park
Whitleigh Green
Wolseley Road

DRAFT

1. Introduction

This Shopping Centres Supplementary Planning Document (SPD) forms part of the Plymouth Local Development Framework (LDF). The LDF aims to transform Plymouth into 'One of Europe's finest waterfront cities', and also to ensure that all development in the city contributes to the creation of sustainable communities. Part of this objective is to ensure that everyone has access to a range of shops and facilities, which meet their needs in a sustainable way.

The LDF aims to maintain and enhance the vitality and viability of the network of district and local shopping centres in Plymouth, encouraging a wide range of services which allow genuine choice in a good quality environment, with a vibrant mix of activity, and which are accessible to all. The approach to deliver this has resulted in a defined network and hierarchy of shopping centres.

This SPD supports the policies set out in the Core Strategy and Area Action Plans which make up the Plymouth LDF. SPDs cannot set out new policy. Instead they expand upon and explain how planning policies below should be applied. It should therefore be read alongside the Core Strategy policies set out below and other SPDs which the Council has already adopted. In particular:

- CS07: Plymouth Retail Hierarchy
- CS08: Retail Development Considerations
- CS09: Marsh Mills Retail Parks
- CS10: Changes of Use in the City Centre
- CS11: Changes of Use in the District and Local Centres
- The Planning Obligations and Affordable Housing SPD which considers the strategic framework for the negotiation of Section 106 agreements and delivery of affordable housing.
- The Design SPD which provides design guidance;
- The Development Guidelines SPD which provides planning guidance in relation to different types of development.

What is the document?

The Shopping Centres SPD provides an overview of the Plymouth shopping centre hierarchy. The Council aims to preserve and enhance the network of centres to support its vision of a city of sustainable linked communities. This SPD builds on the "sequential approach" set out in the adopted Core Strategy, by encouraging new retail development to locate in existing defined centres. The broad definitions of district and local centres, as set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4), have been used in order to highlight the key role each centre should play.

Within the context set out in paragraph 7.46 of the Core Strategy, this SPD identifies the boundaries of shopping centres, including primary and secondary frontages. These terms are defined within the Policy Context, using the definitions from Planning Policy Statement 4: Planning for Sustainable Economic Growth. The updated boundaries and frontages included within this SPD will replace those within Annex I of the 1995 City of Plymouth Local Plan.

Each of the shopping centres within the city are unique, with their own strengths and weaknesses. In some cases, centres may be falling short of expectations. This SPD cannot make changes to existing shopping centre designations. It is, however based upon a study of the role and function of all the district and local centres in the city, which comments on how roles may change in the future. This evidence will be used as part of the review of the Core

Strategy, which will provide an opportunity to re-examine the designation of shopping centres.

Who is the document for?

This SPD will be used to inform planning decisions. It is intended to support improvements to the quality of Plymouth's shopping centres, enabling the development of more sustainable shopping provision for all communities. It is expected to be used by any person or group of people who have an interest in the city's shopping centres.

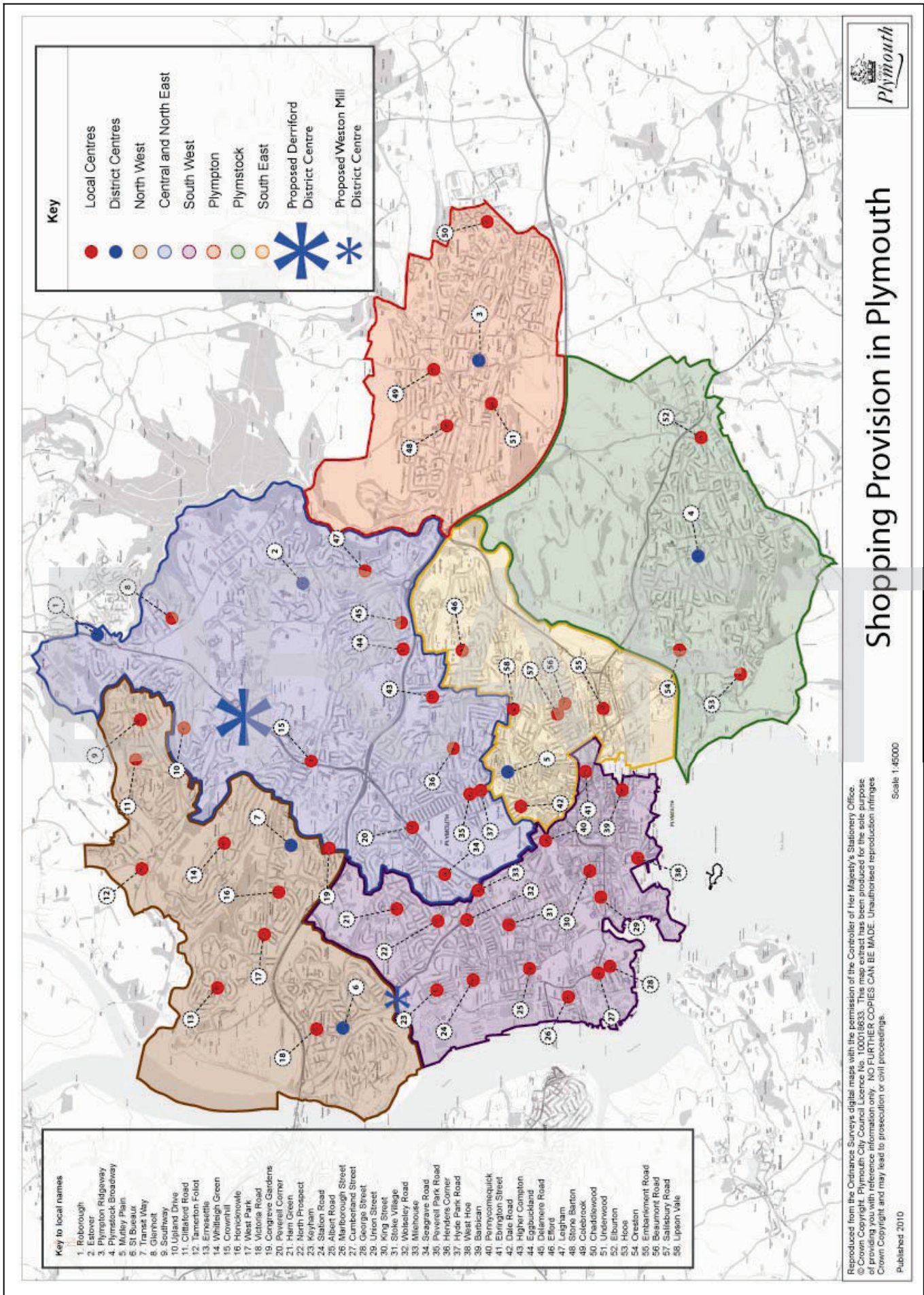
2. The policy context

Plymouth has an established hierarchy of shopping centres; a network of district and local centres, all of which occupy a position in the hierarchy beneath the City Centre.

This SPD reflects national guidance in Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4), which seeks to achieve the Government's objectives for a prosperous economy and to provide sustainable development through the delivery and management of vital and viable shopping centres.

This SPD has been written in conformity with the Plymouth Local Development Framework Core Strategy and its policies. Chapter 7 of the Core Strategy sets out the Council's approach to retail development in Plymouth, which is based on a "sequential approach" of locating the appropriate type and scale of development in the right type of centre.

The Core Strategy also addresses the need to rebalance the shopping centre hierarchy through planning for growth in some centres and managing decline in others, as well as addressing existing and anticipated deficiencies. The diagram below demonstrates the existing spatial distribution of shopping provision within Plymouth:



The Core Strategy recognised that there were some ‘gaps’ in the distribution of local and district centres across the city. As a result, Core Strategy Policy CS07 sought to address these deficiencies through the provision of additional new district and local centres as listed below:

Policy CS07: Plymouth Retail Hierarchy	
New District Centres	Derriford Weston Mill
New Local Centres	Devonport Millbay Plymstock Quarry (Morley Park)

3. Plymouth’s Shopping Hierarchy

The following sections provide an overview of the existing hierarchy within the city.

The City Centre

“City centres are the highest level of centre identified in development plans. In terms of hierarchies, they will often be a regional centre and will serve a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which may perform different main functions.” PPS4 – definition

A healthy and vibrant City Centre is essential to Plymouth’s economic well-being. The adopted Core Strategy and City Centre and University Area Action Plan (AAP) set out how the Council will reinforce the City Centre’s role as a regional destination, and improve its offer so that it becomes the regional commercial centre for the South West peninsula. The City Centre and University AAP in particular sets out key character areas in the City Centre, and includes a set of objectives and policies for each. These objectives and descriptions of each area indicate how the Council envisages change in the City Centre. They should therefore be used to assess how a variety of different uses will assist in emphasising the character of each area and delivering the changes the Council is seeking. Given the complex nature of the City Centre, as set out in the AAP, this approach provides a more flexible and responsive approach to managing changes of use and development proposals than the use of primary and secondary shopping frontages.

Derriford District Centre

As previously stated, a new district centre is proposed at Derriford, as part of Core Strategy Policy CS07: Plymouth’s Retail Hierarchy, to address existing deficiencies in shopping provision and respond to current and proposed population change.

The Derriford district centre is intended to put a new heart into the north of Plymouth, supporting the Council’s strategy for a bipolar economy focused on the City Centre and Derriford. The district centre will also form part of the major population growth planned for the north of the city and will reduce over-trading of nearby superstores. The Council is seeking to develop Derriford into a “major district centre” which will be larger than a typical district centre. For this reason, Derriford has been placed in its own category within the Plymouth shopping hierarchy, above that of a normal district centre definition.

This SPD will make reference to the proposed Derriford district centre in relation to the future growth and change within the existing district and local centres. Policy guidance for the future of the Derriford district centre will be provided as part of the Derriford and Seaton AAP. This document is currently at pre-submission stage and has been published for consultation alongside this SPD.

District Centres

“District Centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library”. PPS4 – definition

Plymouth has seven district centres identified within the Core Strategy, of which Mutley Plain, St Budeaux, Plympton and Plymstock can be regarded as generally vital and viable shopping centres. The remaining district centres are more recent and are based around a large foodstore. These include: Estover, Roborough and Transit Way. Without the foodstores, these centres would offer little more than what would be found at a small local centre such as a small parade of shops.

A new district centre has also been proposed within the Weston Mill area. This district centre will improve access to foodstore shopping facilities in a deprived community, reduce the need for travel to other main foodstores elsewhere in the city, and help to create an area of community focus. The new district centre will directly contribute towards creating sustainable linked communities, by providing local facilities which will result in shorter journeys and meet the needs of local residents.

Local Centres

“Local Centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and a launderette.” PPS4 – definition

Plymouth has a large network of local centres serving a diverse range of communities and functions. The Core Strategy identified eleven areas of the city which lack adequate food store provision. In order to rectify these deficiencies Core Strategy Policy CS07 identified three new local centres to be created within the city: Devonport, Millbay and Plymstock Quarry currently known as Morley Park. This SPD will only serve to make reference to the proposed local centres in relation to the future growth and change within the existing local centres.

Some of the local centres within the city could be said to be no longer providing the full range of facilities which would be expected in a local centre, particularly as some are merely small parades of shops. PPS4 contains guidance that small parades of shops of purely neighbourhood significance are not regarded as local centres. It may therefore be more appropriate to consider, as part of the forthcoming Core Strategy Review, reclassifying these centres as neighbourhood centres, to reflect the relationship they have with the local neighbourhoods and communities. This SPD cannot reclassify centres, but it can indicate where a centre may be more accurately described as a neighbourhood centre.

The following table shows the Plymouth shopping hierarchy as it currently stands.

District Centres		
Mutley Plain	Roborough	Plympton Ridgeway
Transit Way	Estover	
St Budeaux	Plymstock Broadway	
Local Centres		
Albert Road	Glenholt	Salisbury Road
Barbican	Ham Green	Segrave Road
Beaumont Road	Henders Corner	Southway
Chaddlewood	Higher Compton	Station Road (Devonport)

Clifford Road	Honicknowle Green	Stoke Village
Colebrook	Hooe	Stone Barton
Congreve Gardens	Hyde Park	Tamerton Foliot
Crownhill	Keyham	Underwood
Cumberland Road	King Street	Union Street
Dale Road	Leigham	Upland Drive
Delamere Road	Lipson Vale	Victoria Road
Ebrington Street	Marlborough Street	West Hoe
Efford	Milehouse	West Park
Eggbuckland	North Prospect	Whitleigh Green
Elburton	Oreston	Wolseley Road
Embankment Road	Pennycomequick	
Ernesettle	Peverell Corner	
George Street	Peverell Park Road	

As set out above, there are several alterations to the shopping hierarchy which the Council could consider making. These are:

- To show the proposed new Derriford district centre as a second tier centre, recognising the aspiration that it will grow to become a major district centre serving the north of the city,
- Recognising that some local centres do not have the range and quantity of retail and other facilities which would be expected in a local centre. These small local centres could be included as a new category of neighbourhood centres.

If these alterations were to be made through the review of the Core Strategy, the new Plymouth retail hierarchy would be as shown in the following table:

City Centre		
Plymouth		
Major District Centre		
Derriford (new)		
District Centres		
Estover	Mutley Plain	Plymstock Broadway
Plympton Ridgeway	Roborough	St Budeaux
Transit Way		
Local Centres		
Albert Road	Embankment Road	Station Road
Barbican	Ernesettle	Stoke Village
Beaumont Road	Higher Compton	Underwood
Chaddlewood	Hyde Park	Victoria Road
Colebrook	Marlborough Street	West Park
Peverell Corner	Whitleigh Green	Crownhill
Peverell Park Road	Wolseley Road	Cumberland Street
Plymouth Road	Devonport (new)	Ebrington Street
Salisbury Road	Millbay (new)	Elburton
Southway	Plymstock Quarry/ Morley Park (new)	
Neighbourhood Centres		
Clifford Road	Hender's Corner	Oreston
Congreve Gardens	Honicknowle	Pennycomequick
Dale Road	Hooe	Segrave Road

Delamere Road	Keyham	Stone Barton
Efford	King Street	Tamerton Foliot
Eggbuckland	Leigham	Union Street
George Street	Lipson Vale	Upland Drive
Glenholt	Milehouse	West Hoe
Ham Green	North Prospect	

If the above approach is taken, it would have an effect on the application of development management policies set out in the Core Strategy. In effect, development management policies would be most protective of the retailing function of the City Centre and District Centres, less so in Local Centres (particularly outside of the defined frontages), and most flexible in Neighbourhood Centres (which may be reviewed so as not define frontages but only centre boundaries).

Primary Shopping Areas and frontages

As previously stated, in accordance with the Core Strategy, this SPD will identify Primary Shopping Area boundaries (PSA) as well as primary and secondary frontages for each of the shopping centres in the City. To avoid repeat explanation, these terms have been defined, (as in PPS4: Planning for Sustainable Economic Growth), as follows:

“Primary Shopping Area - Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage)”.

“Primary frontages are likely to include a high proportion of retail uses”.

“Secondary frontages provide greater opportunities for a diversity of uses”.

4. Assessment of District Centres

This chapter provides a summary of the issues that have been identified within each district centre. Future objectives have been proposed in order to improve their vitality and viability.

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Estover – District Centre

Location/History and Function

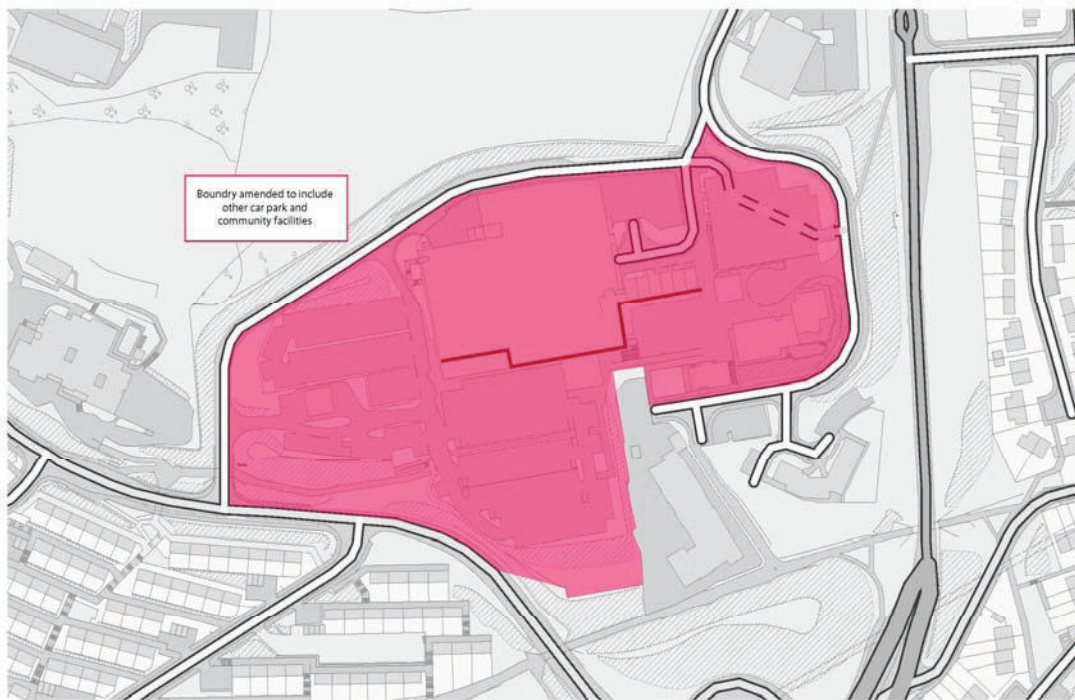
Estover neighbourhood is located in north east Plymouth and was predominantly built in the 1970s. It is located towards the south of the neighbourhood and is accessed off Leypark Drive. An Asda superstore which is open 24 hours, makes up the bulk of the floorspace within this district centre. Adjacent to the superstore, separated by a series of steps, are six further retail units. Overall, there are three national multiple retailers present within the centre.

Future objectives for Estover

The centre has performed well over recent years and the level of occupation has been consistently good.

The public realm within the centre and the condition of the buildings around the pub and community centre is generally becoming tired and dated, with some areas known to suffer from anti-social behaviour. Seeking opportunities to improve the public realm would create a more vibrant centre for the local community.

If further development opportunities were to come forward in the district centre, they could be expected to help improve the public realm and create a better environment, as well as a broader range of uses. At the present time, however, there is no indication that any development proposals will come forward.



Mutley Plain – District Centre

Location/History and Function

Mutley Plain is located in the centre of the city to the north of the City Centre. It has been in existence for a significant period of time and became one of the principal retail trading centres as a result of department stores relocating to the centre, following the bombing of Plymouth's City Centre during the Second World War. At that time the centre became much larger than a typical district centre.

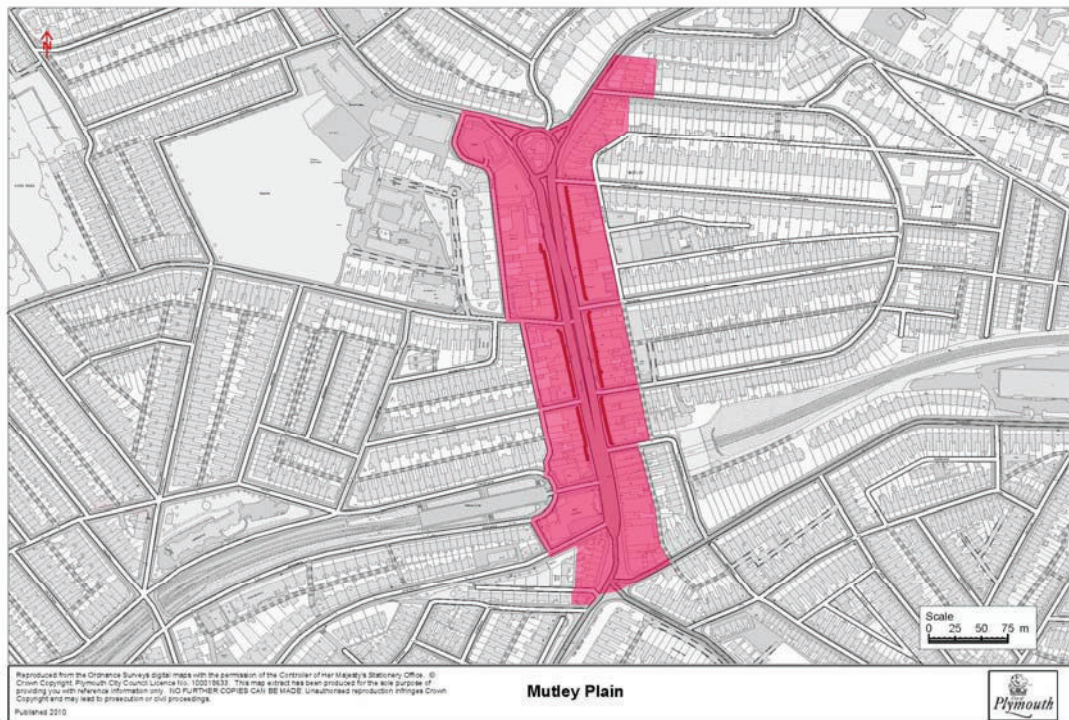
Mutley Plain has 134 retail units which include a good mix of uses. The main foodstores along Mutley Plain include two Local Co-op food stores, located on either side of the B3250, at opposite ends of the centre. The centre also contains a variety of other facilities including; offices, gym, social club, Baptist church and a community outreach centre. Overall, the level of shopping provision and facilities throughout the centre is good.

Yearly surveys have identified that the centre plays a vital role in supporting the city's retail hierarchy by meeting the needs of the surrounding communities. Over recent years the overall retail provision within the centre has decreased to allow for more social uses to operate, such as pubs and restaurants. It is thought that this trend is a response to the catchment population, which has a significantly higher number of young adults compared to the City average.

Future objectives for Mutley Plain

The centre could benefit from significant public realm improvements, such as surface treatments, and the removal of barriers and street clutter to create a more vibrant street scene. If opportunities come forward to deliver improvements, the Design SPD contains guidance on how these could be achieved.

The centre has the highest vacancy rate of any of the centres, although this is largely due to the majority of vacancies being first floor units. First floor units can provide opportunities for new businesses, in the form of small office units, and can also provide housing which would improve the vibrancy of the area.



Plymstock Broadway

Location/History and Function

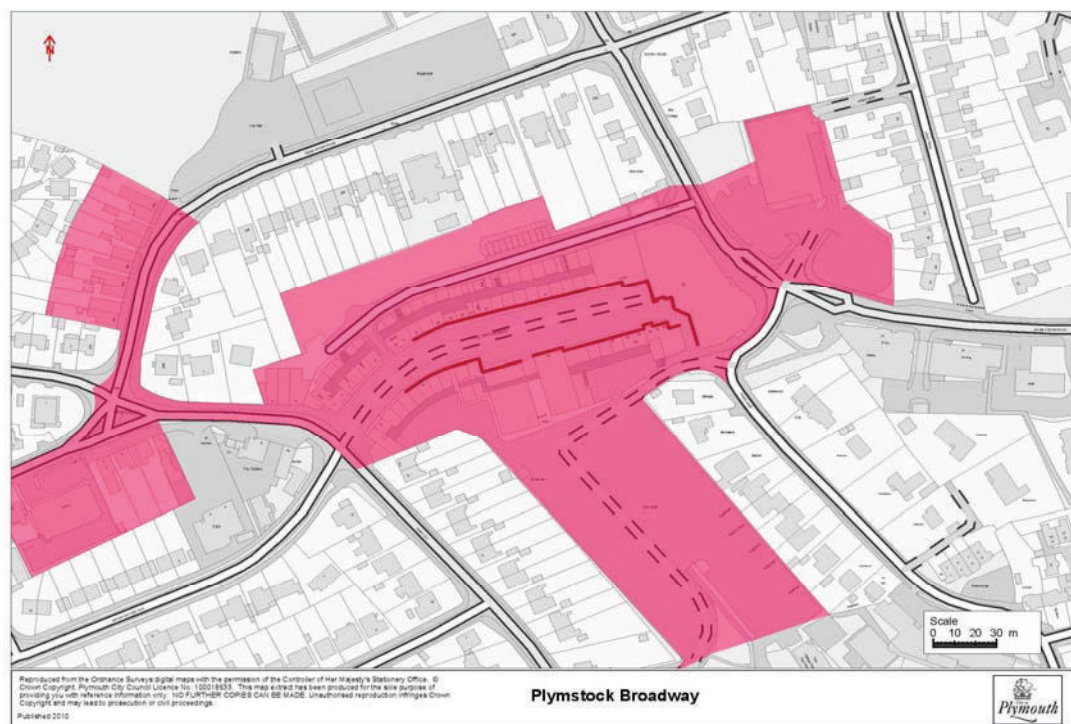
Plymstock Broadway dates from the 1960s and is one of the largest district centres in Plymouth. It is located in the south east of the city and attracts shoppers from the north and east of the city.

The centre contains approximately 68 units at ground floor level and has a good mix of convenience, comparison and service uses. The centre is anchored by a Local Co-Op supermarket and has a Lidl supermarket which adds further offer to the centre. Overall, the level of shopping provision in the centre is good. Plymstock library is also located just outside the centre's primary shopping area and provides a valuable community facility.

Future objectives for Plymstock Broadway

Plymstock Broadway has performed well over recent years and presents no significant challenges. There are, however, some objectives which should be used to continue the success of the centre in the future:

- Plymstock Broadway is primarily a car orientated destination and is served by a large surface car park. Access to the main centre from the car park, however, can create challenges to pedestrian movement because of the volumes of cars entering the car park. The Council will support developments which improve pedestrian access to the centre.
- The car park is seen to be a valuable facility, however, there may be opportunities for some redevelopment which would contribute to the offer in this particular area.



Plympton Ridgeway – District Centre

Location/History and Function

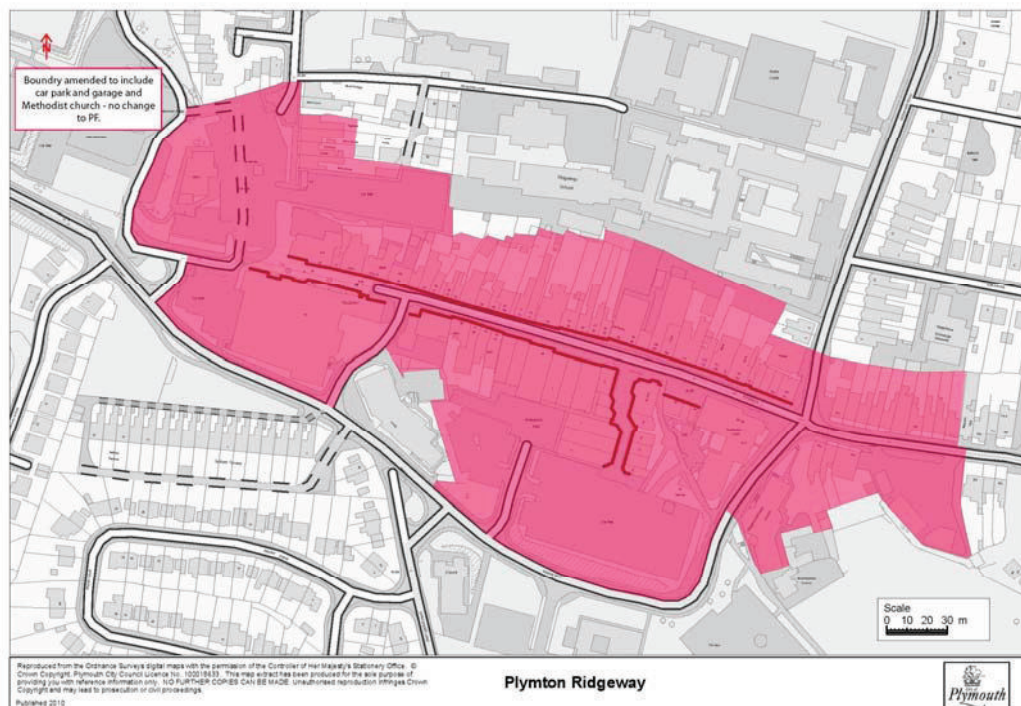
Plympton Ridgeway is located in the east of the city, east of the River Plym. The centre has expanded over time around the original settlement of Plympton St Mary and extends along both sides of Ridgeway.

The centre contains approximately 100 commercial ground floor units, which contain a variety of uses, reflecting the centres relatively distant location from the City Centre. Plympton Ridgeway is anchored by two main convenience food stores, which include the Co-op and Iceland. The Co-op Supermarket is located at the west end of the centre, whereas the Iceland store is located fairly central to the shopping area. This leaves the east end of the centre without an anchor. However, this does not seem to be an issue as the east end is performing well with long term uses such as; estate agents and smaller specialist retailers. Other uses within the centre include sports facilities, a community centre, a library and a small park.

Future objectives for Plympton Ridgeway

The centre is currently functioning very well and does not present any significant challenges. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- Some areas of the Ridgeway could benefit from public realm improvements to create a better shopping experience; particularly opportunities which create an environment less dominated by the road.
- Plympton Ridgeway is a pleasant centre with many older buildings constructed with local limestone, slate roofs and high quality fittings. There is a strong sense of community within the neighbourhood and pride in its history. Any changes to the centre should have regard to its local history and respond sensitively to its character.
- Plympton Ridgeway is a healthy centre and has performed well over recent years. The car parks are seen to be a valuable facility which underpins the success of the centre, therefore any reduction in car parking could be to its detriment.



Roborough – District Centre

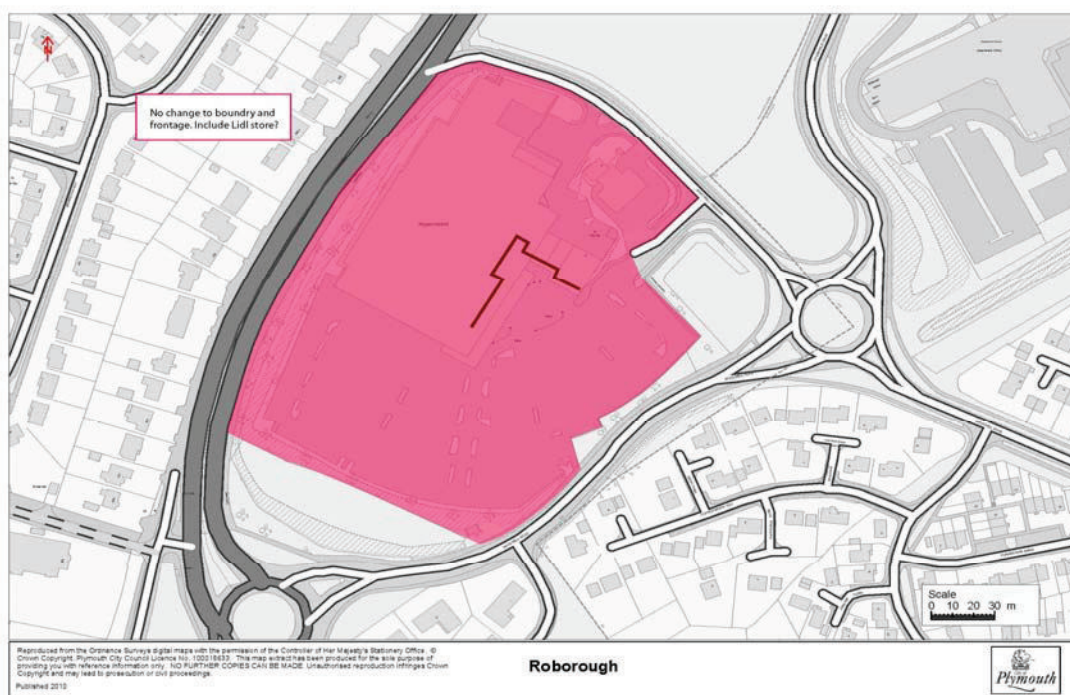
Location/History and Function

Roborough is located in the north of the city and is a relatively new centre. It is dominated by a Tesco Extra foodstore which is open 24 hours and provides a number of services including a pharmacy, opticians, instore café and a petrol filling station. Adjacent to the foodstore, there are four further retail units comprising an estate agents, film processor/dry cleaner, a travel agents and a bakery. There are no vacancies within the centre and retailer occupation has remained consistent over the last few years. The centre does not contain any residential or business uses, nor are there any eating or drinking outlets.

Future objectives for Roborough

The centre is currently functioning well and does not present any significant challenges. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The public realm within the centre is very limited and consists of a small area immediately outside the foodstore. The centre could benefit from improvements to the public realm to create a more vibrant centre for the local community.
- Occupation within the centre has generally been consistent over the past few years. It could be improved by the introduction of a greater mix of uses, including more non-retail community facilities.
- Depending upon how the vacant land to the north east of the existing centre at Roborough is treated, it may be appropriate to consider including the recent Lidl store which lies further to the north within the District Centre.



St Budeaux – District Centre

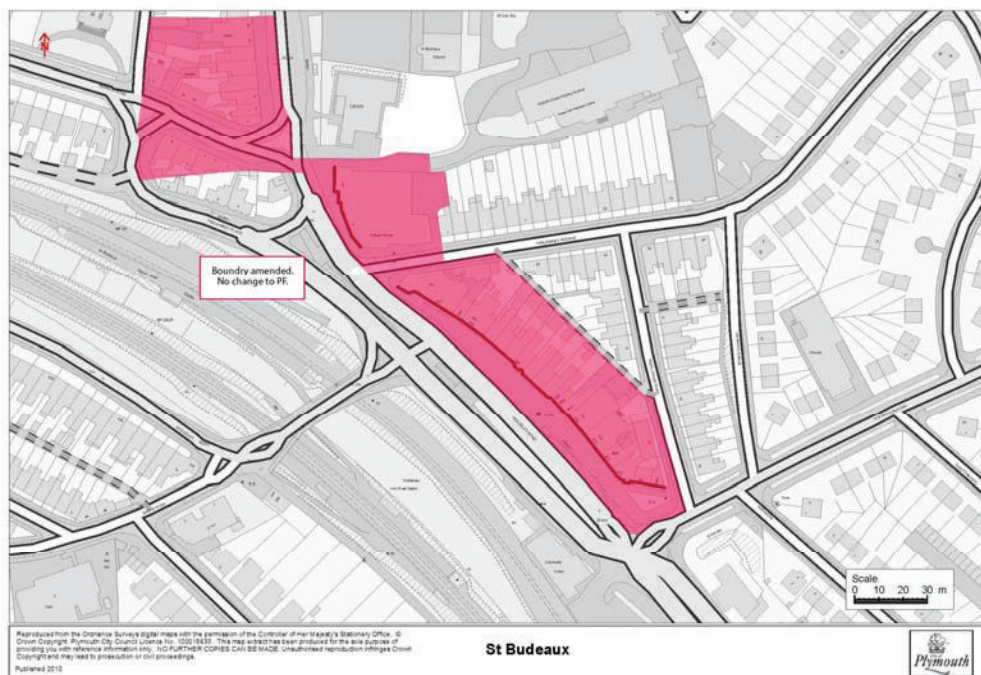
Location/History and Function

St Budeaux district centre is located in the west of the city, close to the Tamar Bridge and A38. It has been in existence for a significant period of time and is located on a busy road. It is surrounded by residential areas to the north, east and west and a railway to the south, which sets the divide between St Budeaux neighbourhood and Barne Barton. The importance of the centre extends beyond the neighbourhood boundary to other areas such as Barne Barton and Keyham.

Future objectives for St Budeaux

St Budeaux district centre has declined in unit numbers over the last 10 years or so, particularly around the fringes of the centre. In many respects, it has more of the characteristics of a local centre than a district centre. Nevertheless, it serves a very wide community in the west of the city where there are no other existing district centres. The Core Strategy proposes a new district centre in the nearby Weston Mill area (Policy CS07). The new district centre will provide an excellent opportunity for a new foodstore, together with a range of community and leisure uses, which will be well placed to serve the surrounding communities, but should also have a complementary role with St Budeaux. The relationship between the existing centre and the new centre will be closely monitored. With regard to the existing St Budeaux centre:

- The centre is lacking in areas of good public realm which is generally becoming tired and dated. It would benefit from improvements to the public realm which would create a more vibrant and pleasant environment for shoppers.
- The Lidl foodstore and the community centre have been excluded from the shopping centre boundary, due to the difficulties in accessing them from the main shopping area. Changes which improve pedestrian access across Wolseley Road and provide better links to these facilities would improve the centre.



Transit Way – District Centre

Location/History and Function

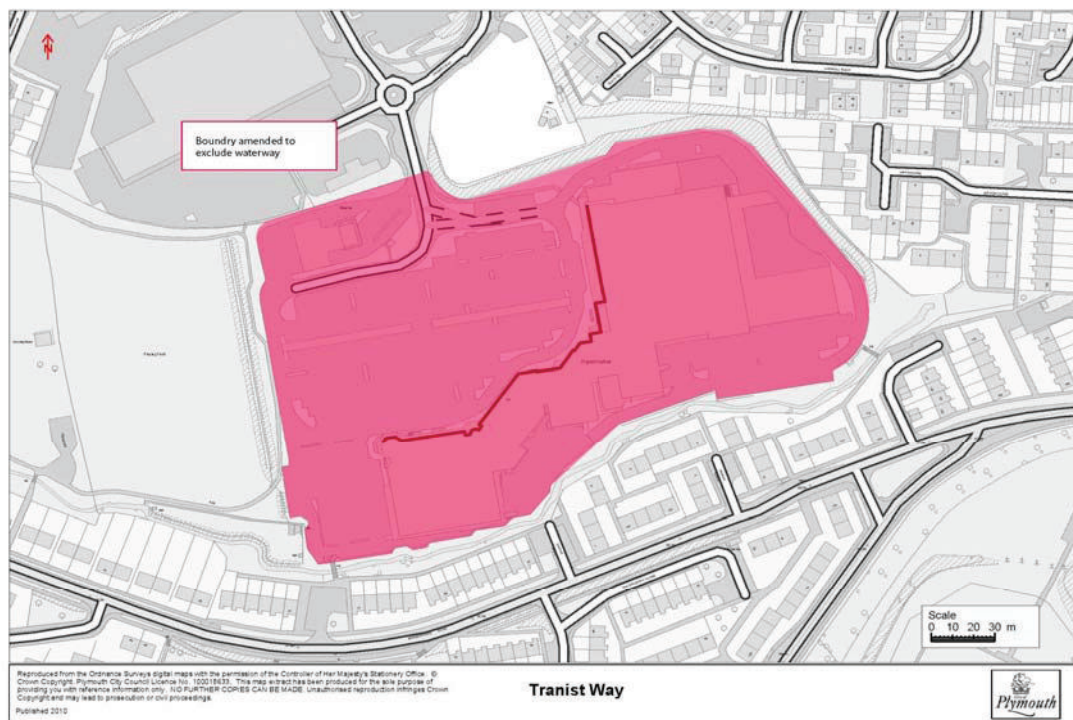
Transit Way is a relatively new district centre located in the north of the urban area, accessed off Crownhill Road (B3413). The centre contains a superstore and a number of smaller units which are part of a small shopping mall. Tesco acquired the former Co-op store in 2001; although few changes have happened to the remainder of the centre. This has resulted in the internal mall becoming tired and in need of refurbishment.

Planning permission 08/01989/FUL was granted in October 2010 for full redevelopment of the centre to include the demolition of the existing buildings and erection of a new A1 retail store, plus further A1, A2, A3 units, 745 car parking spaces, a new bus waiting area, and improvements to the junction of Crownhill Road, Transit Way.

Future objectives for Transit Way.

The centre is currently functioning well and does not present any significant challenges . There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- Some footpath connections throughout the centre are poor, particularly to the retailers outside the defined district centre. Improvements to pedestrian connections have been proposed as part of the redevelopment of the centre.
- The proposed redevelopment of the centre also includes a new bus waiting area which should reduce the conflict between motorists and public transport.



5. Assessment of Local Centres

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Albert Road – Local Centre

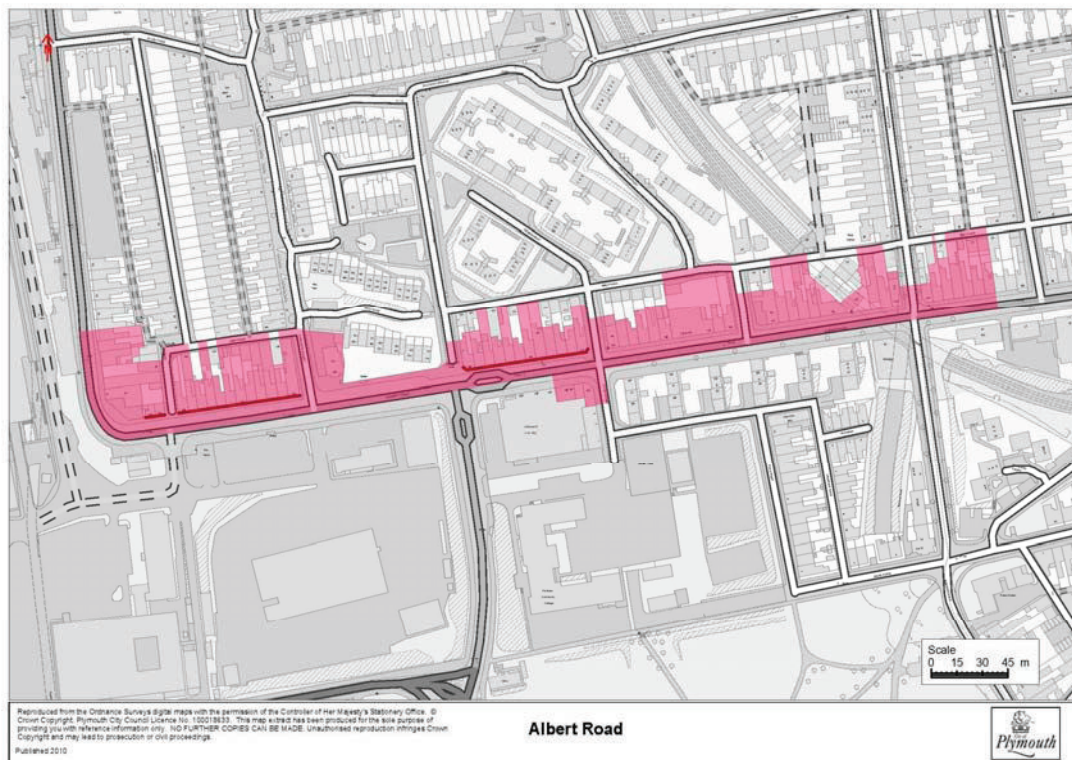
Location/History and Function

Albert Road local centre is located in the south west of the city and has approximately 49 units which are focused on one side and extend along Albert road from east to west. The centre also contains two pubs, several fast food establishments and a church. The range of uses available within the centre are varied, however 17 units were vacant in July 2010, representing a vacancy rate of almost 35%. These vacancies are dispersed which leaves the centre looking somewhat tired and disjointed.

Future objectives for Albert Road

The centre is currently not functioning as well it could and lacks a number of facilities needed to provide an appropriate shopping experience. The following key objectives should be used to inform future developments to help improve performance:

- Overall, the centre lacks a number of facilities which would provide a more pleasant shopping experience. Albert Road would benefit from improvements to the public realm to create a better environment and mitigate the impact of the busy road.
- The centre appears to be experiencing some difficulties as shown by the high vacancy rate. It may be appropriate in the future to consider consolidating the centre, should it continue to decline. The centre will be monitored closely and the council will ensure that it maintains a range of uses in order to meet the needs of local communities.



Barbican – Local Centre

Location/History and Function

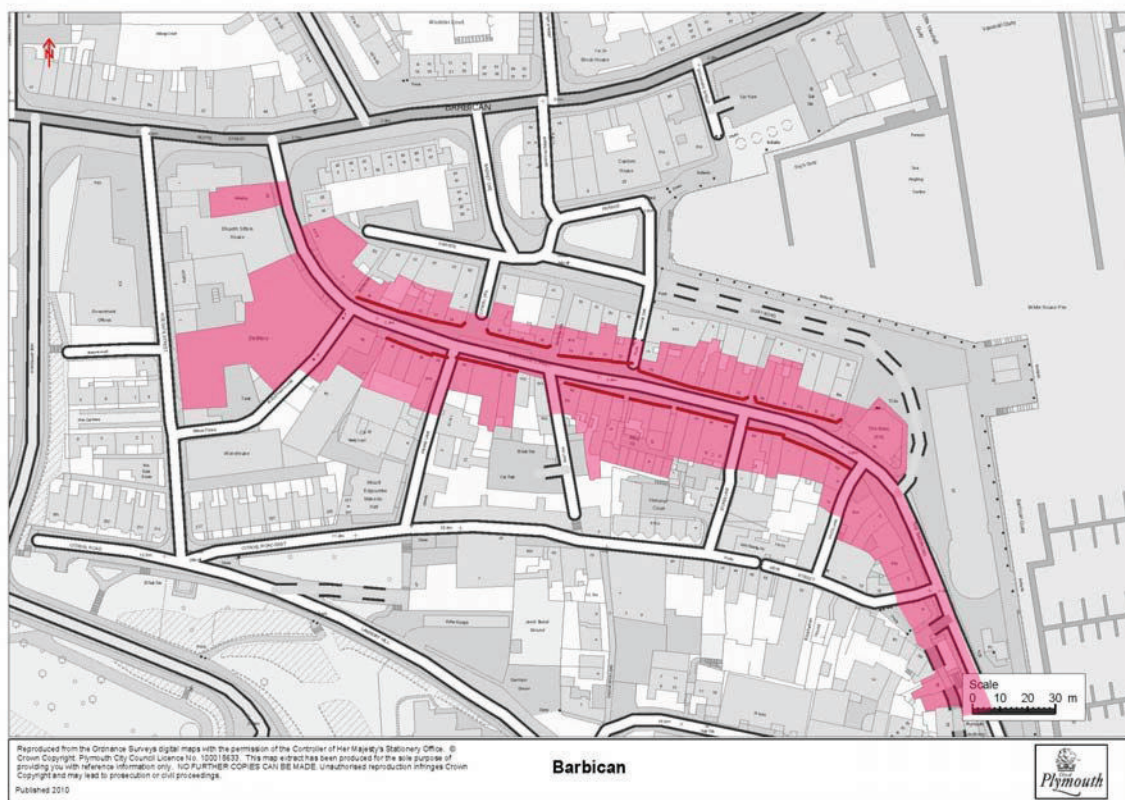
The Barbican is the one of the original medieval areas of Plymouth and has a very strong, positive 'sense of place' defined by its surviving historic street patterns and architecture. The Barbican local centre is a large mixed use area including shops, pubs, clubs, cafes and restaurants and forms a popular destination for both tourists and locals.

Within the centre there are approximately 69 units in total which represents a good balance of uses. Recent surveys revealed the centre had 4 vacant units representing a vacancy rate of just 5%. There are a good number of quality independent retailers within the centre including, restaurants, art galleries, jewellery stores and bakeries.

Future objectives for The Barbican

The centre appears to be functioning well and there is no evidence to suggest the need for consolidation. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The council will continue to balance the range of uses in order to meet the needs of local communities and visitors to the area.
- Over recent years, retail units have operated along Notte Street, Vauxhall Street and Exhchange Street. It may be appropriate to limit any further retail in this area in order to maintain the focus of the local centre along Southside Street.
- The Barbican is within a conservation area with buildings and shopfronts that are well maintained, providing a unique character. There is also a high standard of public realm which offers a pleasant shopping experience. Any future changes need to respect this character.



Beaumont Road – Local Centre

Location/History and Function

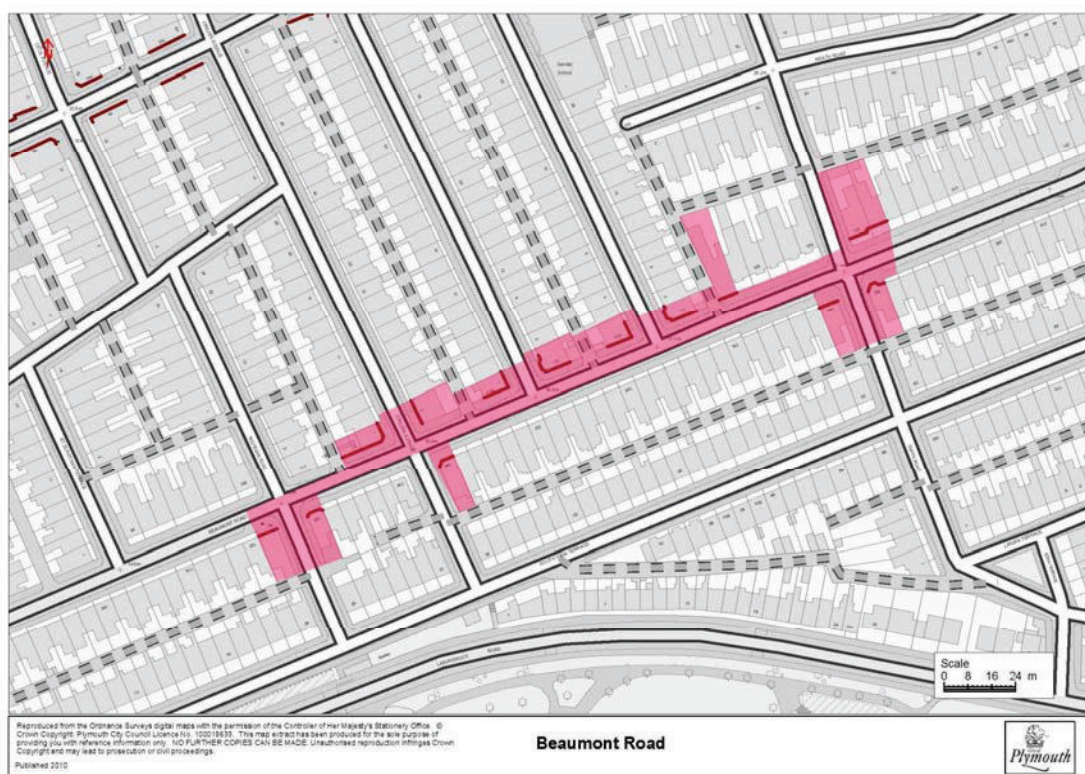
Beaumont Road is fairly centrally located in the neighbourhood it serves. However, because it competes with the nearby Salisbury Road local centre, it is lacking in facilities which would normally be found in a local centre. Evidence has shown that the centre has been declining over recent years and units have been converted back into residential use.

The centre has approximately 11 units, of which 3 are vacant representing a vacancy rate of almost 30%. Occupied units within the centre include uses such as a convenience store, hairdressers/beauty salon, a second hand electrical retailer and a sandwich shop.

Future objectives for Beaumont Road

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it does provide are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued. These are:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- When considering the proximity of this centre in relation to Salisbury Road local centre, and the range of uses available in the centre, it may be appropriate to consider the opportunities to contract the extent of the centre, even though this would involve the conversion of some retail units back to residential.
- While the location of this centre, (at the centre of its neighbourhood), indicates it should remain as a Local Centre, its viability needs to be closely monitored to see whether it may should be re-designated as a Neighbourhood Centre, so that it can continue to fulfill the needs of the immediate community.



Chaddlewood – Local Centre

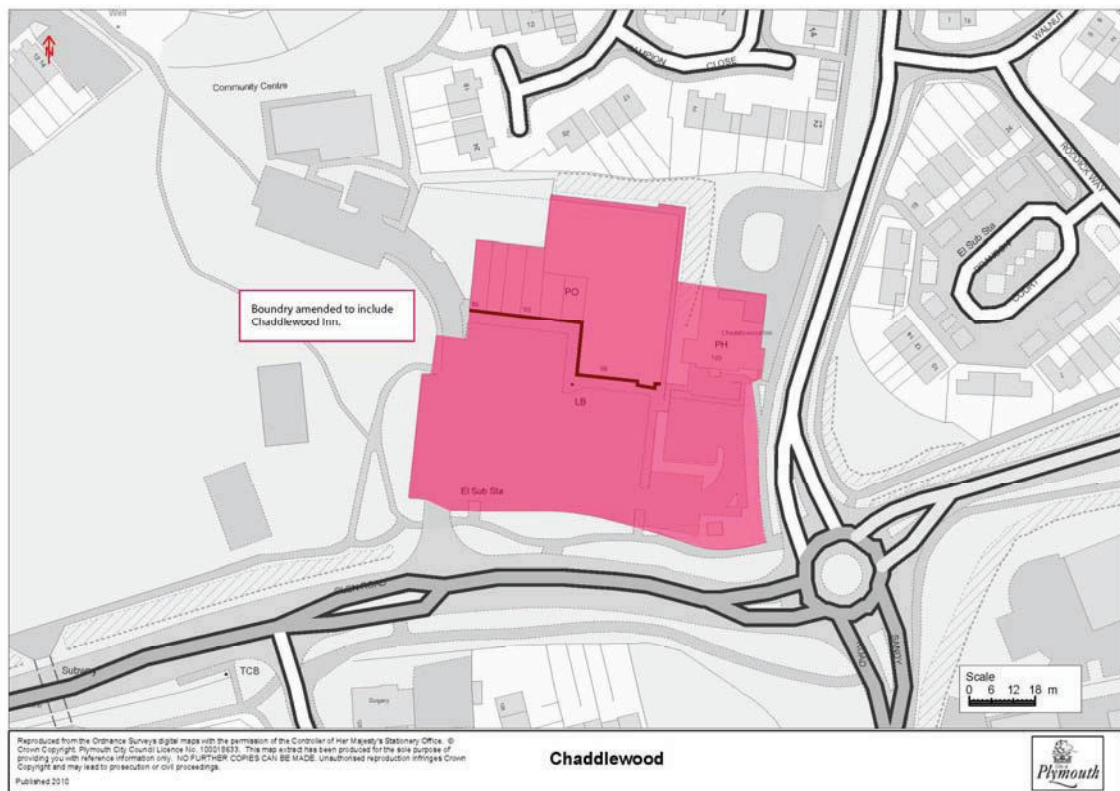
Location/History and Function

Chaddlewood local centre is a fairly modern compact centre consisting of a medium-sized Co-op foodstore and a number of smaller retail units including a pharmacy, a betting shop and two takeaways. The centre also has a surface car park, a public house, and a community centre. It provides the only local shopping facility within this neighbourhood and is also located in close proximity to the local community centre and an area of greenspace.

Future objectives for Chaddlewood

The centre is currently functioning well and does not present any significant challenges. As the only centre within the neighbourhood, it provides valuable facilities and services for the community. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- There are many cul-de-sac type residential developments surrounding the centre and the area is generally car dominated. The centre would benefit from improved access for pedestrians.



Cliffatford Road – Local Centre

Location/History and Function

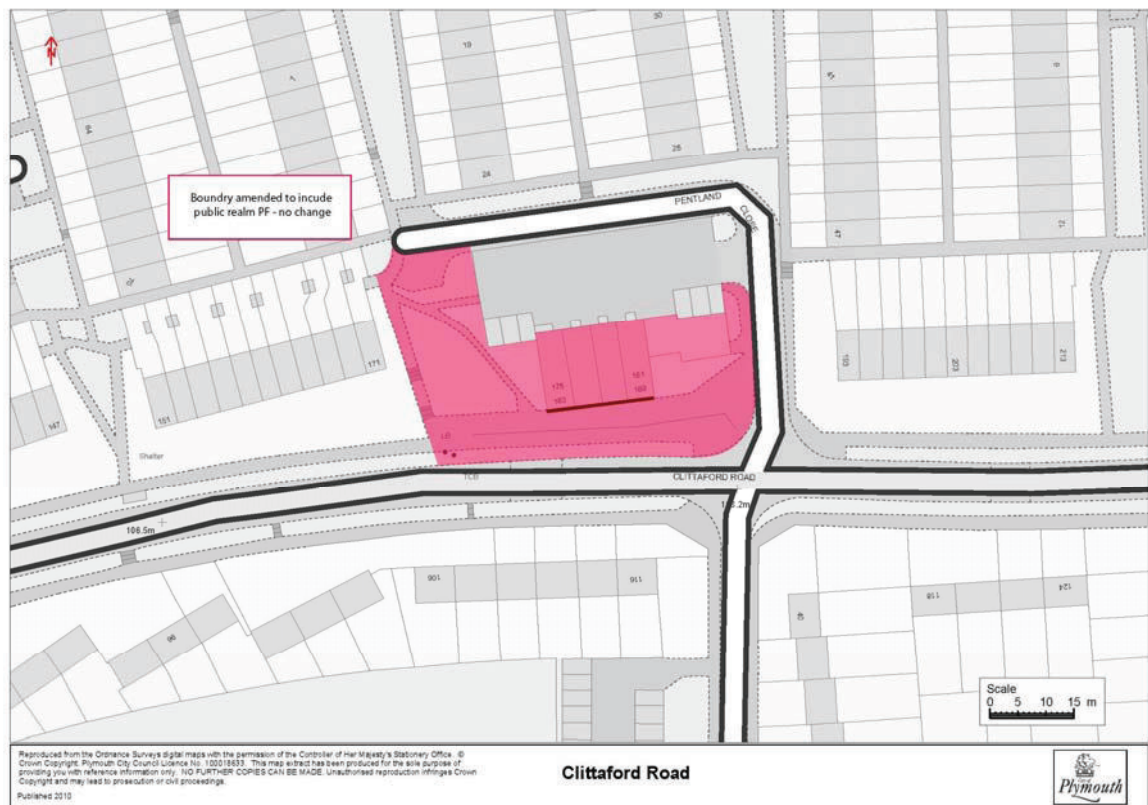
Cliffatford Road centre is located in the north west of the city, within the Southway neighbourhood. It is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre.

There are three retail units within the centre which include a small convenience store, a hairdressers and the Southway information centre. The centre is made up of a post war development with residential flats above the retail units. Although the centre lacks character, the condition of the building is good and the shopfronts are maintained to a good standard.

Future objectives for Cliffatford Road

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it does provide are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued. These are:

- The centre is located within a residential development which is not a busy through route. This means that passing trade is very limited and the centre therefore provides for local needs only. Although the number of facilities are limited, the units appear to perform well. The council will therefore continue to balance the range of uses in order to meet the needs of local communities.
- Given the limited number of facilities within the centre, it may be appropriate to consider designating it as a neighbourhood centre. This designation would allow new retail to be focused within the already successful local centre on Flamborough Road and enable the Cliffatford Road centre to continue to serve neighbourhood needs.



Colebrook – Local Centre

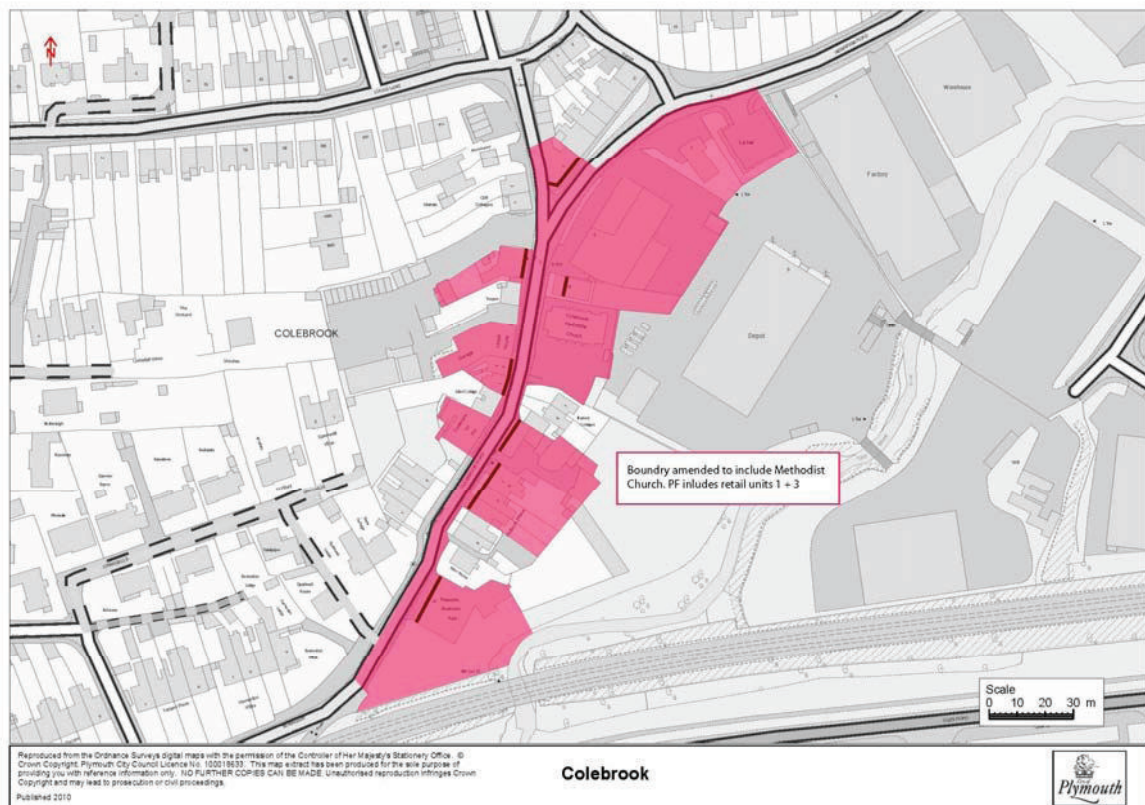
Location/History and Function

Colebrook centre is located within the north east of the city, within the Colebrook and Newnham neighbourhood. The centre has approximately 15 retail units consisting of a range of uses including shops, a public house, and takeaways. Other uses within the centre include a Methodist church, and a garage.

Future objectives for Colebrook

The centre appears to be functioning well and there is no evidence to suggest the need for consolidation. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- Colebrook is a thriving local centre with a good balance of uses. The vacancy rate within the centre has remained consistently low and the units around the fringe of the centre are performing well, which suggests there is no need for consolidation. The council will, therefore, continue to balance the range of uses in order to meet the needs of local communities.
- There are a number of residential uses in between retail units within the centre, although this does not seem to affect the viability of the centre. The council will encourage any new development or change within Colebrook to provide a focus for the centre, avoiding any development which would draw catchments away from existing retail.



Congreve Gardens – Local Centre

Location/History and Function

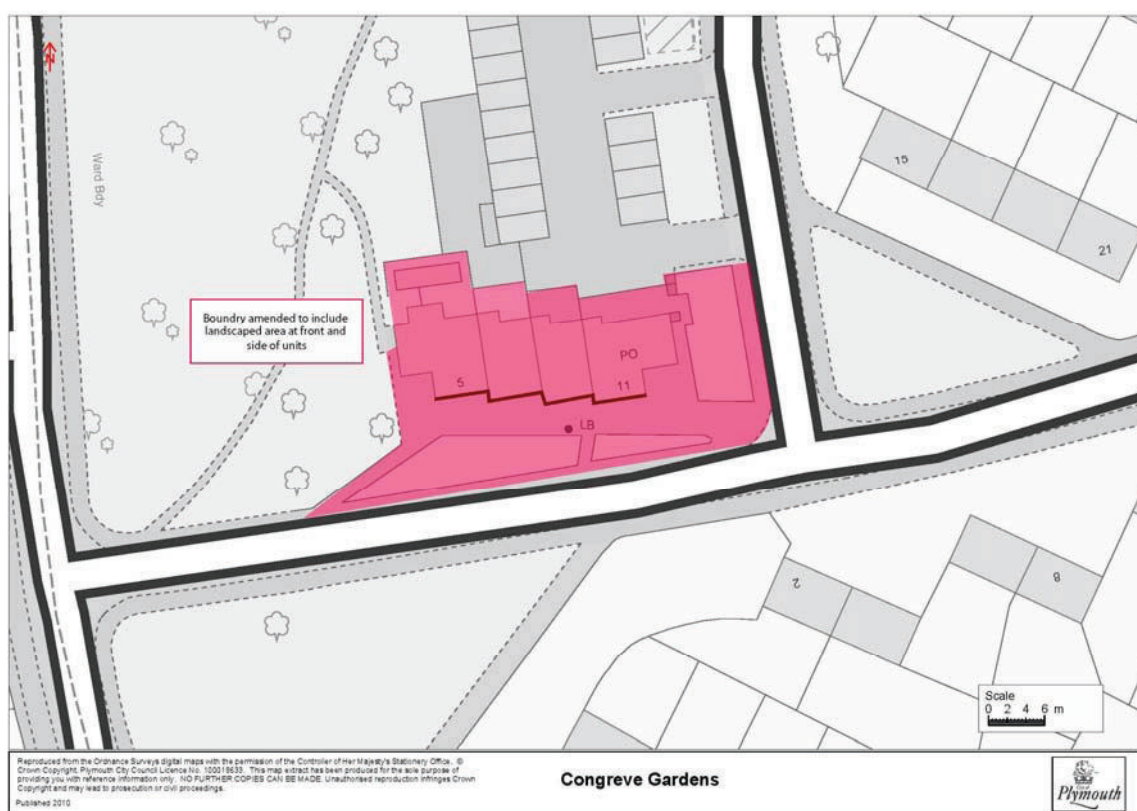
Congreve Gardens is located fairly centrally within the city, in close proximity to the A38, within the Manadon neighbourhood. The centre is based on a small shopping hub containing four retail units including a newsagent, post office, hair salon and butchers. Even though the centre does not conform to the definition of a Local Centre, it has performed well over recent years and maintained a low vacancy rate.

Pedestrian movement in and around the centre is good and on street car parking is considered adequate. There is also a frequent bus route running through the centre.

Future objectives for Congreve Gardens

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued. These are:

- The centre is located within a residential development, which is not a busy through route, resulting in the centre providing shopping provision of a very local nature. Although the number of facilities are limited, the units appear to perform well. There is no evidence to suggest a need to consolidate the centre.
- The council will continue to balance the range of uses in order to meet the needs of local communities. However, given the limited number of facilities available, the centre does not correspond to the definition of a local centre, therefore it may be appropriate to consider designating it as a neighbourhood centre.



Crownhill – Local Centre

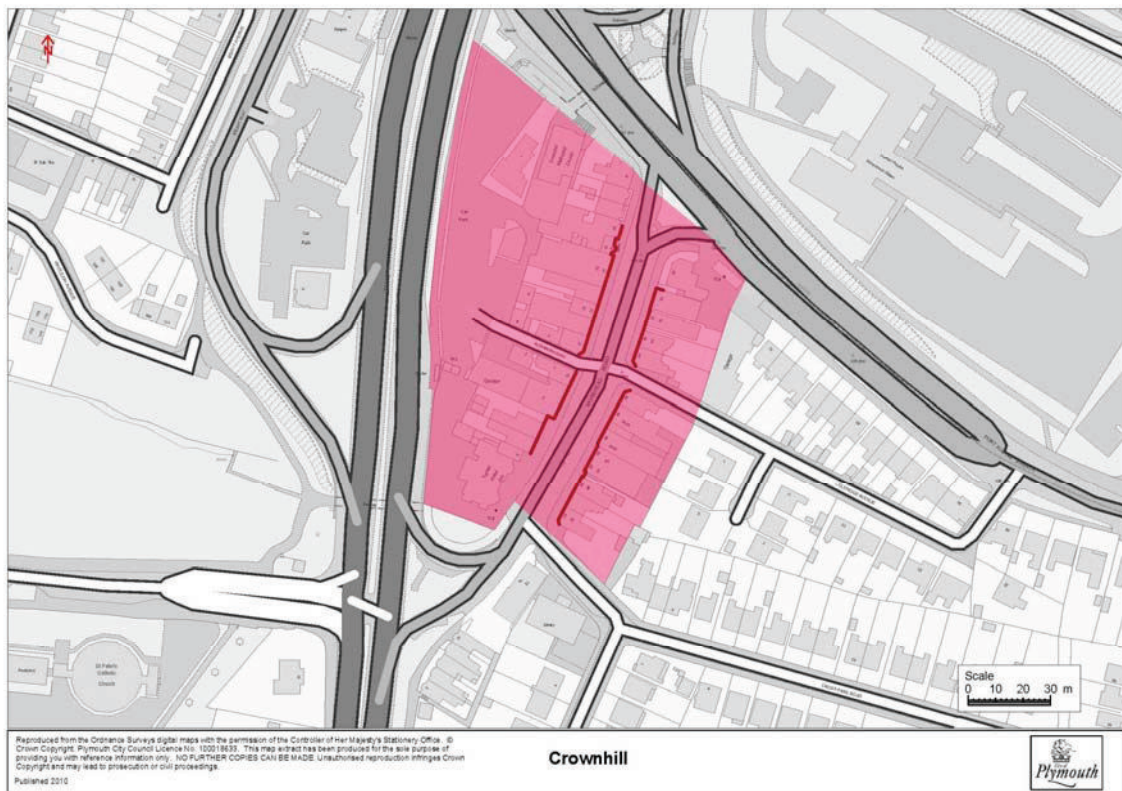
Location/History and Function

Crownhill centre is located fairly centrally within the city and falls within the Crownhill neighbourhood. The centre contains approximately 40 retail units including a range of uses such as shops, banks, a pharmacy, a restaurant, takeaways and a post office. Other uses, located within or fairly close to the centre, include a police station, dentists, optometrists and a church. The number and range of services within Crownhill creates a vibrant local centre which fulfils its role in relation to national definition.

Future objectives for Crownhill

The centre is currently functioning well and does not present any significant challenges. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- In light of the Council's strategic vision for shopping provision, and the proximity of Crownhill to Derriford, it is unlikely that the Council would support any further growth of this centre without a thorough assessment of need and impact on surrounding centres.



Cumberland Street – Local Centre

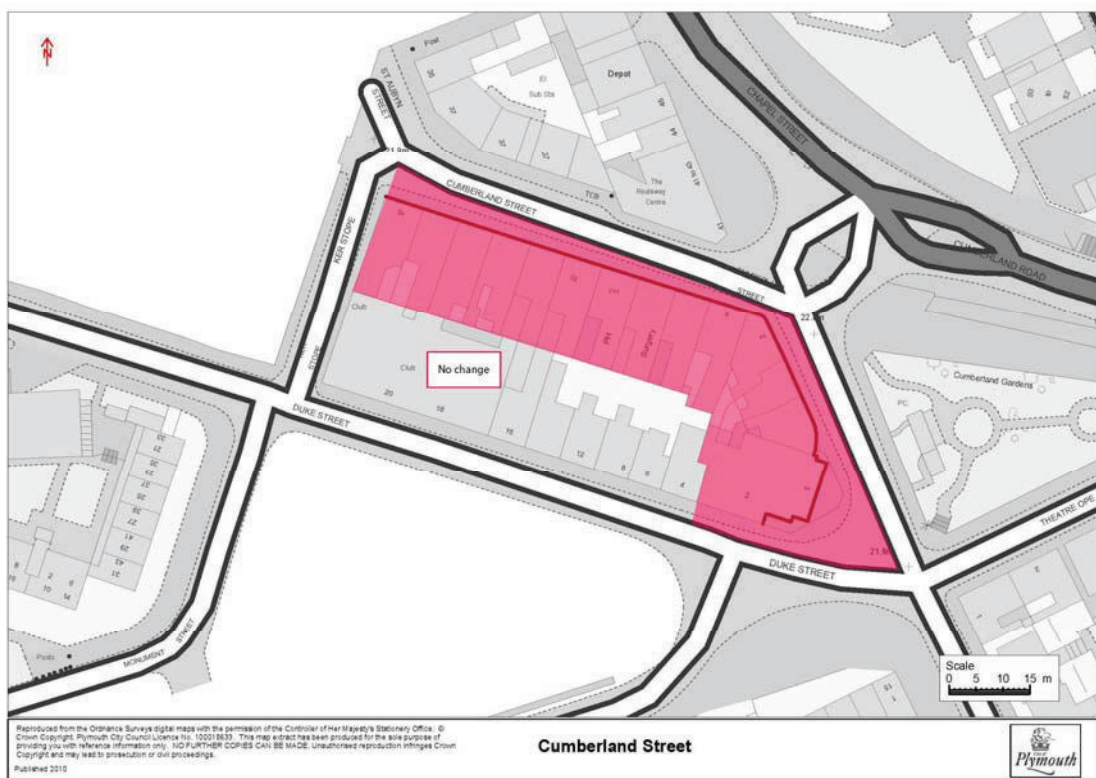
Location/History and Function

Cumberland street centre is located in the south west of the city within the Devonport neighbourhood. The centre has a total of 11 units which provide a range of facilities such as a co-op convenience store, a public house, a gym and a takeaway. It has a history of long standing vacancies and some shop units are becoming tired and dated. It should also be noted that Cumberland Street has a relatively small number of retail units in relation to what would be expected of a local centre.

Future objectives for Cumberland Street

The centre is currently not functioning as well it could and lacks a number of facilities needed to provide an appropriate shopping experience. The following key objectives should be used to inform future developments to help improve performance:

- The centre appears to have been struggling over recent years and there are limited opportunities to encourage its growth. As such, it may be appropriate to consolidate it in order to create a more compact and viable centre for the immediate community. The council, however, will continue to balance the range of uses, in order to maintain facilities and services which meet the needs of local people.
- It should be noted that Proposal DP01 within the Devonport Area Action Plan proposes a new local shopping centre as part the redevelopment of the South yard Enclave. When this proposal is brought to fruition, the potential need to re-designate Cumberland Street centre as a neighbourhood centre should be considered, so that new retail uses can be focused within the new local centre at the South Yard Enclave.



Dale Road – Local Centre

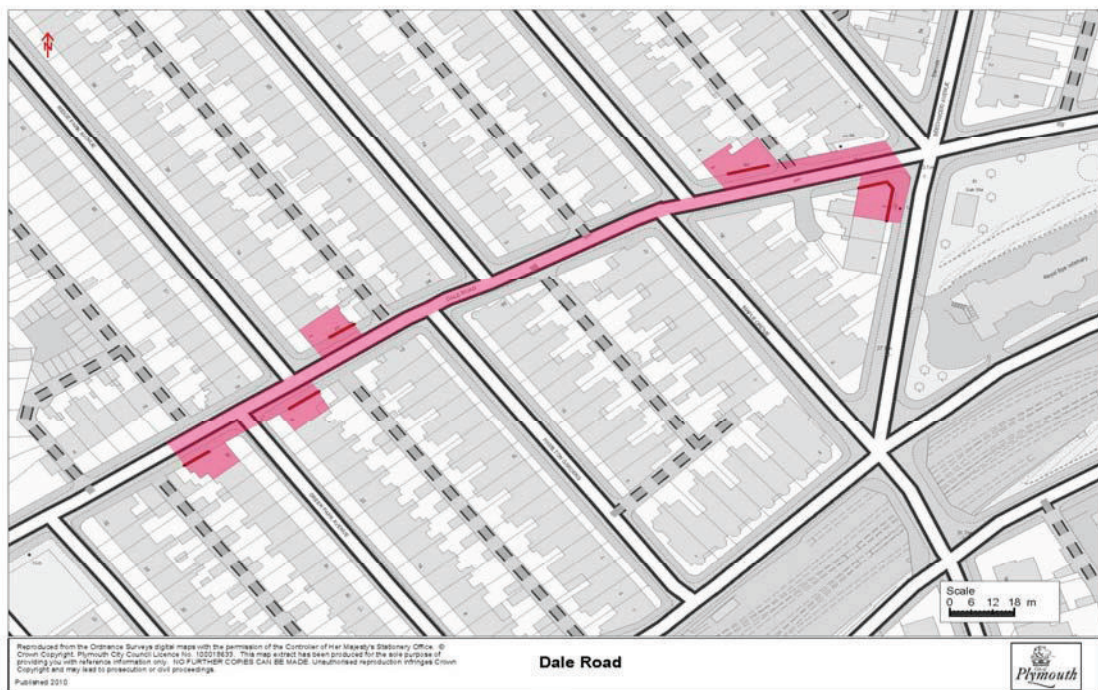
Location/History and Function

Dale Road centre is located within the Mutley and Greenbank neighbourhood and consists of five retail units. The centre comprises five units which include a convenience and a comparison goods outlet. It has performed well over recent years, with the vacancy rates remaining low. The on-street parking within the centre is considered adequate and the public realm is fairly well maintained.

Future objectives for Dale Road

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. The retail units are also dispersed throughout the street, which creates a disjointed centre. The services it provides, however, are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued. These are:

- The council will continue to balance the range of uses in order to meet the needs of the immediate community.
- There are limited opportunities for growth within Dale Road centre and it would be equally difficult to contract the extent of the centre because of its dispersed nature. In these circumstances it may be appropriate to consider designating the centre as a neighbourhood centre. This would bring its designation in line with national policy and reflect the very local nature of the services it offers.



Delamere Road – Local Centre

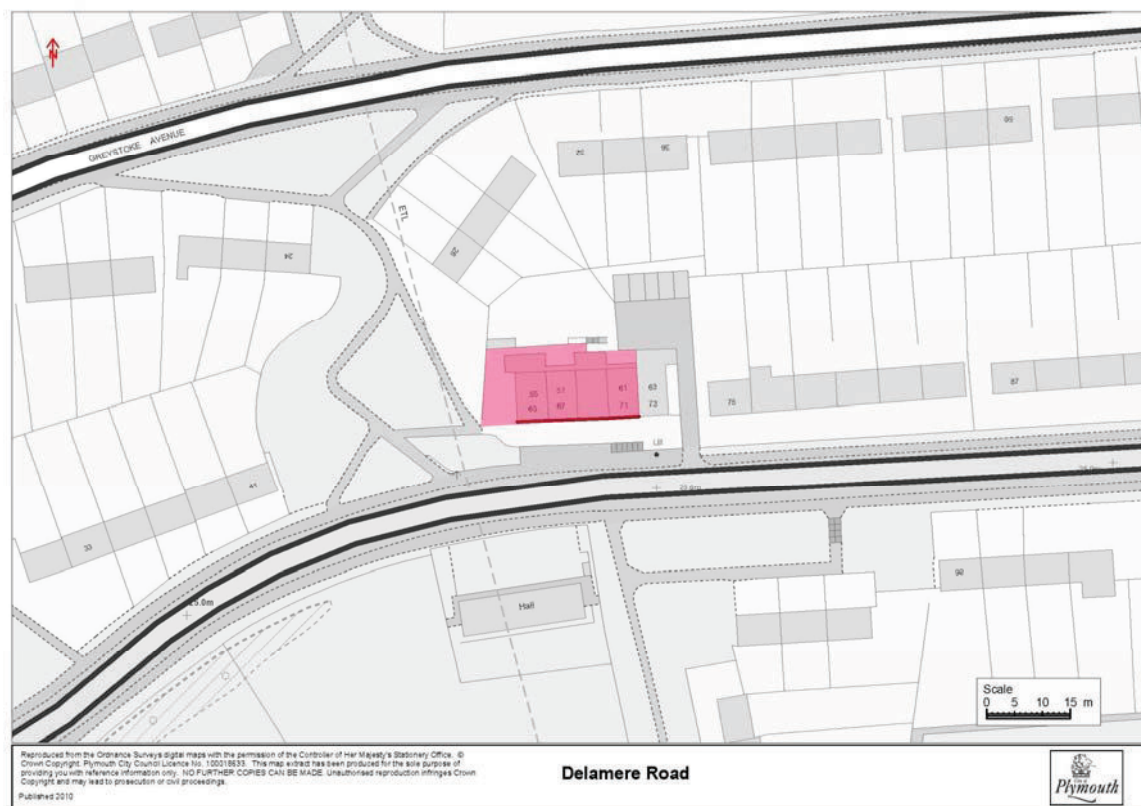
Location/History and Function

Delamere Road local centre is located in the north east of the city within the neighbourhood of Eggbuckland. It is within walking distance of Austin Farm Primary School and a Scout Hut, and comprises four shops which include one vacant unit, a takeaway, a hair salon and a dog groomers. The centre has on-street car parking which is considered adequate and is also located on a bus route. Footpaths are generally well maintained although the public realm within the centre is fairly limited. In addition to this, the units within the centre are raised and set back from the road which requires pedestrians to negotiate steps in order to reach the shops.

Future objectives for Delamere Road

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre is very limited the number of uses and does not correspond to what would be expected of a local centre. Because of the limited nature of the shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Ebrington Street – Local Centre

Location/History and Function

Ebrington Street centre is a busy, medium sized shopping centre located to the north east of the city centre within the City Centre neighbourhood. It contains approximately 45 retail units, comprising a range of shops, cafes, public houses, hair-dressers and other services. On street parking is available in and around the centre and is considered to be adequate for the number of services and facilities provided.

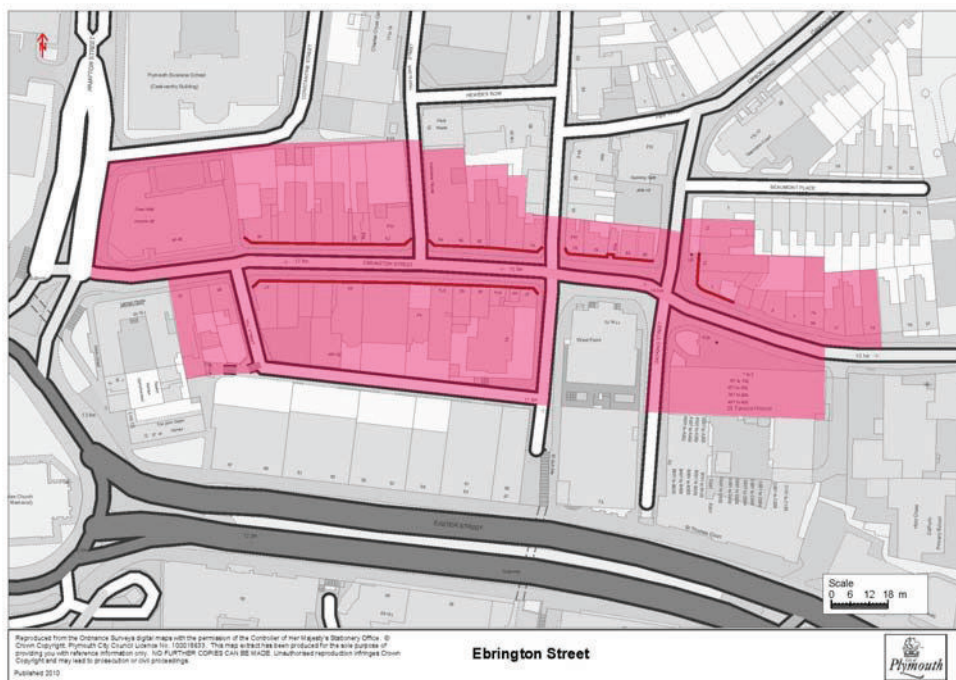
Ebrington Street is a busy road, particularly at peak times of the day, as traffic passes through it on route to and from the City Centre. The centre is served by a frequent bus route and is also in close walking distance to Bretonside Bus Station.

Buildings and shopfronts are well maintained and the centre has a mix of buildings ranging from medieval through to late 20th Century. The central shopping area is well defined and has a positive sense of place although compromised in part by buildings of poor architecture and/or condition. The area has a busy and colourful character with many brightly painted buildings.

Future objectives for Ebrington Street

The centre is currently functioning well and does not present any significant challenges. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The centre has performed well over recent years and it is expected it will continue its role as a local centre within the shopping hierarchy. The council will continue to balance the range of uses in order to meet the needs of local communities
- The historic character of the centre should be managed appropriately. Where new changes are proposed within the centre, these should respond to the existing character of the area and be sensitive towards the historic environment.
- Due to the busy road within the centre, pedestrian movement can be particular difficult. The council will support opportunities to improve pedestrian access throughout the centre.



Efford – Local Centre

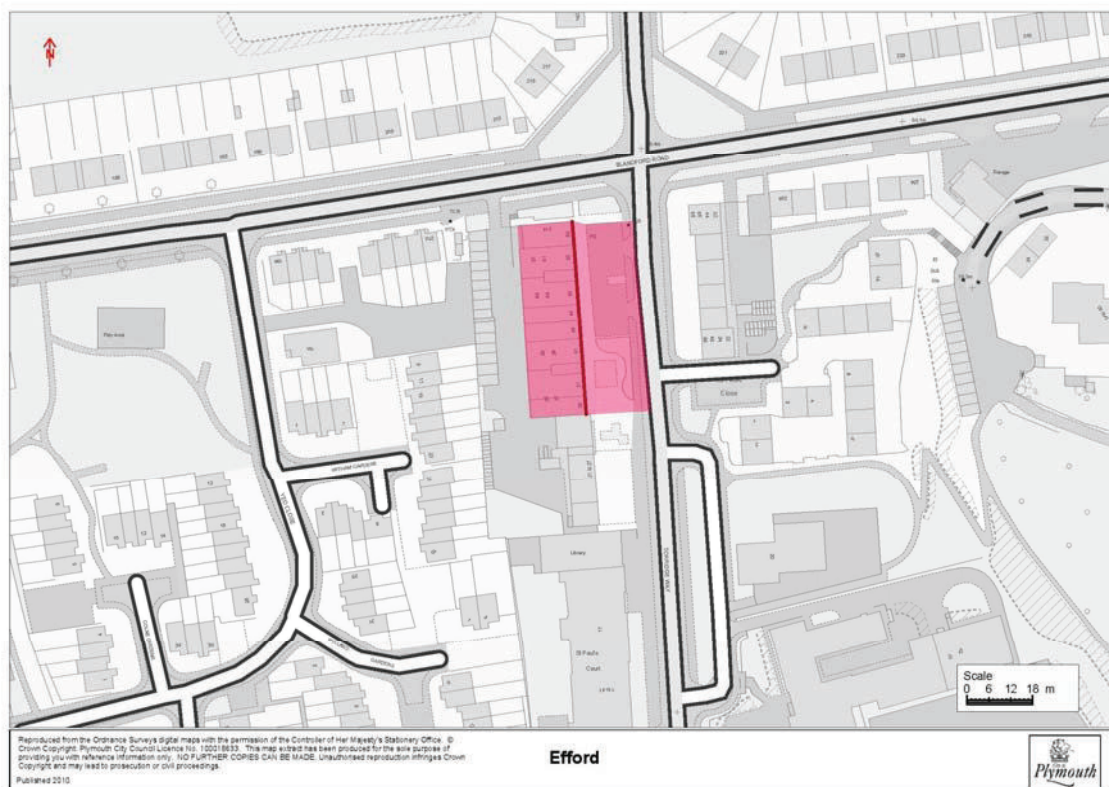
Location/History and Function

Efford centre is located in the north east of the city within the Efford neighbourhood. It contains 5 retail units consisting of a pharmacy, bakery, post office, a takeaway and a convenience store, as well as being located very close to a medical centre and Efford library. The centre benefits from off-street parking which is situated outside the retail units and is free of charge. The public realm within the centre is maintained to an adequate standard and there are small areas of landscaping around the centre.

Future objectives for Efford

The centre has performed well over recent years and the vacancy rate has remained low, although it lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of the local community.
- The council will encourage opportunities to improve the public realm throughout the centre, particularly the provision of more trees and other such green infrastructure.
- The urban form within the centre is very repetitive. The new library has started to address this problem by introducing new, brighter materials. The council will encourage changes which help to create vibrancy within the centre.
- The centre is very limited in the number of retail outlets it contains and therefore does not correspond to what would normally be expected of a local centre. Because of the limited nature of this shopping provision, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Eggbuckland – Local Centre

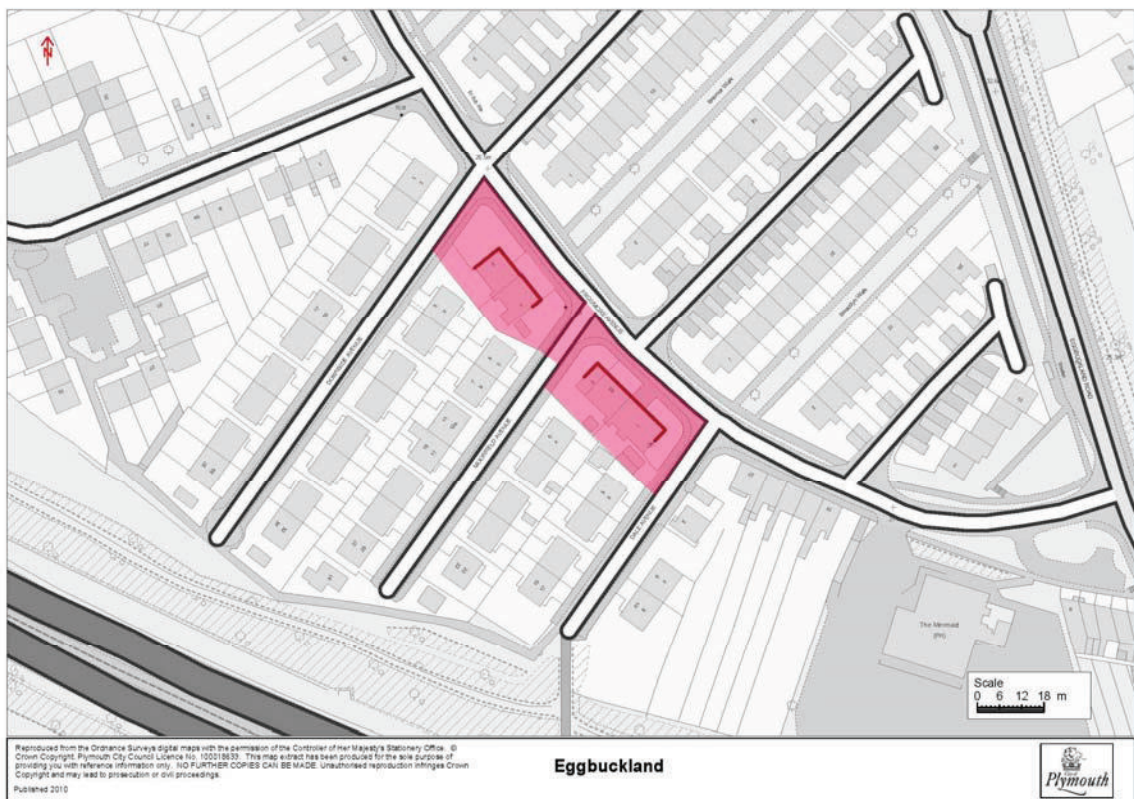
Location/History and Function

Eggbuckland centre is located in the north east of the city within the Eggbuckland neighbourhood. The centre consists of three retail units including a newsagents, a bakery and a hairdresser. It is predominantly made up of units converted from residential into retail and therefore there is little by way of layout and street furniture to really identify the area as a shopping centre, aside from the shops themselves. Available parking within the centre consists of on-street car parking which is considered adequate.

Future objectives for Eggbuckland

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- The centre is very limited in the number of retail outlets it contains and therefore does not correspond to what would normally be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Elburton – Local Centre

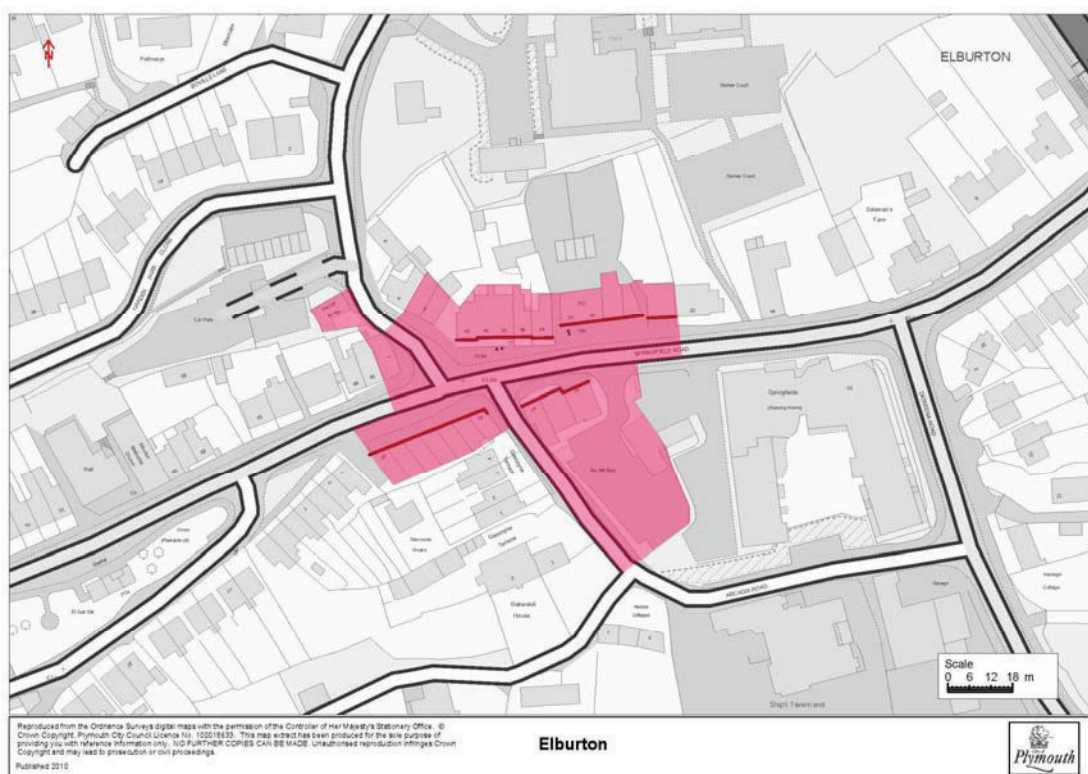
Location/History and Function

Elburton centre is located in the south east of the city, within the Elburton and Dunstone neighbourhood. The centre consists of approximately 22 retail units including uses such as shops, cafes, takeaways, a wellbeing and beauty centre and a dog groomers. The level of vacancies within the centre have remained low. Other uses in close proximity to the centre include a Methodist church and a primary school.

Future objectives for Elburton

The centre is currently functioning very well and does not present any significant challenges. It is expected that it will continue to perform the role of a local centre within the shopping hierarchy. There are some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.
- Elburton is situated on Springfield Road which is a busy road and generates a lot of traffic linking residents to Plymstock, Plympton and the City Centre. Pedestrian movement across the road can be difficult during peak hours. The A379 is also a significant barrier to pedestrians. The council will support opportunities which improve pedestrian access in and around the centre.



Embankment Road – Local Centre

Location/History and Function

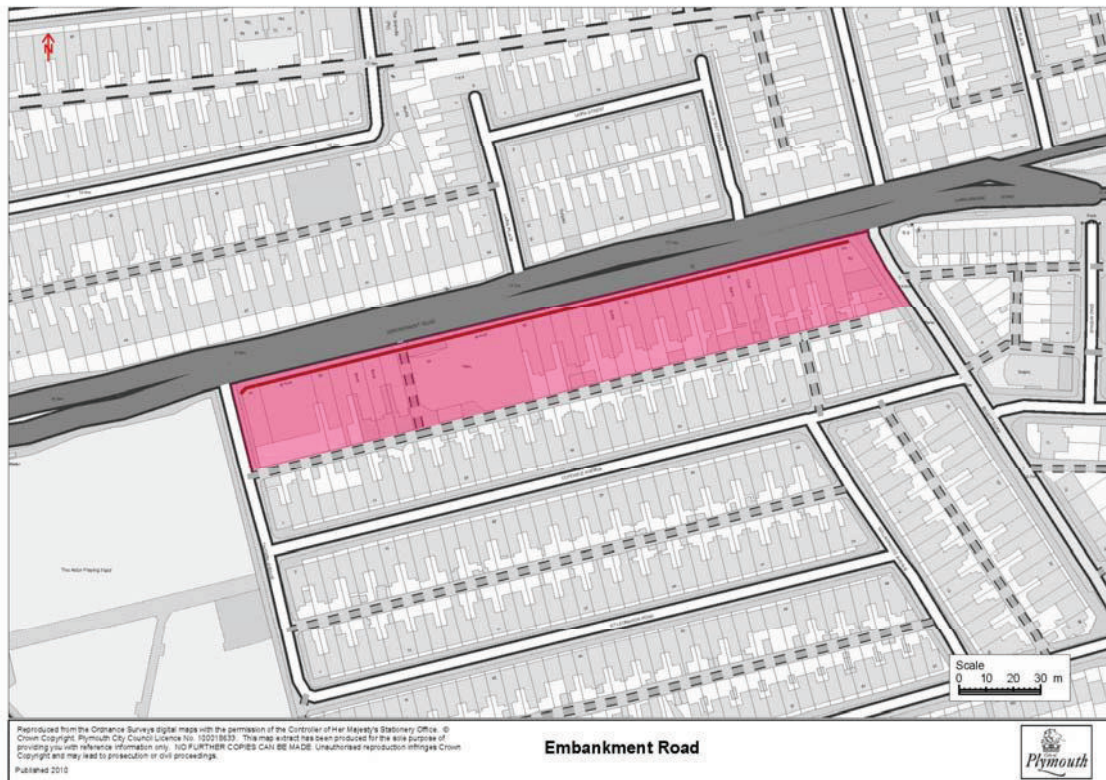
Embankment Road centre is situated east of the city centre, within the East End neighbourhood. It consists of approximately 30 units which include uses such as convenience shops, cafes, takeaways and specialist retailers. Other uses within the centre include a Church and some small business/office units. Car parking within the centre is limited, as surrounding streets are subject to permit parking. However, the centre is well served by public transport. Public realm improvements are underway within the local centre and are due to be completed in October 2011. Works include:

- removal of the central reservation barriers
- new tree planting
- reduced signage and street clutter
- granite paving on both sides of the road
- new street lighting
- a new wide central pedestrian crossing
- new street furniture

Future objectives for Embankment Road

The centre is currently functioning well and does not present any significant challenges. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The centre appears to be functioning well and there is no evidence to suggest the need for consolidation. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.



Ernesettle – Local Centre

Location/History and Function

Ernesettle centre is located within the north west of the city, within the Ernesettle neighbourhood. It contains approximately 9 retail units including uses such as a Co-op convenience store, a pharmacy and a takeaway. It is divided into two parts, with one section situated either side of Hornchurch Road, while the other units are located along Hornchurch Lane. The two areas do not relate well to one another and pedestrian linkages from Hornchurch Road to Hornchurch Lane are poor.

The units of Hornchurch Lane include the Ernesettle Information Centre and The Budshead Trust Offices. As well as being poorly related to the remainder of the centre along Hornchurch Road, the units have security bars covering the windows and face onto the rear of residential houses. This creates an isolated and unwelcoming environment.

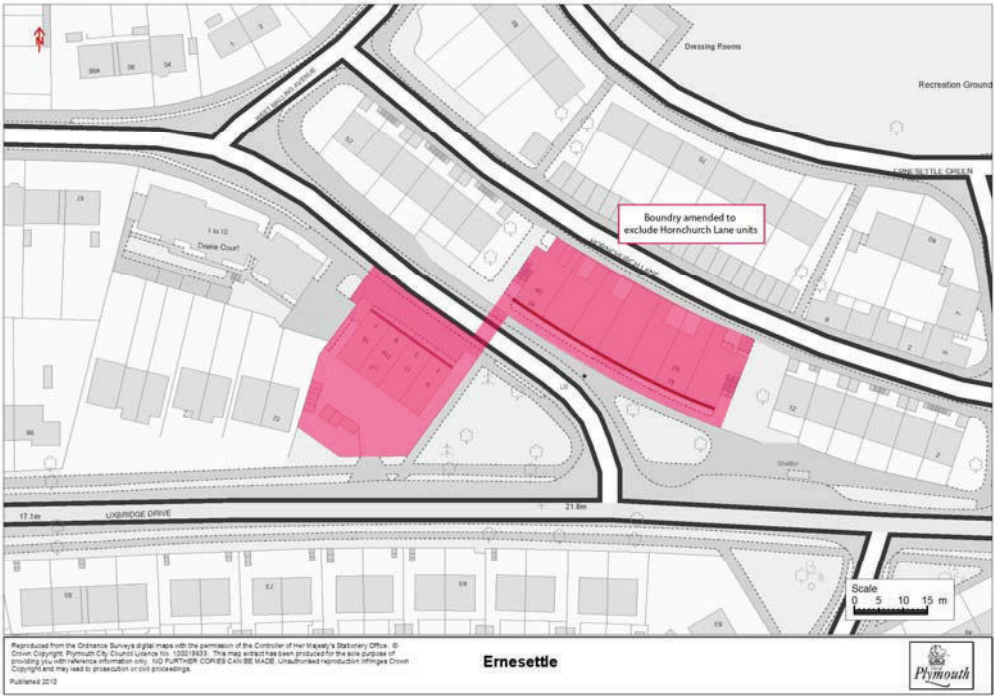
The units located along Hornchurch Road provide the main focus for the centre. These contain a range of uses which meet the needs of the immediate community. The units form part of post-war developed blocks with residential units above the ground floor retail uses. The quality of the buildings is considered poor and the overall appearance of the centre is dated.

The centre also has some issues in terms of accessibility. Not only does the centre not relate well to the units within Hornchurch Lane, but some of the shops within Hornchurch Road are raised and set back from the road, requiring visitors to access the centre using stairs.

Future objectives for Ernesettle

The centre currently fulfils a useful function as a Local Centre. There are, however, some key objectives which should be used to inform future developments. These are:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- The primary shopping area boundary for Ernesettle centre has been amended from the First Deposit Local Plan proposal, to exclude the units on Hornchurch Lane. This reflects the fact that the units are located within an isolated lane, which has poor levels of surveillance, and that they are poorly related to the primary retail area.
- While the centre's vacancy rate has remained fairly consistent, there are very limited opportunities for its growth, due to layout and the surrounding residential uses. A potential solution involving the centre's redevelopment for a mixed-use scheme that incorporated retail opportunities and community facilities is being considered through the Sustainable Neighbourhoods DPD. If it is decided that redevelopment is inappropriate, consideration will be given to designating it as a neighbourhood centre.



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George Street – Local Centre

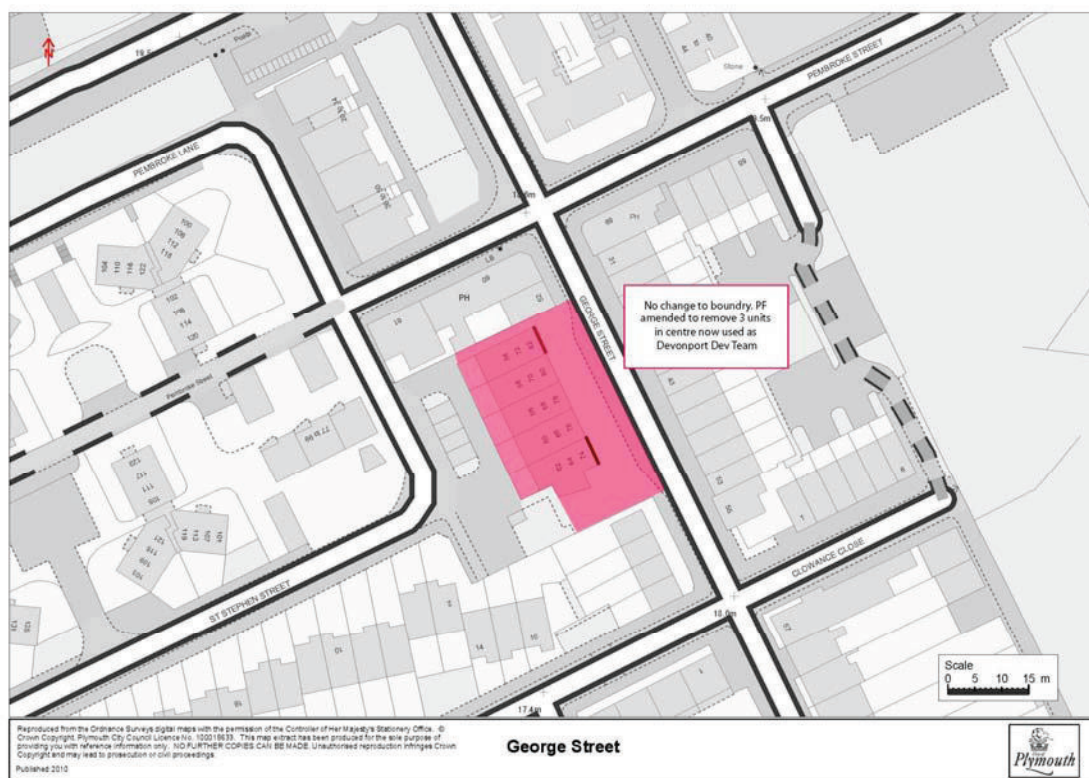
Location/History and Function

George Street centre is located within the west of the city in the Devonport neighbourhood. It consists of 3 retail units containing a bakery, a hair salon and an office. There is little by way of layout and street furniture to really identify the area as a shopping centre, aside from the shops themselves. Available parking within the centre consists of on-street car parking, which is considered adequate.

Future objectives for George Street

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- In the longer term, the council should monitor the progress of the centre in terms of vacancies and should these rise significantly, it may be appropriate to allocate the site for alternative uses or redevelopment.
- However, given the location of the centre within a residential area, with a limited number of uses and limited opportunities for growth, it may be appropriate to consider designating the center as a neighbourhood centre.



Glenholt – Local Centre

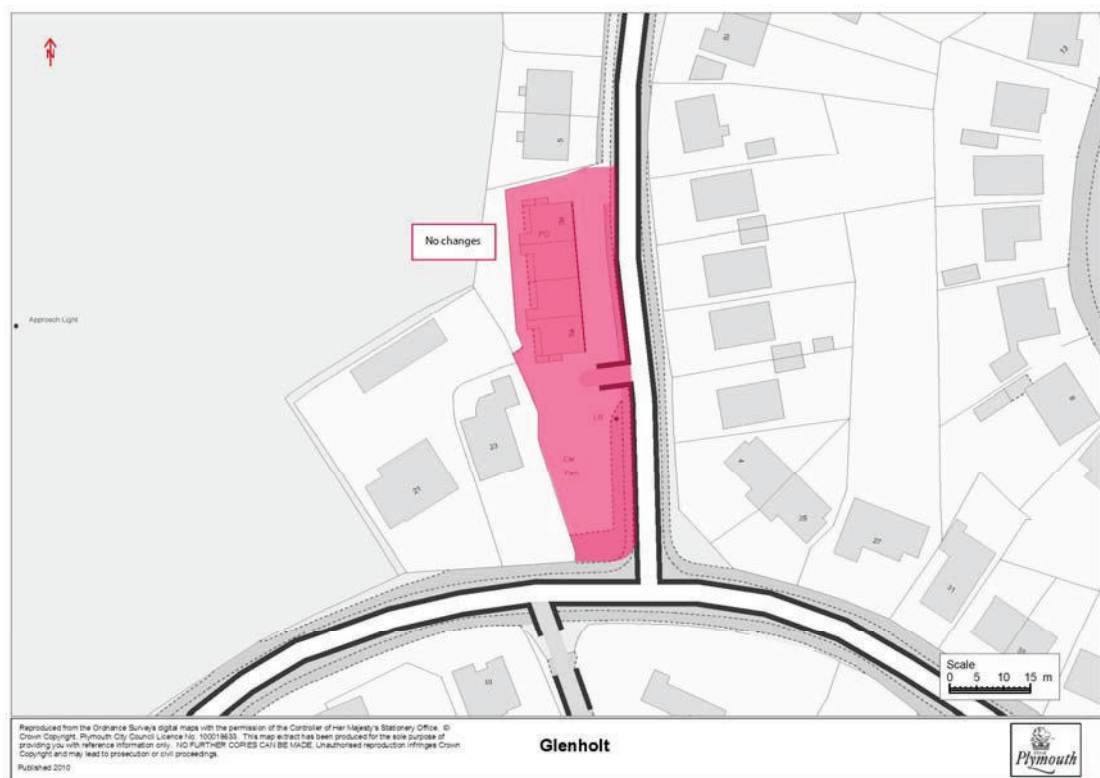
Location/History and Function

Glenholt centre is located within the north of the city, within the Glenholt neighbourhood. It consists of a convenience store and two beauty salons. The centre is located within a residential area and is not far from the district centre in Roborough. It does benefit from a car parking area to the west of the retail units and this could provide an opportunity for expansion, however this may not be appropriate considering the low catchment of the centre.

Future objectives for Glenholt

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- However, given the location of the centre within a residential area and the limited number of uses, it may be appropriate to consider designating the Glenholt Local Centre as a neighbourhood centre.



Ham Green – Local Centre

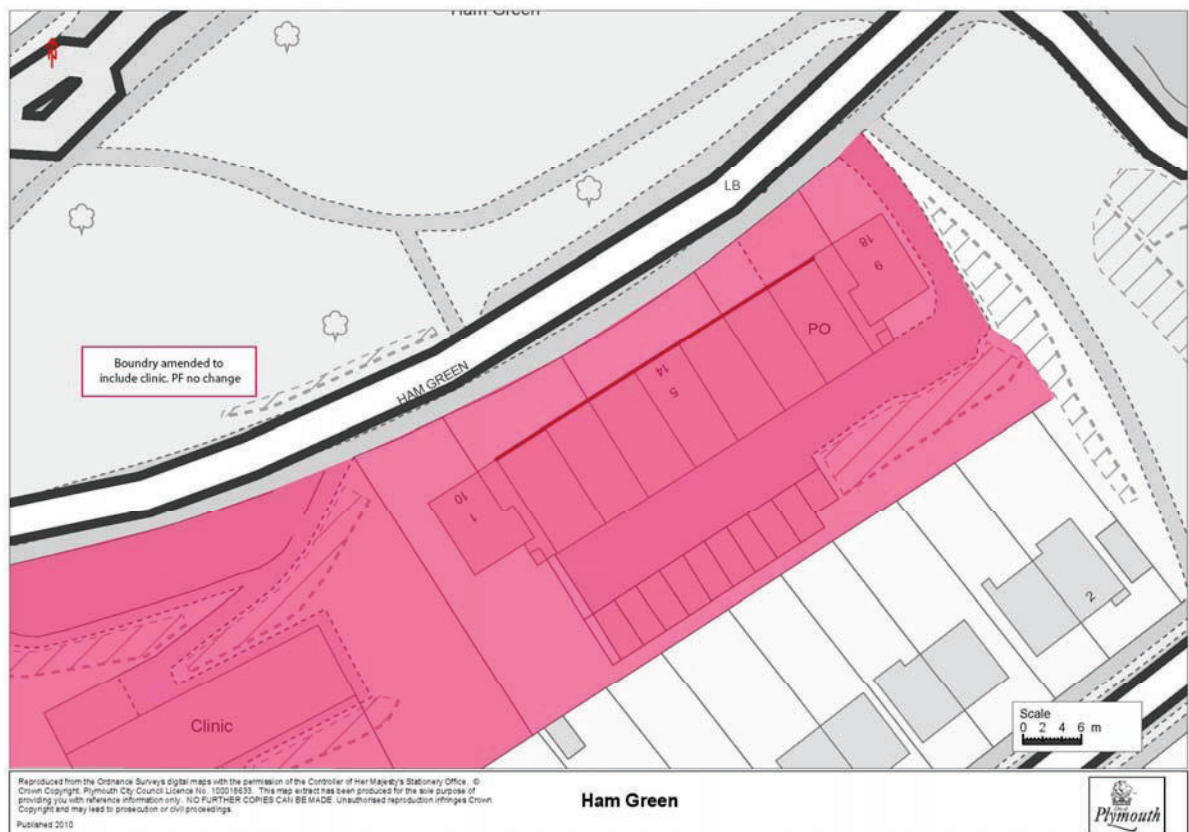
Location/History and Function

Ham Green is located within the west of the city within the neighbourhood of Ham. It is a very small centre, consisting of 6 retail units including a convenience store, a pharmacy, clothing shop and some vacant units. A community centre lies to the west of the centre and there is an area of greenspace to the east, equipped with childrens play equipment.

Future objectives for Ham Green

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- Given the limited retail offer and other facilities, the centre does not fulfill the role of a local centre. It may be appropriate to consider designating Ham Green as a neighbourhood centre, which would bring the centre in line with national policy and enable a variety of other uses to operate in the area. This may be particularly appropriate given the redevelopment of nearby North Prospect, which may result in the creation of new community facilities.



Henders Corner – Local Centre

Location/History and Function

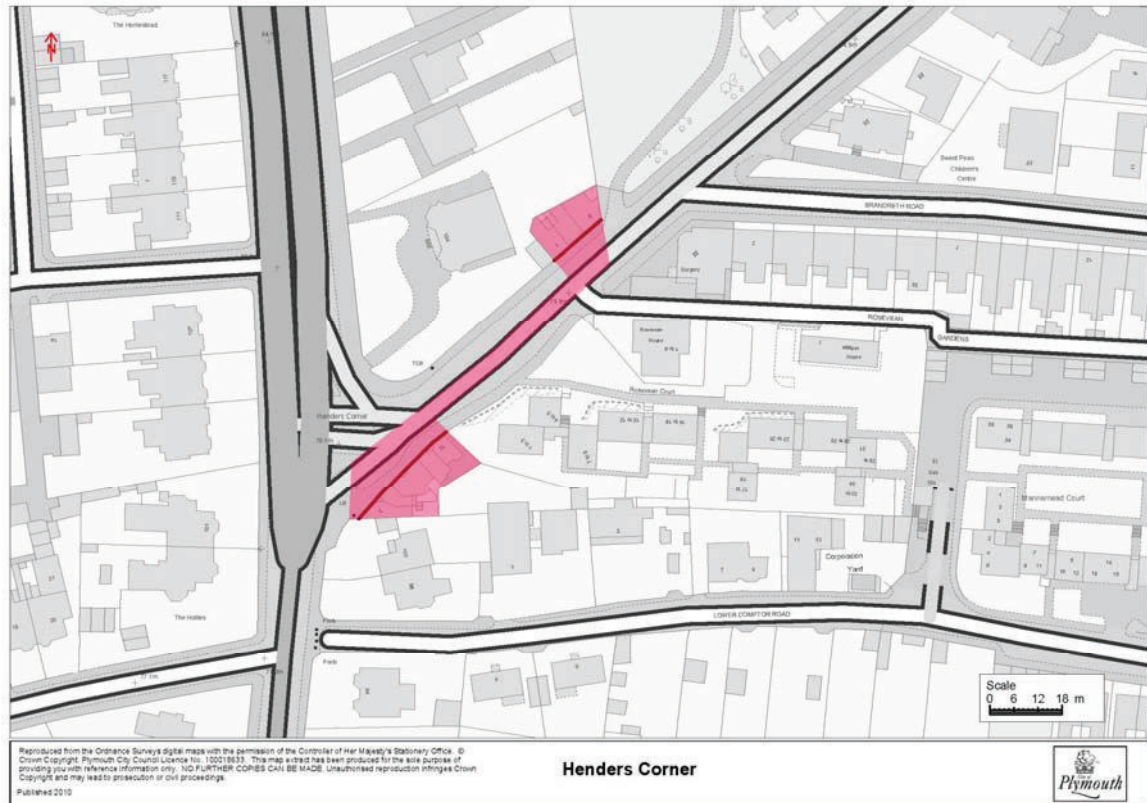
Henders Corner is located fairly centrally within the city, within the neighbourhood of Hartley and Mannamead. The centre consists of six retail units which include the following uses: two newsagents, a hairdressers, pharmacy, estate agents and a chartered surveyors. A GP surgery and a church are also located in close proximity to the centre.

The on-street car parking available within the centre is considered adequate. However, pedestrian access within the centre can be difficult at times, as the centre is situated very close to the junction of Eggbuckland Road and Mannamead Road which can experience heavy volumes of traffic at peak times of the day. This problem has been addressed by the implementation of pedestrian crossings, which seem to facilitate movement around the centre. Pedestrians wanting to cross Eggbuckland Road to reach the other side of the centre, however, must still navigate the busy road where cars are often park along both sides, hindering visibility.

Future objectives Henders Corner

While the centre has maintained a high occupancy level over recent years and appears to be performing well, it lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. The services it provides, however, are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- The centre is very limited in the number of retail outlets it contains and therefore does not correspond to what would normally be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Higher Compton – Local Centre

Location/History and Function

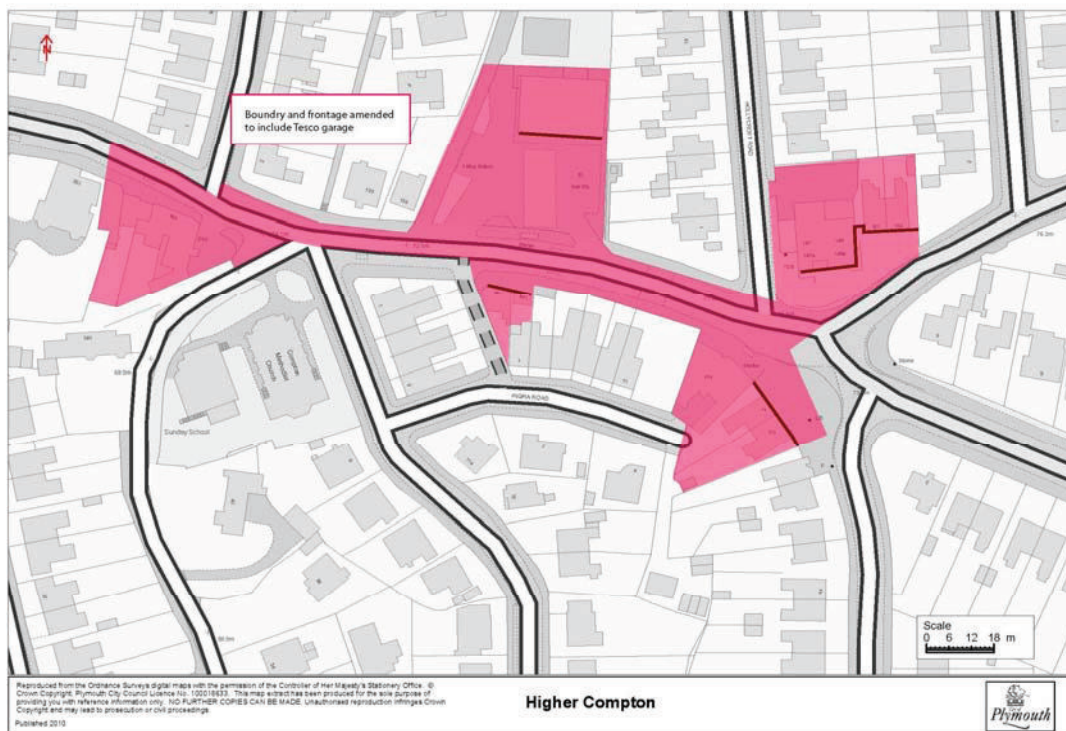
Higher Compton centre is located fairly centrally within the city, within the neighbourhood of Higher Compton. It consists of approximately 11 retail units including a balance of uses such as a Co-op convenience store, a Tesco 24-hour garage/convenience store, a pharmacy, and a post office. The centre also benefits from a church and a public house situated within the main retailing area.

The centre appears, clean and well maintained, although there are limited facilities for people to sit and interact in and around the centre. Car parking in and around the centre consists of on street parking, which is considered to be adequate. The neighbourhood centre is served by several, regular bus routes to and from the city centre, Derriford hospital and other parts of the city.

Future objectives for Higher Compton

The centre is currently functioning well and does not present any significant challenges. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The council will continue to balance the range of uses in order to meet the day-to-day needs of the immediate community.
- The population of Higher Compton is not sufficient to support a local centre, yet the centre appears to function and perform well and the retail units situated on the fringe of the centre contain active uses. There is no evidence of a need to consolidate or expand the centre, although, if the opportunity arose this could only be beneficial. As such, the council will encourage any future changes or growth to provide a focus for the centre in creating a compact layout, reducing the number of units which appear dispersed along the street.



Honicknowle Green – Local Centre

Location/History and Function

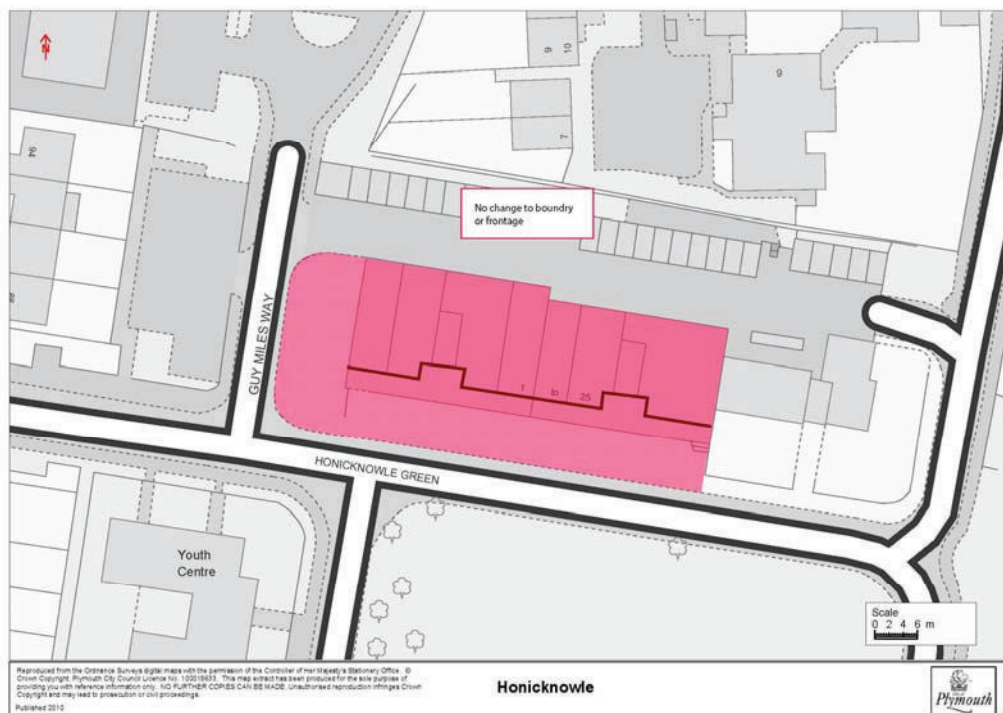
Honicknowle Green centre is located in the north west of the city within the neighbourhood of Honicknowle. The centre consists of seven retail units which include uses such as a newsagent, a convenience store and a pharmacy. Honicknowle Green, although a small centre, benefits from other uses located in close proximity including a medical centre, a community centre and an area of open greenspace.

The limited range of shops available within the centre suggest that it is not performing the role of a local centre, however, when considered in relation to other surrounding uses, it is thought that collectively the centre and its facilities perform an important role within the local area. There have been visible attempts to improve the immediate surroundings of the centre over recent years, through improvements to planting, benches and repainting of railings. The area does feel fairly safe and there is good natural surveillance.

Future objectives for Honicknowle Green

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The Council will continue to balance the range of uses in order to meet the day-to-day needs of the local community, focusing particularly on strengthening the centre.
- In terms of Public Realm improvements, more seating would create a more welcoming environment for the local community and encourage social interaction in and around the centre.
- The centre is very limited in the number of retail outlets it contains and therefore does not correspond to what would normally be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Hooe – Local Centre

Location/History and Function

Hooe local centre is located in the south east of the city within the neighbourhood of Turnchapel, Hooe and Oreston. The centre contains six units, consisting of uses such as a convenience store, takeaways, and a restaurant.

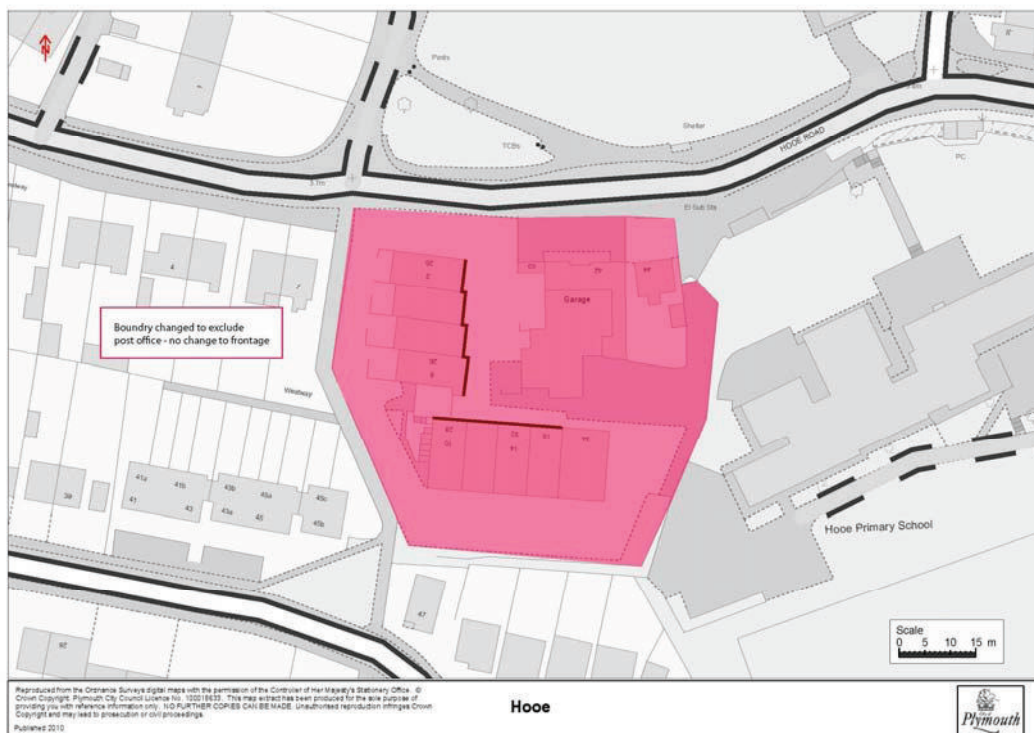
Traffic levels along Hooe Road can be high, however there is a pedestrian crossing available to aid pedestrian movement. There are no cycle facilities, however this is not considered to be an issue, particularly given the topography surrounding the centre. Both Hooe and Oreston Neighbourhood Centres are served by bus routes to the City Centre and Derriford, with frequencies between 1 and 4 times an hour.

The centre is a post war development which turns its back onto Hooe Road. Visitors have to walk into the centre before they can actually see a retail unit. The neighbourhood is characterised by its waterfront setting, yet the centre turns its back on a park and the waterfront. The quality of the building is poor, although shopfronts are fairly well maintained. The centre benefits from a park and childrens play area on the opposite side of the road.

Future objectives for Hooe

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The Council will continue to balance the range of uses in order to meet the day-to-day needs of the local community.
- The centre is limited in the number of retail outlets it contains and therefore does not correspond to what would normally be expected of a local centre. Because of the limited nature of this shopping provision, , it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Hyde Park Road – Local Centre

Location/History and Function

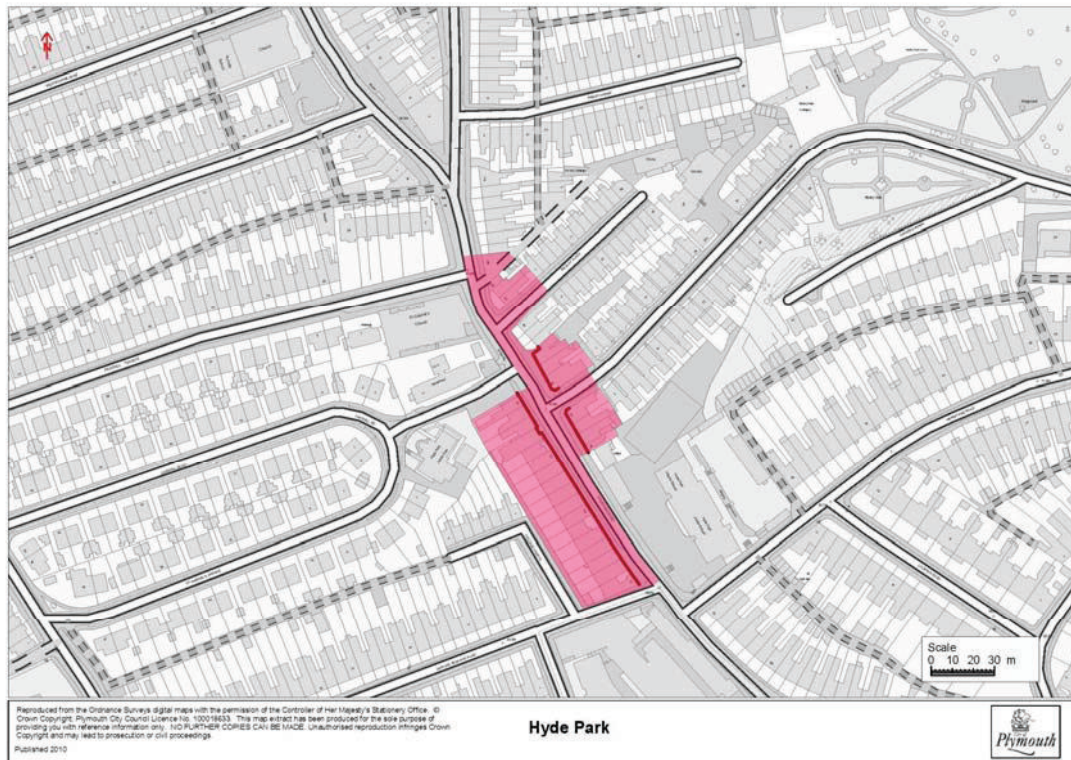
Hyde Park Road centre is located fairly centrally in the city, within the neighbourhood of Peverell. It contains approximately 30 units with a good range of uses.

The centre functions well and is surrounded by uses which support the role and function of the centre. On street parking is available outside retail units. One pedestrian crossing is located within the centre. There are limited cycle facilities and a bus stop within the centre, but there are also numerous stops located along Mutley Plain

Future objectives for Hyde Park Road

The centre is currently functioning well and does not present any significant challenges . There are, however, key objectives which should be used to inform future developments to ensure its continued success, as follows:

- The centre appears to be functioning well and there is no evidence to suggest the need for consolidation. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.



Keyham – Local Centre

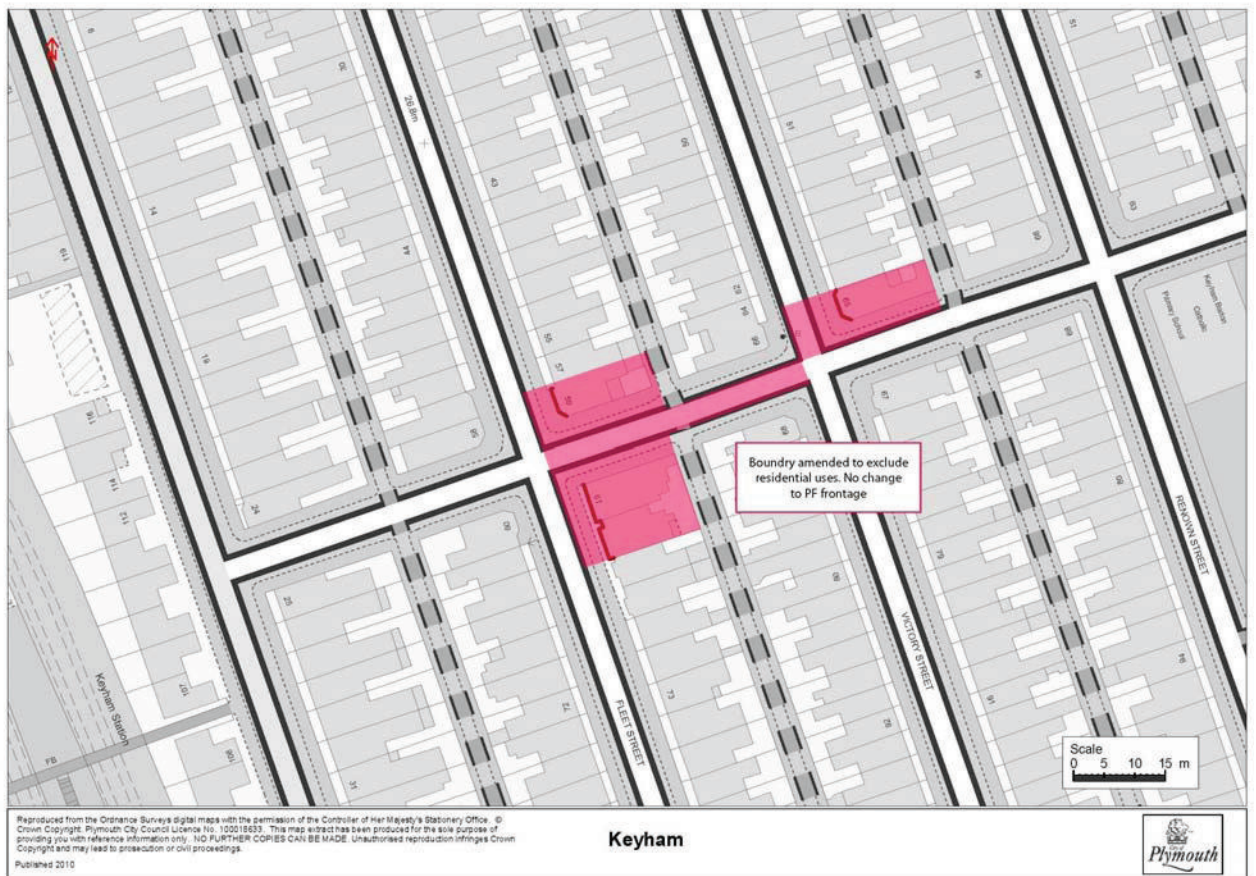
Location/History and Function

Keyham Local centre is located in the west of the city, within the neighbourhood of Keyham. It contains six units, two of which are vacant, with an emphasis on multiple retailers. The centre is not easily identifiable as facilities are grouped on the same road but are spread apart (as opposed to being a complete row of shops). This has been caused by some shops closing down and later being converted for residential use.

Future objectives for Keyham

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



King Street – Local Centre

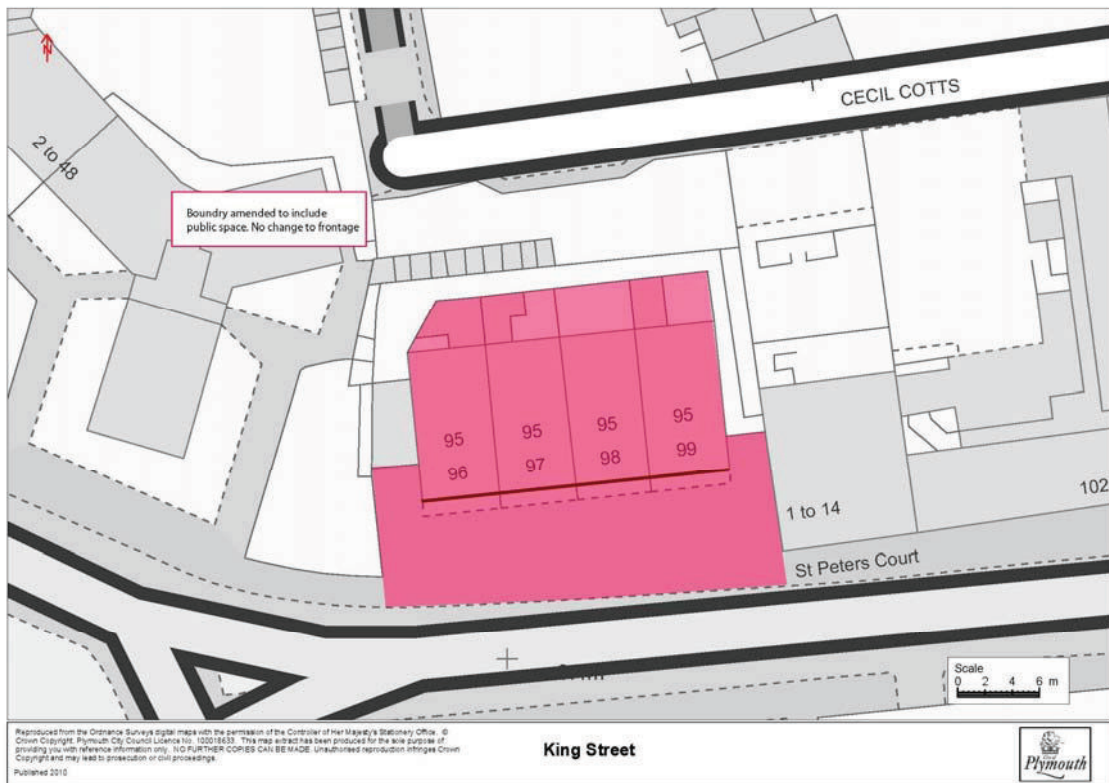
Location/History and Function

King Street is a small local centre in Stonehouse comprising just four shops, one of which is vacant. The units are ground floor shops which are part of a post war block of flats. Despite the lack of character the buildings and shopfronts are fairly well maintained, although there is limited green infrastructure. The centre has a very limited set of facilities and is in effect simply a parade of shops.

Future objectives for King Street

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Leigham – Local Centre

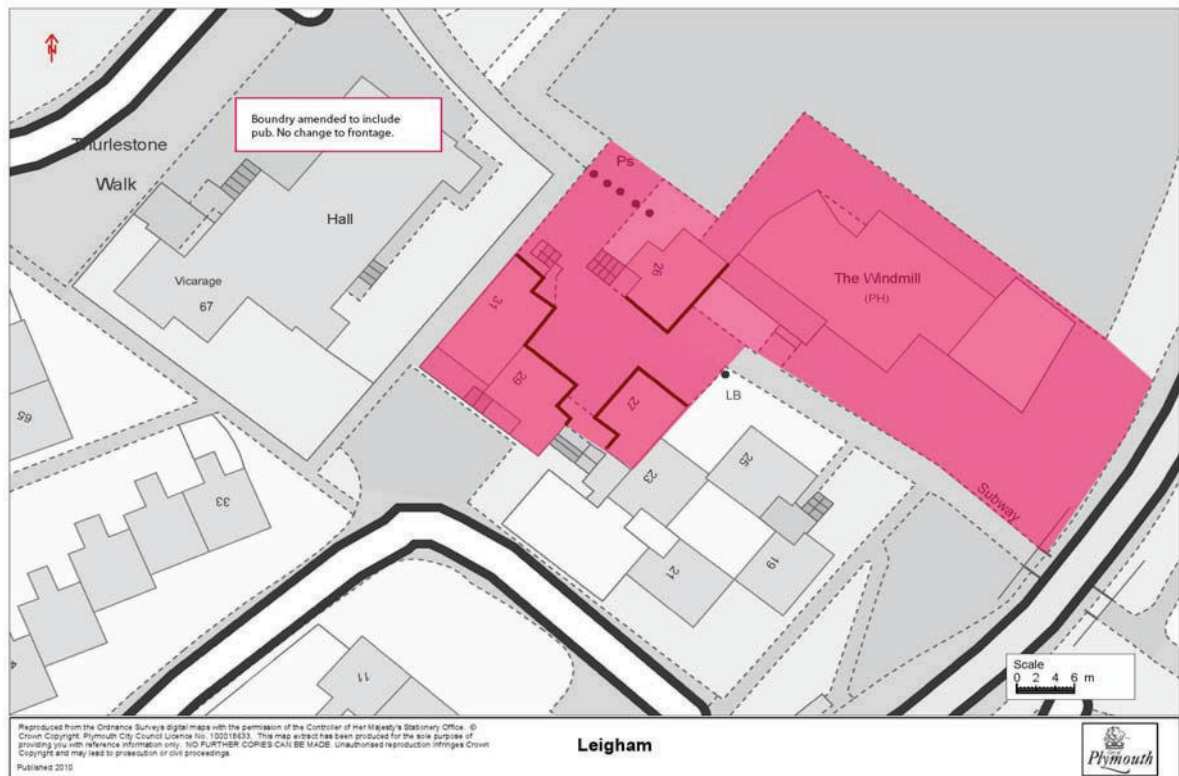
Location/History and Function

Leigham Local Centre is located in the north east of Plymouth within the neighbourhood of Leigham. There are 5 units in the centre including 2 foodstores and a large car park next to it which is probably larger than is required for the local centre alone. Pedestrian movement in and around the centre is fairly good, however, the layout of the centre is unwelcoming as it turns its back on the surrounding residential areas. There are other facilities such as a community centre, church hall and greenspace just outside the boundary of the centre.

Future objectives for Leigham

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Lipson Vale – Local Centre

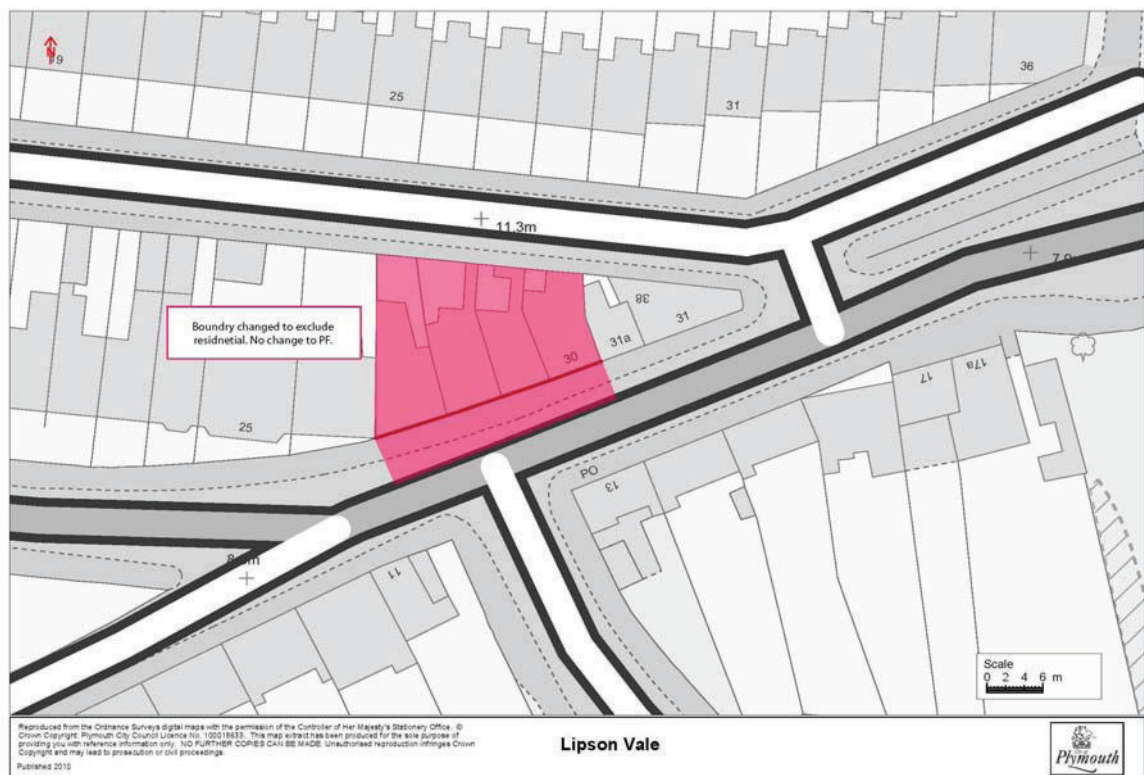
Location/History and Function

Originally Lipson Vale was a more diverse and important local centre. In the last decade, many shops have closed down and the frontages converted to housing. Today there remain 3 shops; two takeaways and a door fitting shop. There is a convenience shop located in a filling station on the same side of the road, but 300 metres away from the centre. Clearly the centre has contracted substantially over the last years and it no longer has the range of functions which would be expected in a local centre.

Future objectives for Lipson Vale

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are still considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Marlborough Street – Local Centre

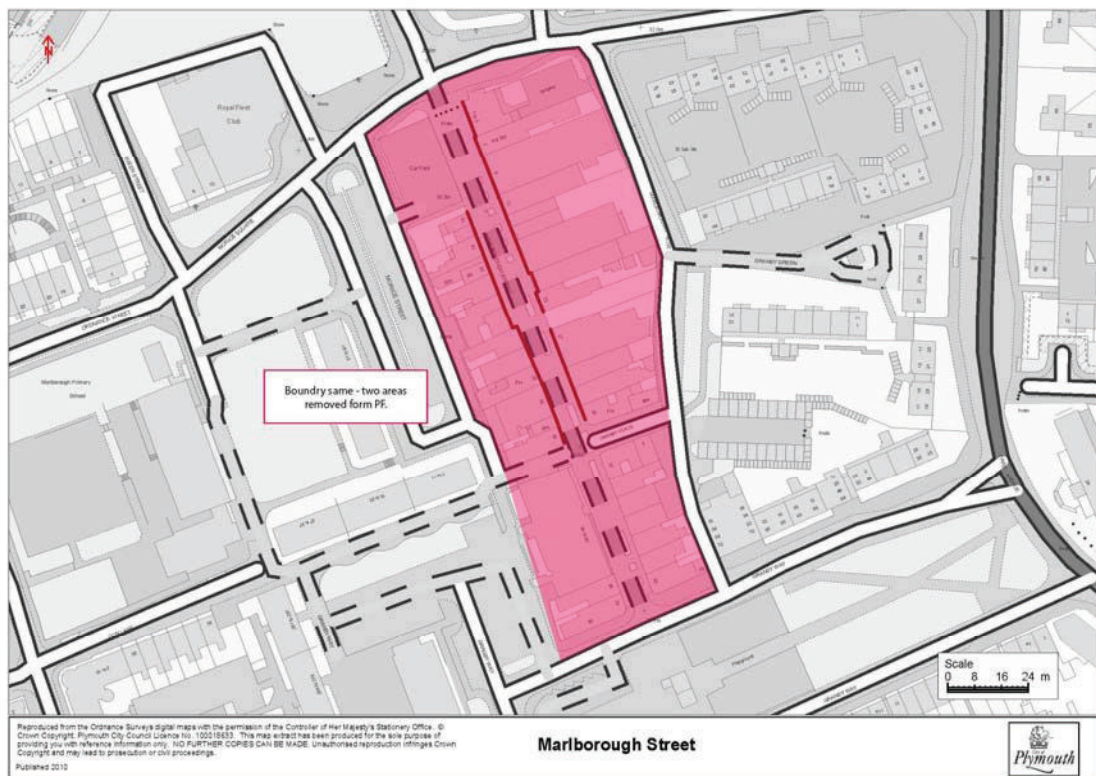
Location/History and Function

Marlborough Street is a large Local Centre in the west of the city. There are a total of 32 shop units arranged along Marlborough Street with a classic 'High Street' character. There are 2 foodstores, a Co-op and an Iceland, and a good range of other shops and cafes. There are, however, a number of vacancies. The quality of the shops declines noticeably towards the southern end of the street. Marlborough Street itself is pedestrianised. The Devonport Area Action Plan notes in Proposal DP01 that some retail uses within Marlborough Street will relocate to the new Devonport Local Centre which is due to be delivered as part of the South Yard Enclave development. It is envisaged that Marlborough Street will continue to function as a local centre with a full range of facilities, however its progress should be closely monitored by the Council as Devonport local centre is developed.

Future objectives for Marlborough Street

The centre is currently functioning well. There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- Opportunities to consolidate the retail functions to the north of the local centre and develop a relationship to the new Devonport Local Centre, will be supported.



Milehouse – Local Centre

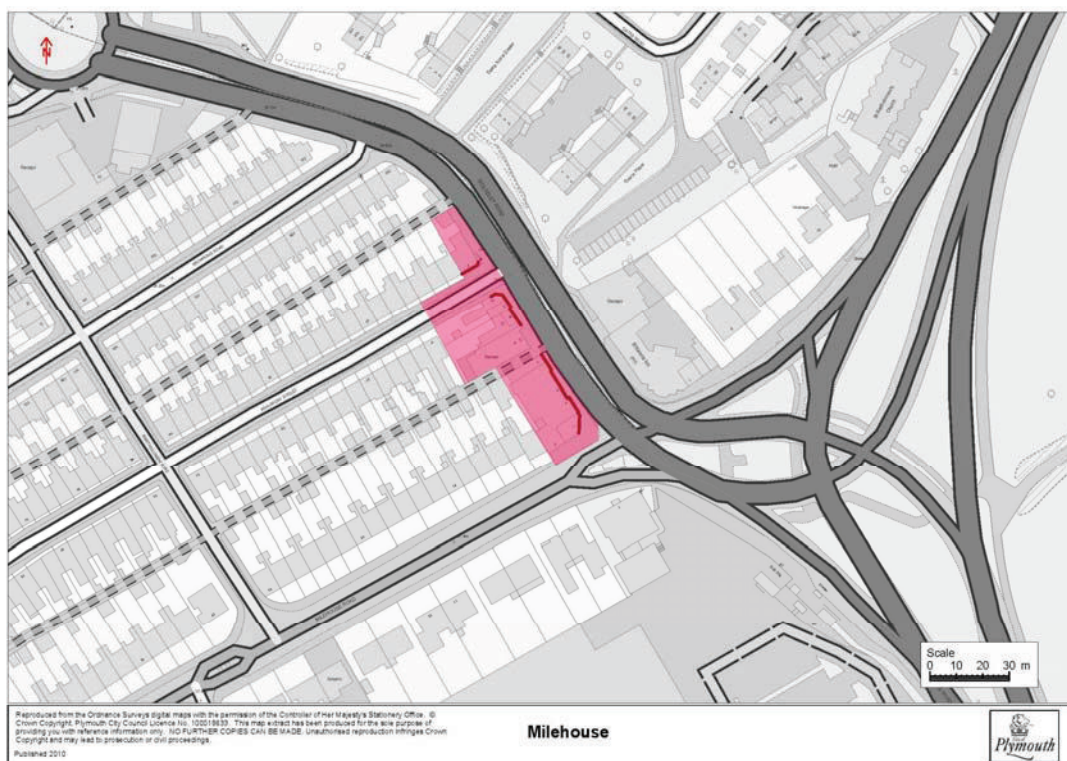
Location/History and Function

Milehouse local centre comprises a small parade of 6 shops on a busy route into the City Centre, close to Central Park and Home Park. On the other side of the road from the centre is a pub and a garage, but these are cut off from the local centre by the busy road, which in this location is several lanes wide with barriers alongside. The complicated road arrangements and the complexity of Milehouse junction makes the centre very difficult to approach by foot or cycle from the east. The centre does not have the range of facilities which might be expected in a local centre.

Future objectives for Milehouse

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



North Prospect – Local Centre

Location/History and Function

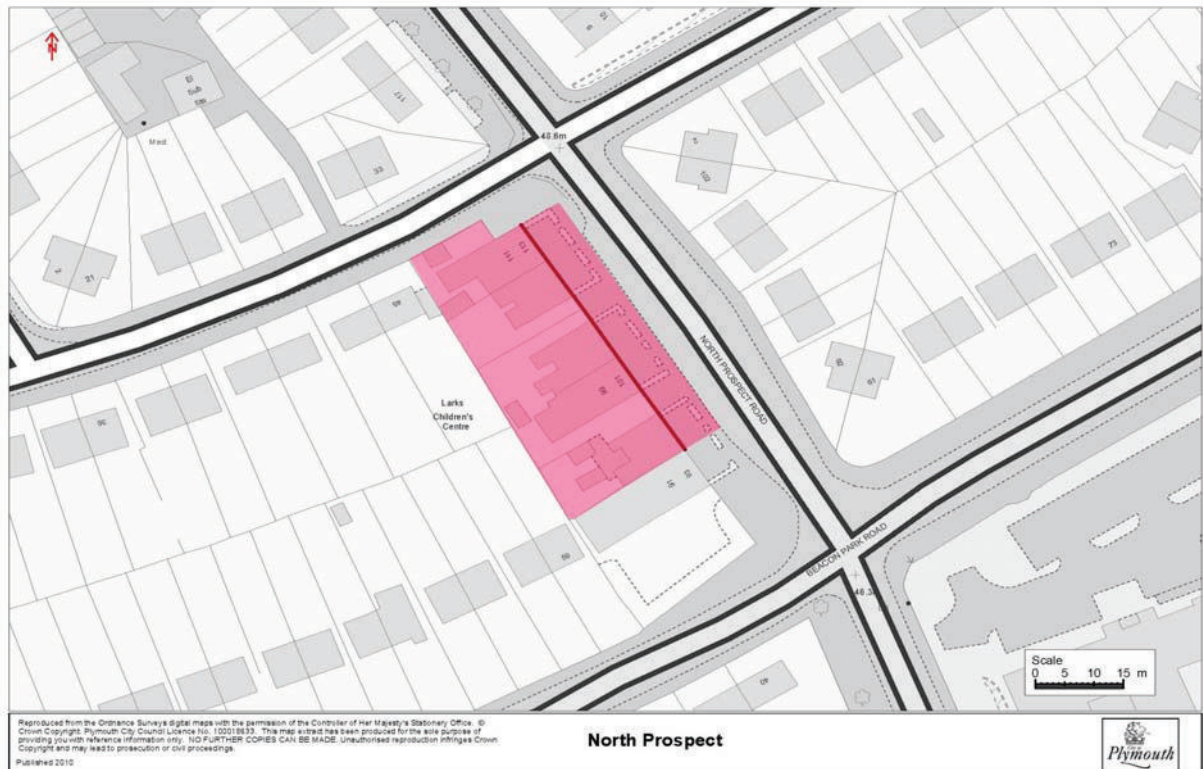
North Prospect neighbourhood centre is based on a small parade of shops (containing a newsagents, grocery shop, Chinese takeaway and SureStart on North Prospect Road at the cross roads with Beacon Park Road. There are only 4 units making up the centre, one of which is used as a SureStart drop in centre. Parking is on-street. At the present time, this centre does not have the range of facilities which would be expected in a local centre.

The local centre serves the neighbourhood of North Prospect and is close to residential areas and employment areas. North Prospect is identified as an area for major renewal and regeneration projects, including the possible creation of a new community hub. These changes will clearly have an effect on the viability of the local centre.

Future objectives for North Prospect

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- North Prospect is subject to a major regeneration scheme which will necessitate substantial redevelopment of residential areas. As part of this redevelopment a new neighbourhood hub could be developed. North Prospect local centre will need to adapt to these changes to ensure it serves the needs of new and existing residents.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Oreston – Local Centre

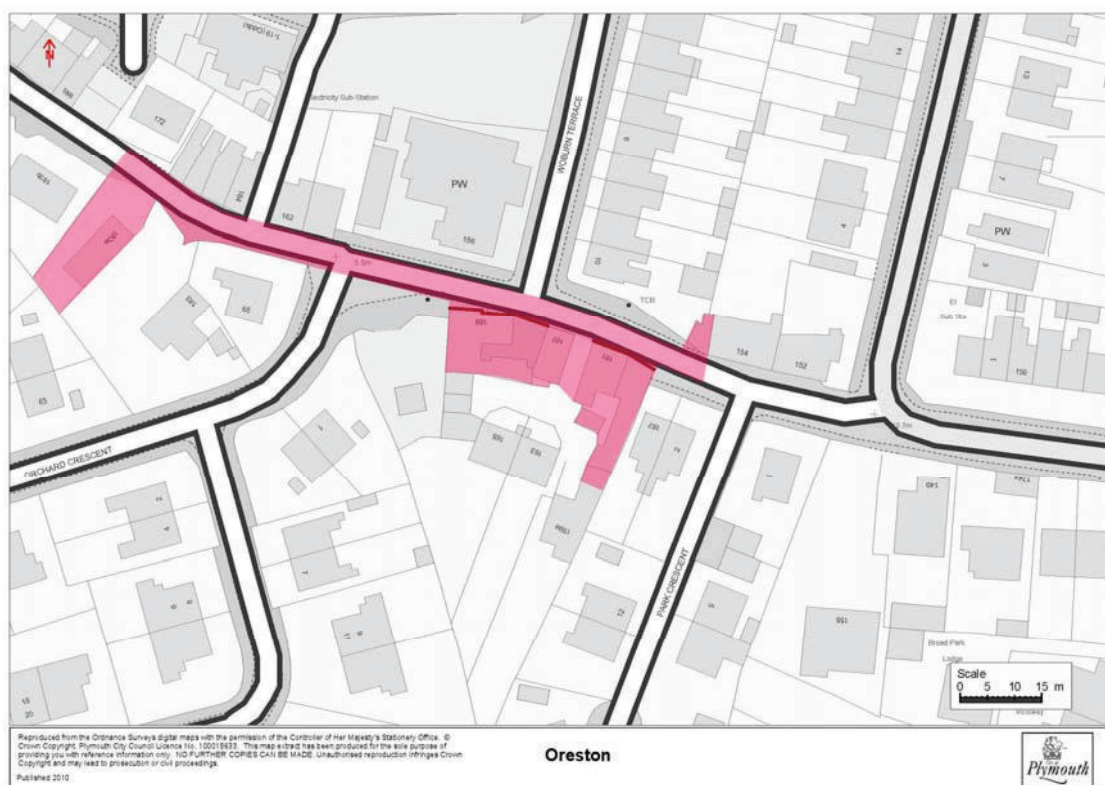
Location/History and Function

Oreston local centre is in the east of the city in the Plymstock area. There are five units, including a foodstore, bakery, florist and hairdresser'. A newsagent is separated from the main local centre. Nearby there is a Methodist Church and a primary school. The centre has no vacancies and the units are well maintained. However, there is a limited range of facilities.

Future objectives for Oreston

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Pennycomequick – Local Centre

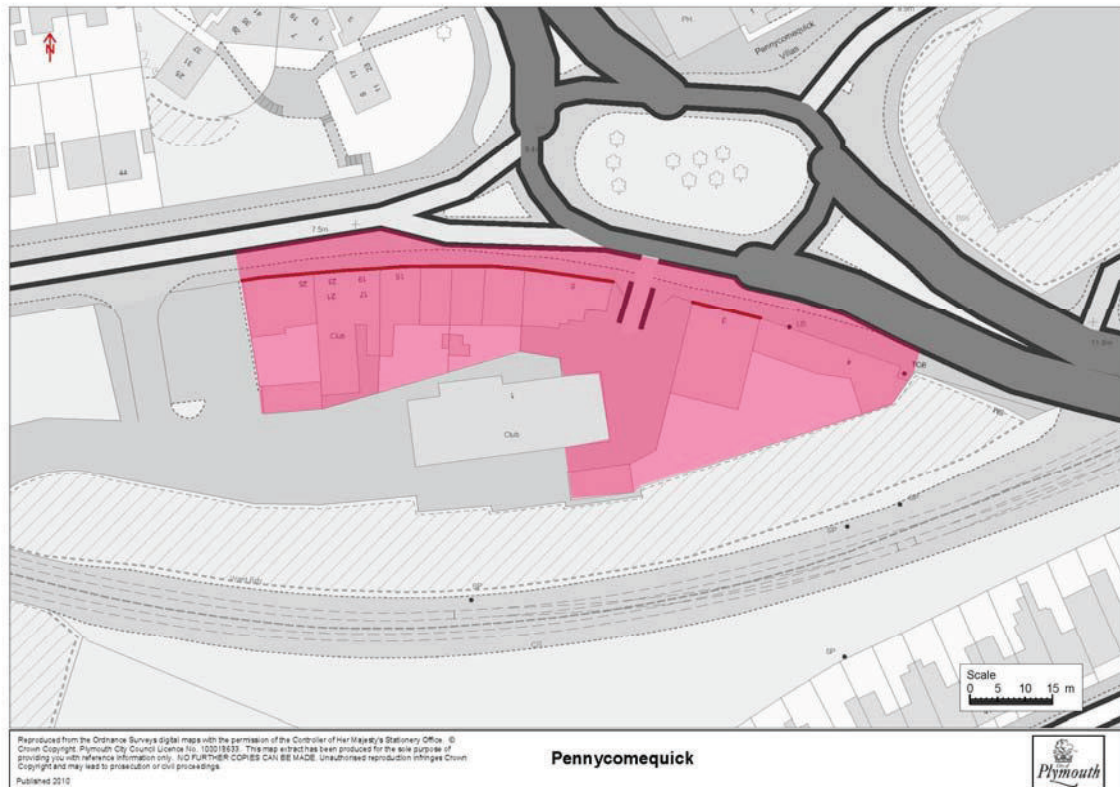
Location/History and Function

Pennycomequick local centre is a small centre of just 6 shops situated on a roundabout on one of the busiest routes into the City Centre. As such it is disconnected from nearby neighbourhoods by the road system. It is however close to Central Park, the railway station and the City Centre. It includes a Premier Foodstore, electrical hardware store and a tool hire store. All of the roads surrounding the centre are busy, making pedestrian and cycle movement to the centre difficult from most directions. The centre has a very limited range of facilities.

Future objectives for Pennycomequick

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Because of the limited nature of this shopping provision, together with the restricted opportunities for its growth, it may be appropriate to consider designating it as a neighbourhood centre to bring it in line with national policy and reflect its local nature.



Peverell Corner – Local Centre

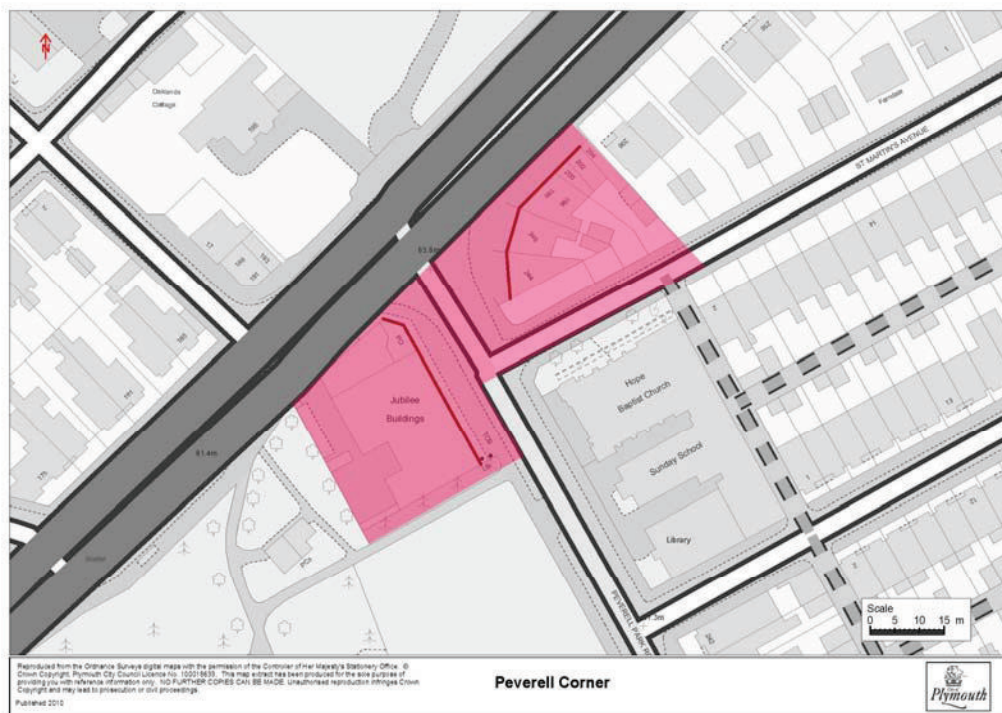
Location/History and Function

Peverell Corner local centre is on the corner of Peverell Park Road and the A386 – one of the busiest routes in the City Centre – and very close to Central Park. It is a reasonably large local centre comprising 12 units including a Co-op, Ladbroke's and a florist. It appears to function well, with well maintained shop fronts.. The nearby roads are particularly busy and present barriers to movement on foot or by cycle, although pedestrian crossings go some way to mitigate this. There is a Methodist church near to the centre.

Future objectives for Peverell Corner

The centre is currently functioning well and does not present any significant challenges . There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The Central Park AAP contains proposals for the improvement of Peverell Corner Local Centre which will consolidate its uses and create a better relationship with Central Park.



Peverell Park Road – Local Centre

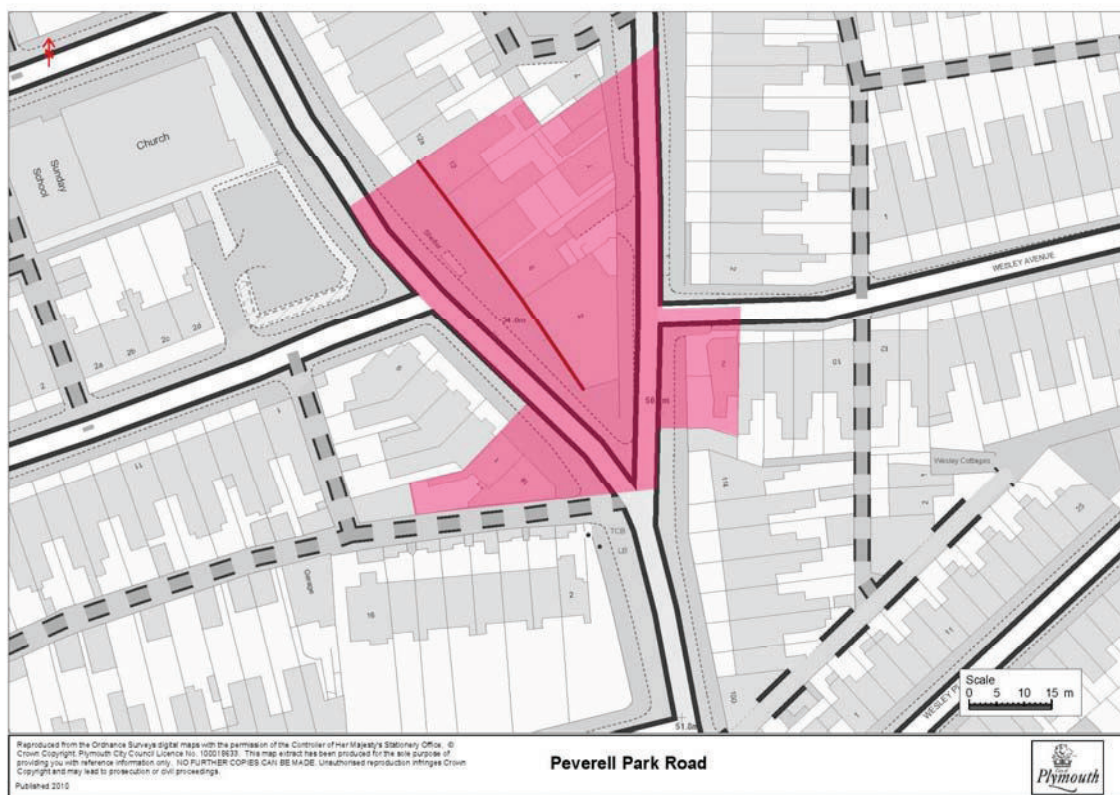
Location/History and Function

Peverell Park Road local centre is a parade of shops on a relatively busy road. It is close to Central Park and the residential areas of Peverell. It comprises 9 units and includes a Co-op foodstore. There is also a nearby veterinary clinic.

Future objectives for Peverell Park Road

The centre is currently functioning well and does not present any significant challenges . There are, however, some key objectives which should be used to inform future developments to ensure its continued success. These are:

- The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.



Salisbury Road – Local Centre

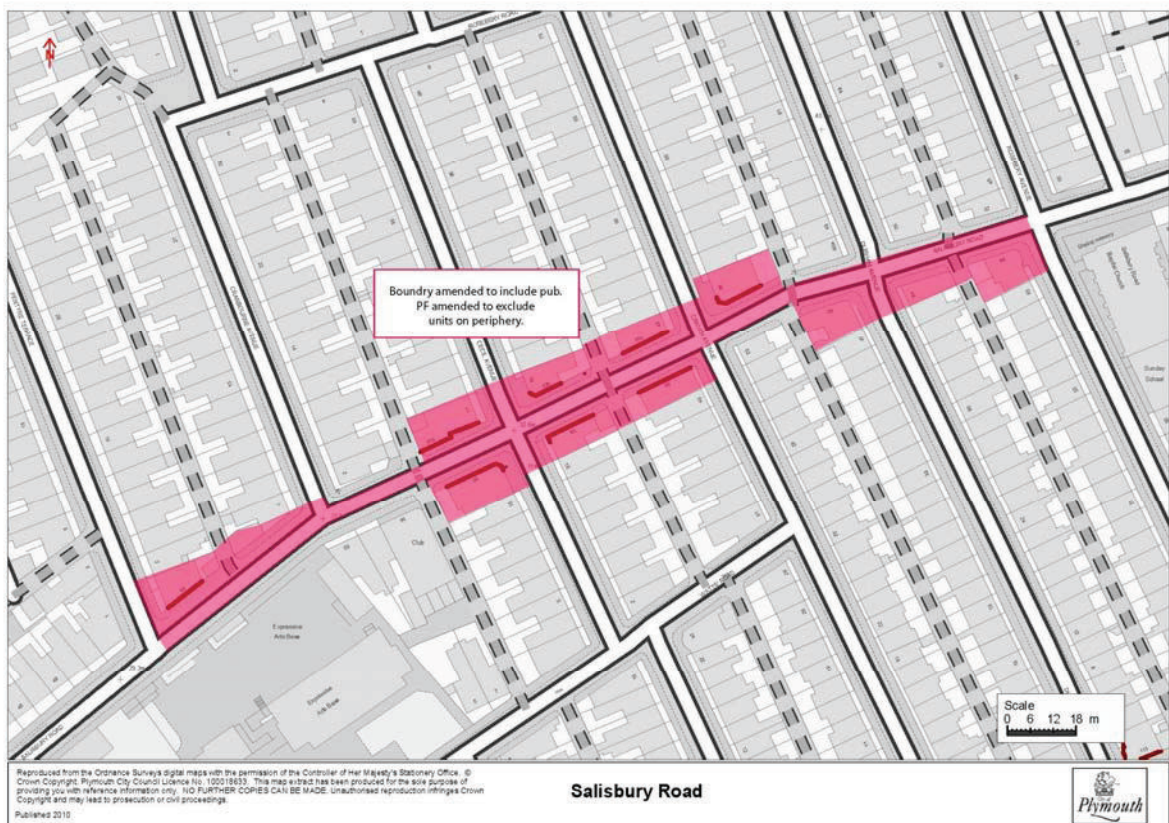
Location/History and Function

Salisbury Road neighbourhood centre runs parallel with Beaumont Road for most of its length, separated by streets, which cut across both roads. Salisbury Road has a total of 12 units which provide a number of local facilities. The actual catchment population approx. 1,727 is very low, and there are no bus routes running through the centre, however there are bus stops located to the south in Beaumont Road.

Future objectives for Salisbury Road

The centre is currently functioning well and does not present any significant challenges. There are, however, some objectives which should be used to ensure continued success of the centre:

- The centre appears to be functioning well and there is no evidence to suggest the need for consolidation. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre is distributed along Salisbury Road with a few residential uses often dividing the shopping frontage. This has resulted in a centre which can appear disjointed. The council will support developments which continue to support and provide a focus for the local centre.



Segrave Road – Local Centre

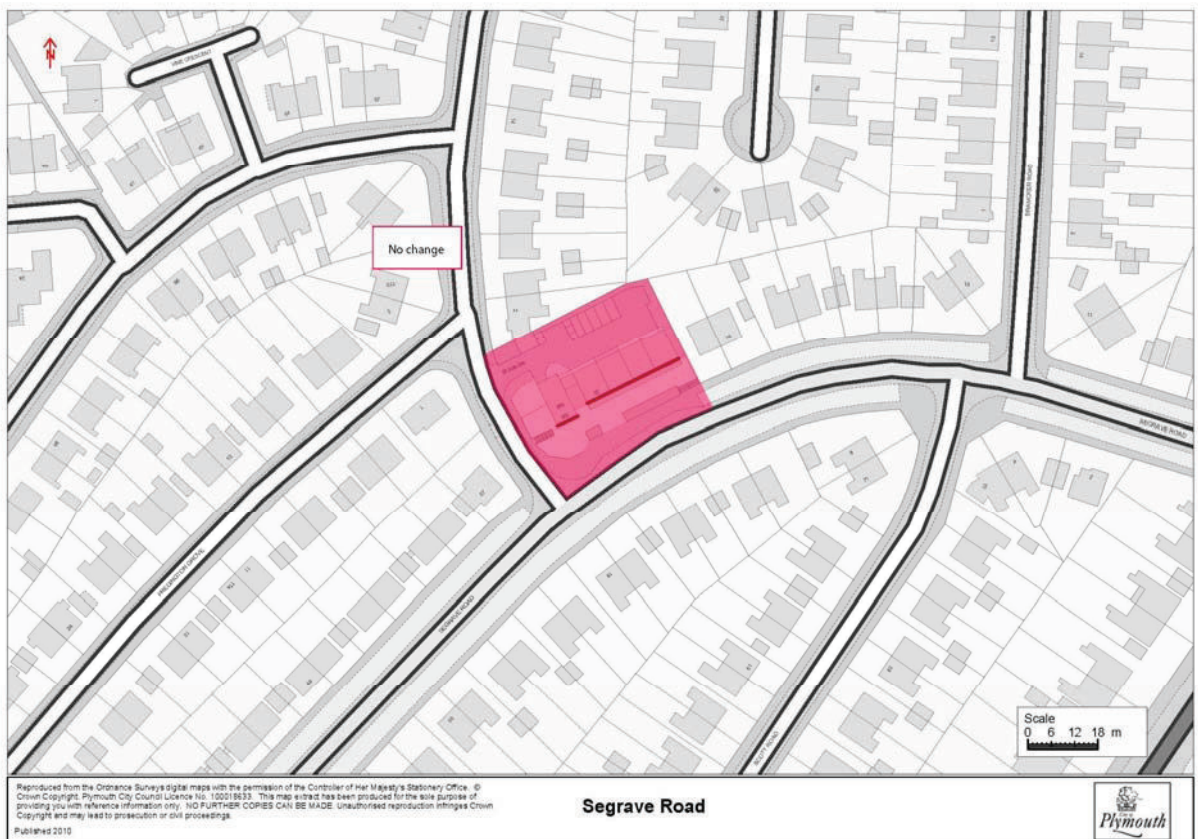
Location/History and Function

Seagrave Road neighbourhood centre, is based around a small shopping hub, within a small row of purpose built shops (including a grocery shop, a beauty salon, an art suppliers and hair salon). While this centre fulfills a useful local function, it is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre.

Future objectives for Seagrave Road

Seagrave Road has been performing well and therefore does not present any significant challenges. There are, however, some objectives which should be used to ensure the success of the centre continues into the future:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Therefore the Council will consider designating Seagrave Road local centre as a neighbourhood centre at the next review of the Core Strategy.



Southway – Local Centre

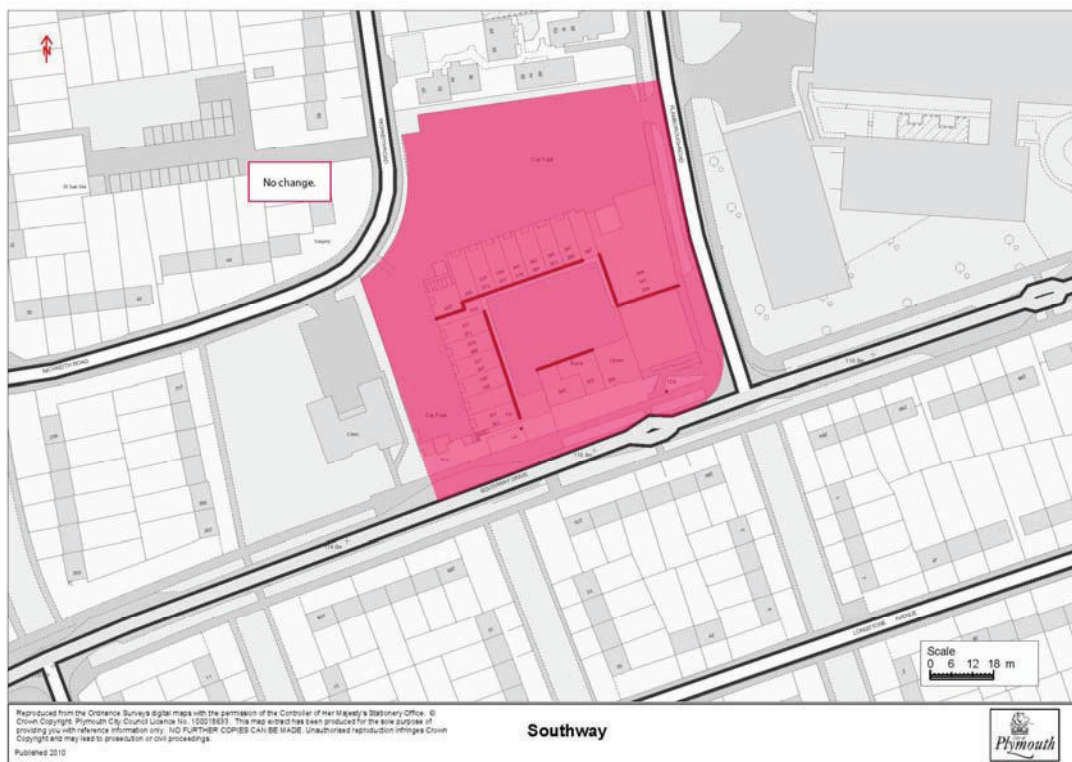
Location/History and Function

Southway local centre is in the north of the city and is part of an established neighbourhood. The centre has a total of 16 units, including a foodstore. It is purpose designed, functions well, but faces inwards and therefore seems unwelcoming. To the rear of the centre is a large car park

Future objectives for Southway

Southway local centre has been performing well over recent years and presents no significant challenges. There are, however, some objectives which should be used to ensure the success of the centre in the future:

- The centre appears to be functioning well and there is no evidence to suggest the need for consolidation. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.
- The local centre is adjacent to industrial buildings which are to be redeveloped. There may be opportunities to encourage further retail/commercial uses which could reinforce the local centre.



Station Road – Local Centre

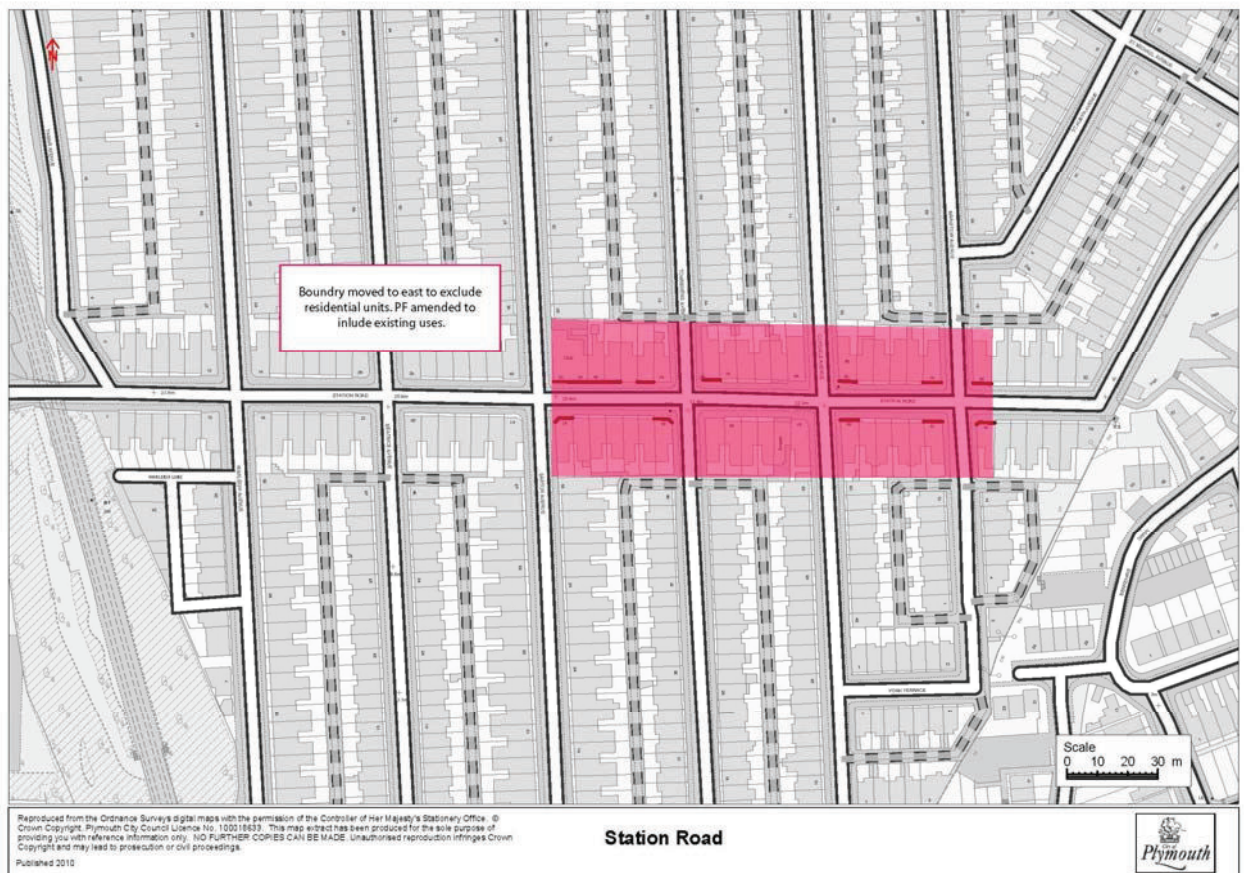
Location/History and Function

Station Road is in Keyham in the west of the city. The centre has a total of 9 units which includes a convenience shop, a DIY shop, and two hair salons which are all dispersed along the street over a distance of approximately 300 metres. The centre could be expanded through conversion of residential units, however, given its recent performance this is unlikely to improve its function unless the catchment population/viability of the centre is increased

Future objectives for Station Road

Station Road local centre has been performing relatively well, although the limited number of units, which are dispersed, suggests the centre does not meet the criteria for a local centre. Therefore, the following objectives should be used to ensure the success of the centre in future:

- The centre performs a useful function, and while there has been a degree of consolidation in the past there is no evidence to suggest the need for further consolidation. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.
- The number of units dispersed throughout the centre has created a disjointed layout. The council will support developments which contribute towards providing a focus for the centre.



Stoke Village – Local Centre

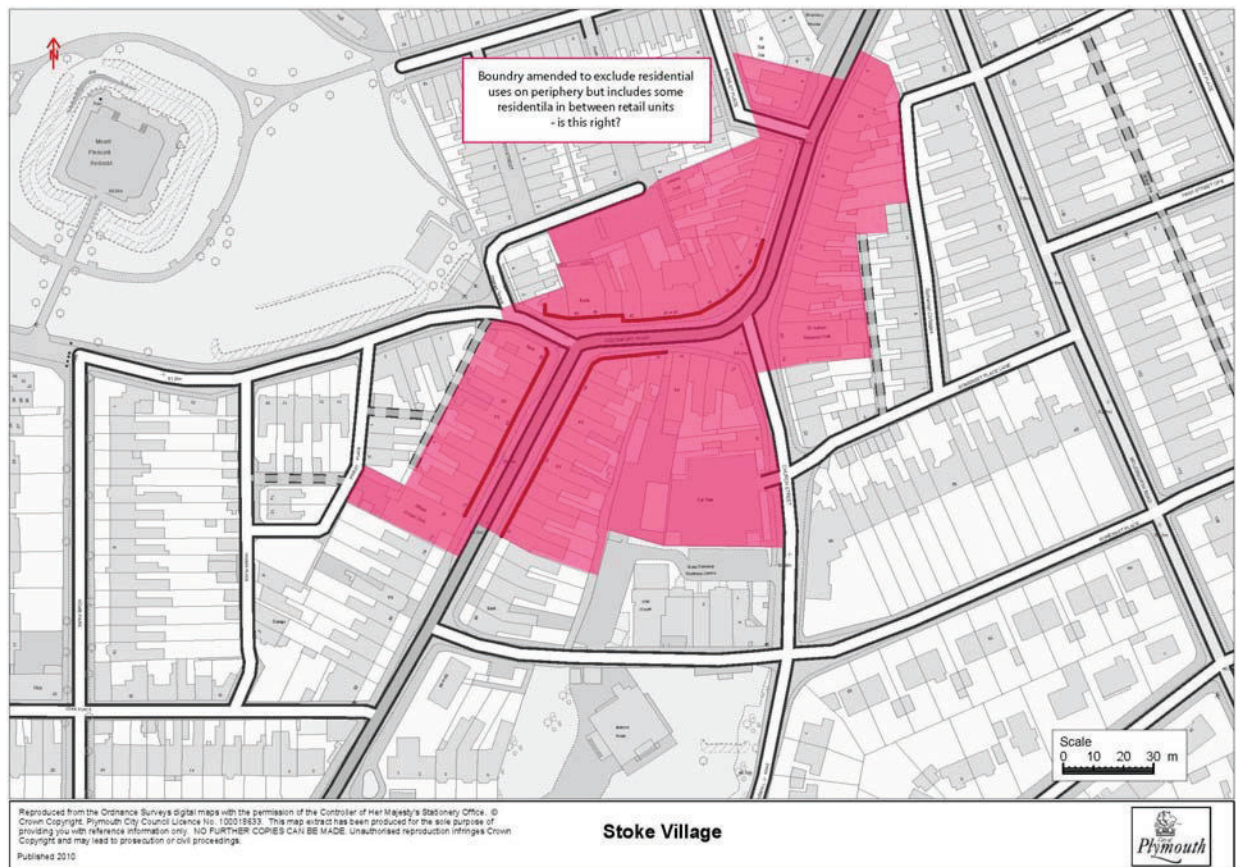
Location/History and Function

Stoke Village is a large local centre in the west of the city, which has a vibrant, 'High Street' character. It has nearly 50 units including a Co-op foodstore and a number of high quality independent shops. It has an adequate amount of car parking provided both on street and off street and a number of bus routes pass through the centre. Mount Pleasant Redoubt provides nearby greenspace.

Future objectives for Stoke Village

Stoke Village has been performing well over recent years and present no significant challenges. There are, however, some objectives which should be used to ensure its continued success in the future:

- The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.
- The council will support developments which continue to provide a focus for the centre, avoiding units becoming disjointed from the centre.



Stone Barton – Local Centre

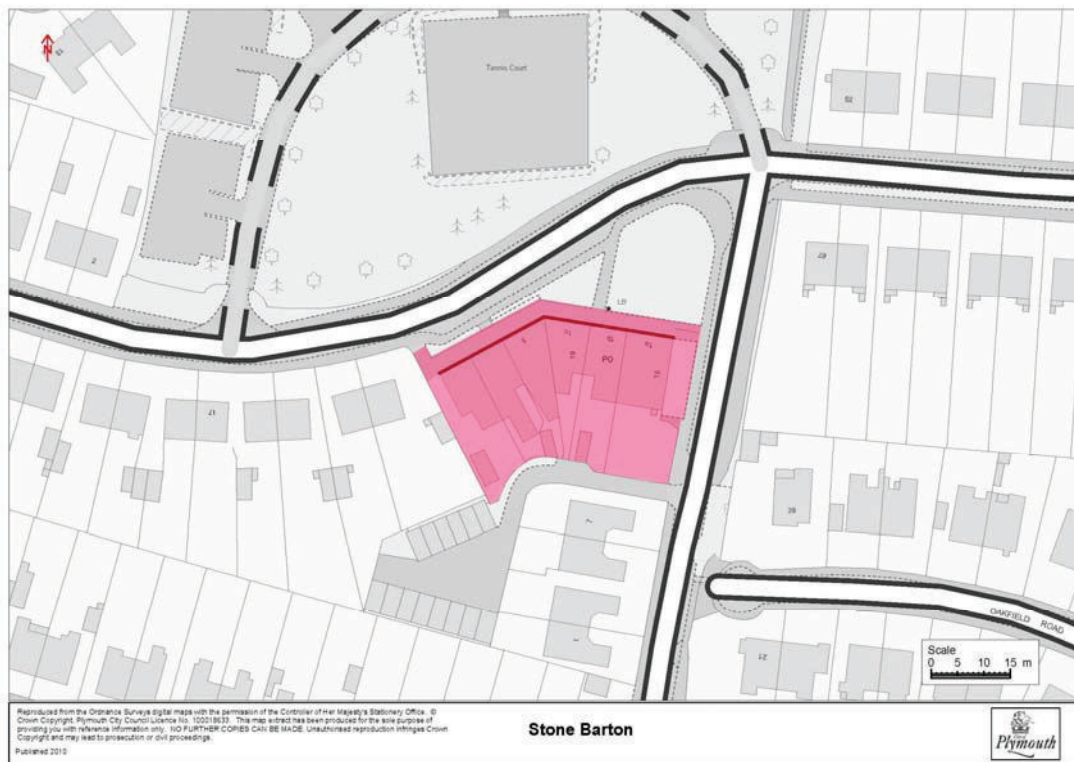
Location/History and Function

Stone Barton local centre is based on a shopping hub and Hele's School. The Centre has a total of 7 units, which provide a range of uses including a hairdressers and a letting agents. While this centre provides a useful local function, it is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre.

Future objectives for Stone Barton

Stone Barton has been performing well over recent years with limited vacancies and presents no significant challenges. There are, however, some objectives which should be used to ensure the continued success of the centre:

- The centre performs a valuable function in providing services to the local community. The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Therefore the Council will consider designating this centre as a neighbourhood centre at the next review of the Core Strategy.



Tamerton Foliot – Local Centre

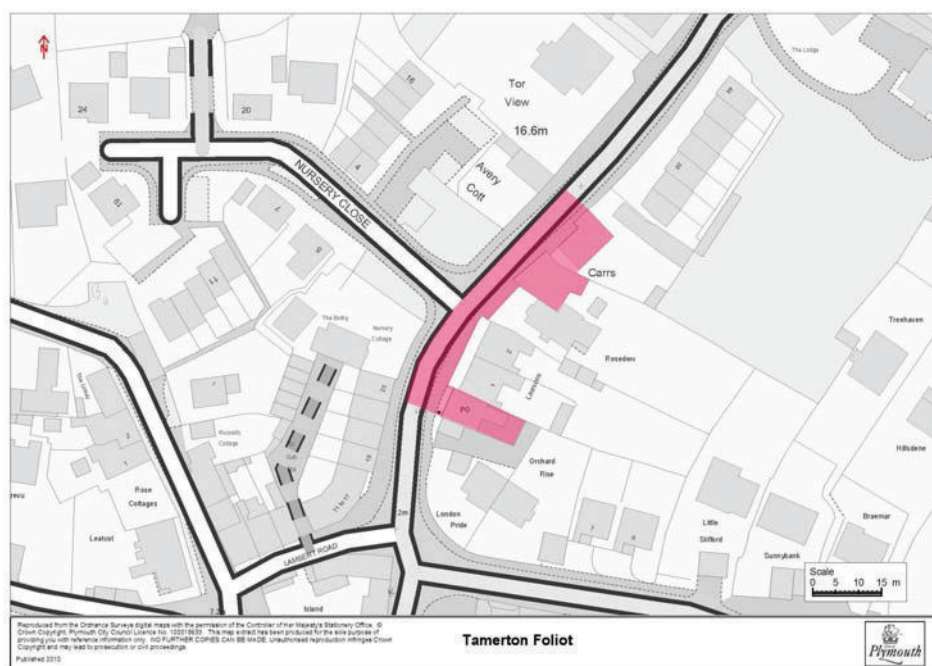
Location/History and Function

Tamerton Foliot is a distinct community in the north of Plymouth which has many of the characteristics of a village. The Centre has a total of 3 units providing a post office, convenience shop, Chinese takeaway and 3 pubs. It is grouped around a local green with a church and community centre opposite. Parking is on street which can cause some problems for traffic passing through the neighbourhood. While the centre provides a useful local function, it is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre.

Future objectives for Tamerton Foliot

The centre lacks a sufficient number and range of shops for it to meet the normal criteria expected of a Local Centre. However, the services it provides are considered important to the local neighbourhood, therefore the following key objectives should be used to inform future developments to ensure this role is continued:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Therefore the Council will consider designating this centre as a neighbourhood centre at the next review of the Core Strategy.



Underwood – Local Centre

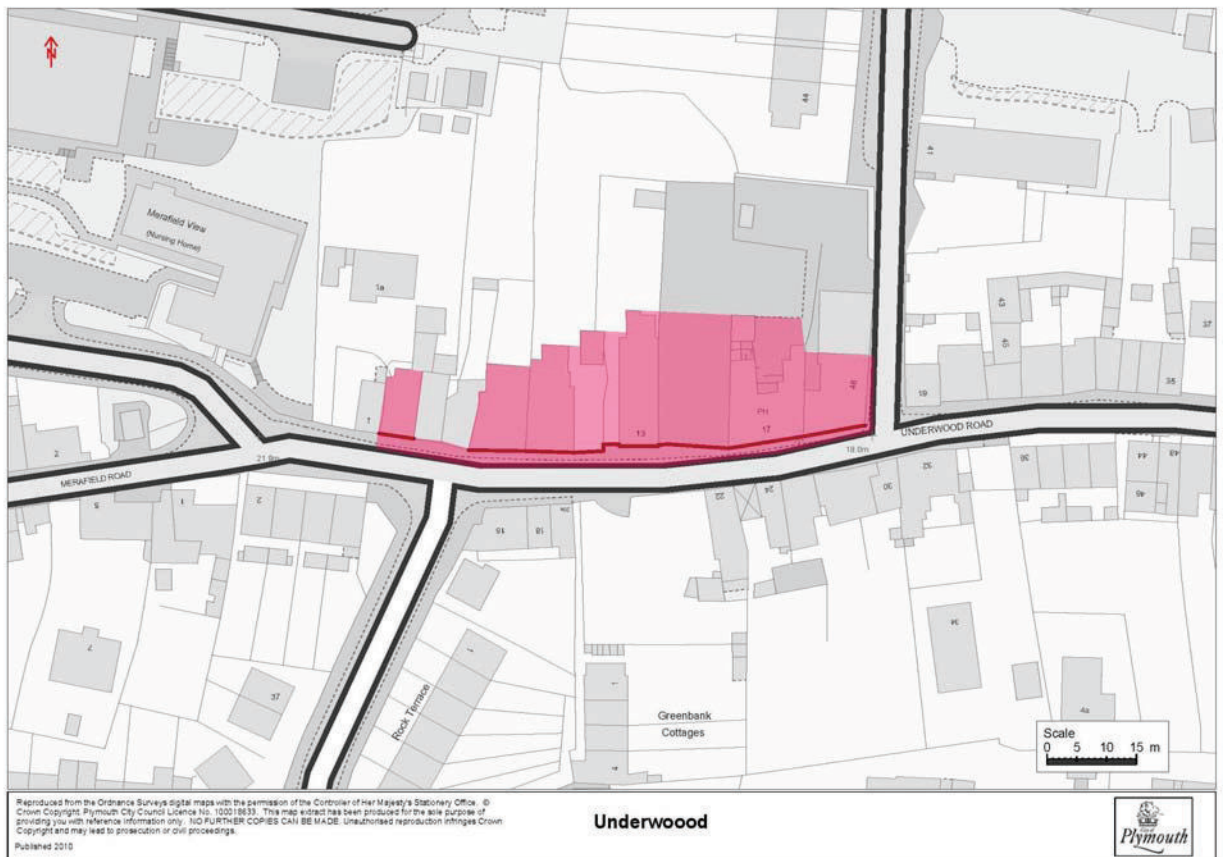
Location/History and Function

Underwood Local Centre is in the Plympton area of Plymouth, occupying a position in a street of older terraced houses. The centre has a total of 13 units which includes a small foodstore. While recent surveys have shown a number of vacancies, the centre has a very clear sense of identity. The buildings add character to the centre and shopfronts are well maintained.

Future objectives for Underwood

The centre has been performing well over recent years and presents no significant challenges. The centre provides a valuable function for the local community and therefore the following objectives should be used to ensure its continued success in the future:

- The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre is located in a fairly residential area. Care should be taken to avoid units becoming dispersed from one another, creating a disjointed layout.



Union Street – Local Centre

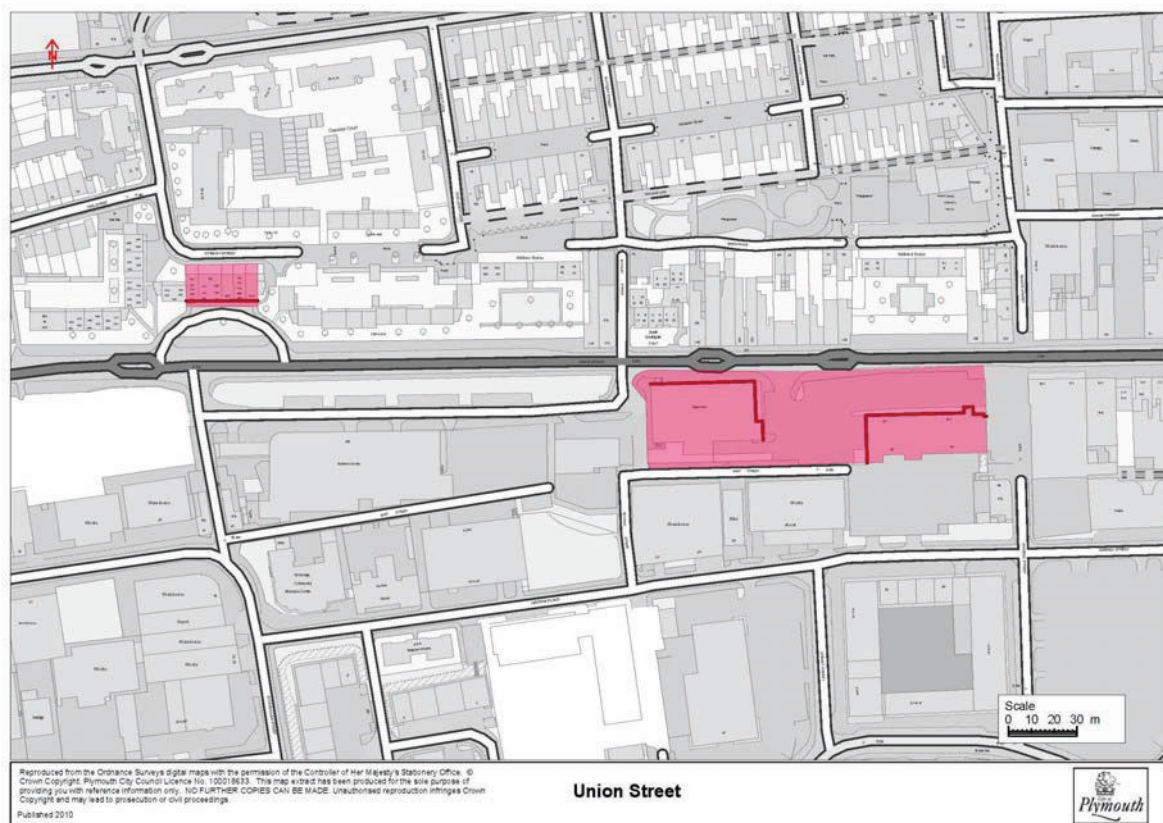
Location/History and Function

Union Street Local Centre comprises two areas of shops towards the western end of Union Street, which is close to Plymouth City Centre and Millbay. The local centre is based around an Aldi on the south side of Union Street and a small parade of shops on the north side of the street further to the west. It has a total of 7 shops, together with a high concentration of nightclubs, public houses and takeaways and provides a focus for Plymouth's night time economy. While this centre provides a useful local function, it is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre

Future objectives for Union Street

The centre has performed relatively well over recent years, however, does not meet the criteria which would normally be expected of a local centre. There are some objectives which should be used to ensure the future success of the centre:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Therefore the Council will consider designating this centre as a neighbourhood centre at the next review of the Core Strategy.
- The Centre is in a location which will be subject to substantial investment and regeneration through the redevelopment of the Millbay area. Union Street is also subject to a policy in the Millbay and Stonehouse AAP to improve the streetscape and mix of uses, and specifically to support the local centre. Union Street Local Centre should be able to take advantage of opportunities raised by investment into the area and the support of the AAP.



Upland Drive – Local Centre

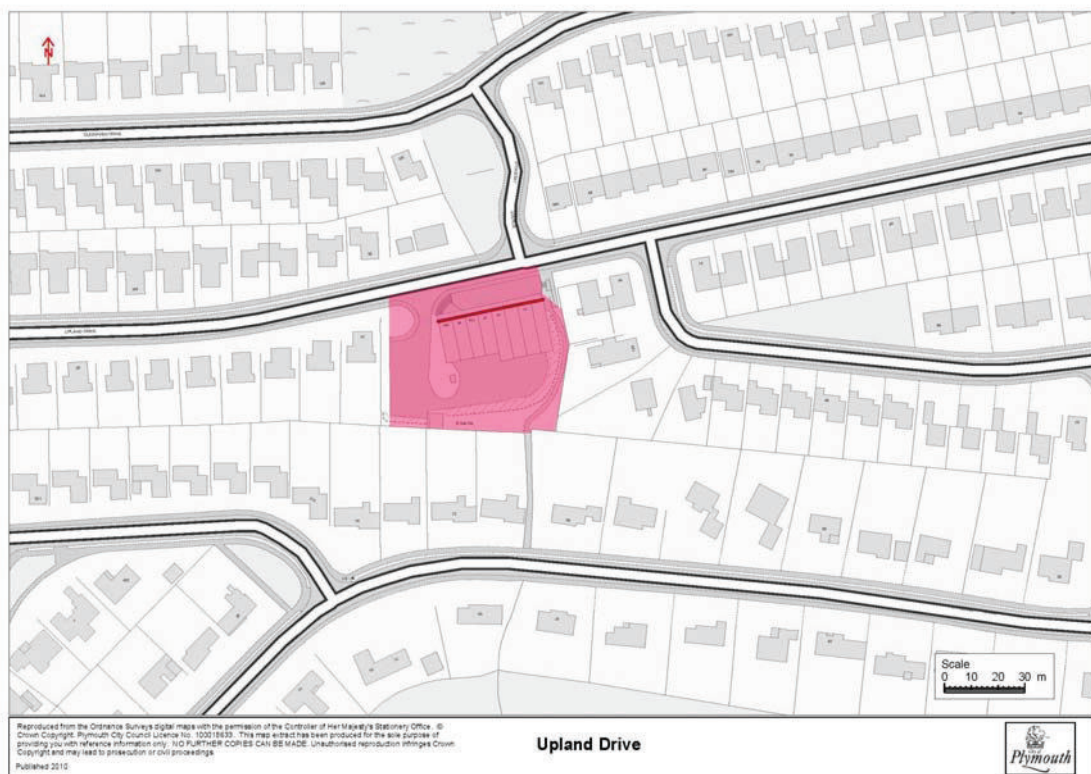
Location/History and Function

Upland Drive Local Centre is in the north of the city close to the Derriford area. It is based around a small shopping hub of 7 units, which includes a post office/newsagents, two hair salons and a Chinese takeaway. While this centre provides a useful local function, it is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre.

Future objectives for Upland Drive

Despite the limited number of services provided within this centre, it has performed well over recent years. As such, the following objectives should be used to ensure its continued success:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Therefore the Council will consider designating this centre as a neighbourhood centre at the next review of the Core Strategy.
- The local centre is close to the area covered by the Derriford and Seaton AAP which proposes a new district centre which will include substantial amounts of retail. Although the Upland Drive local centre serves a different shopping function than a new district centre, the effects of the Derriford District Centre on Upland Drive should be monitored.



Victoria Road – Local Centre

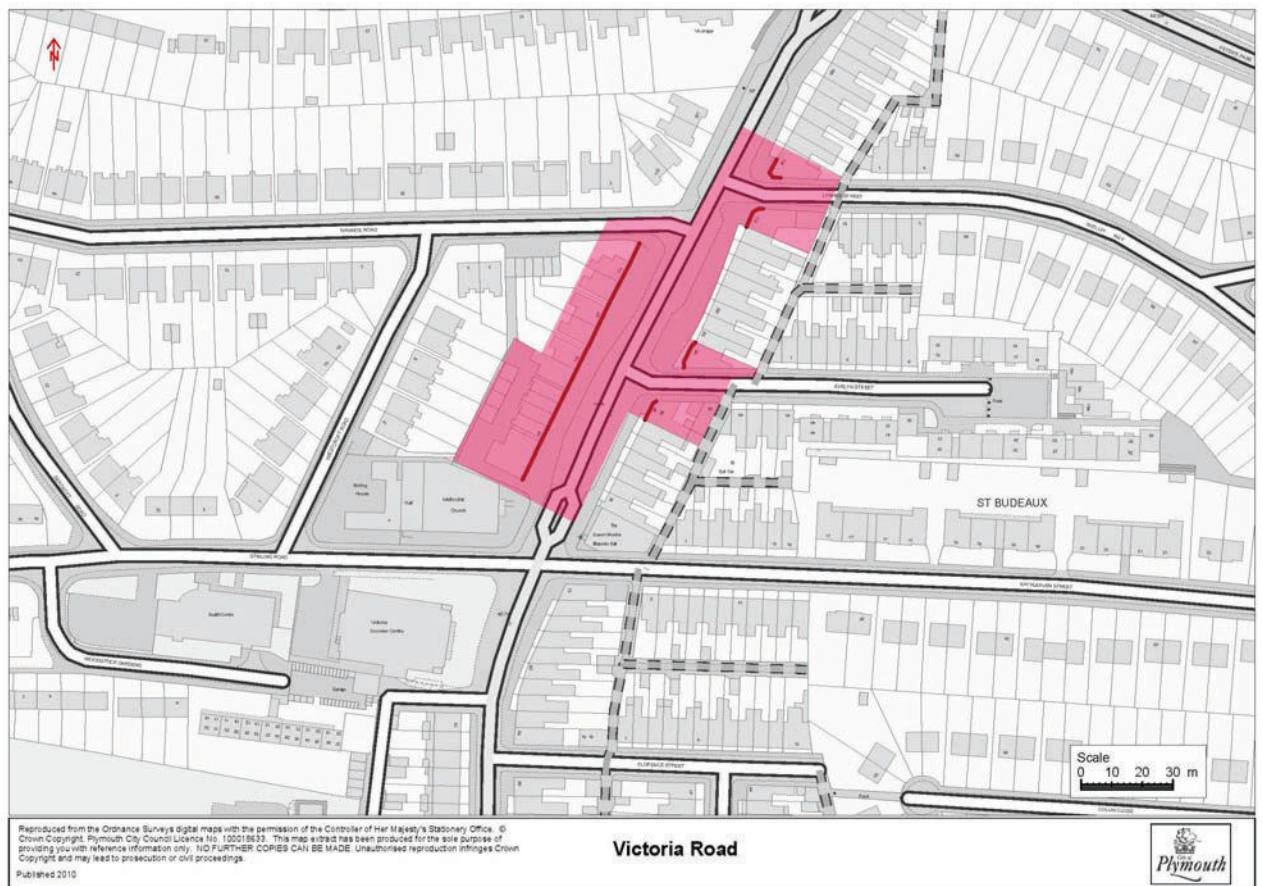
Location/History and Function

Victoria Road local centre is in the west of the city, one of a limited number of local centres in the St Budeaux area. It comprises 17 retail units, most of which are in non-food retail use. Car parking availability is adequate, but pedestrian and cycle movement to the centre is difficult due to steep gradients.

Future objectives for Victoria Road

Victoria Road Local Centre has been performing well over recent years and presents no significant challenges. There are, however, some objectives which should be used to ensure its continued success:

- The centre appears to be functioning well, providing a range of services to the local community and there is no evidence to suggest the need to consolidate the centre. As such, the council will continue to balance the range of uses in order to meet the needs of local communities.



West Hoe – Local Centre

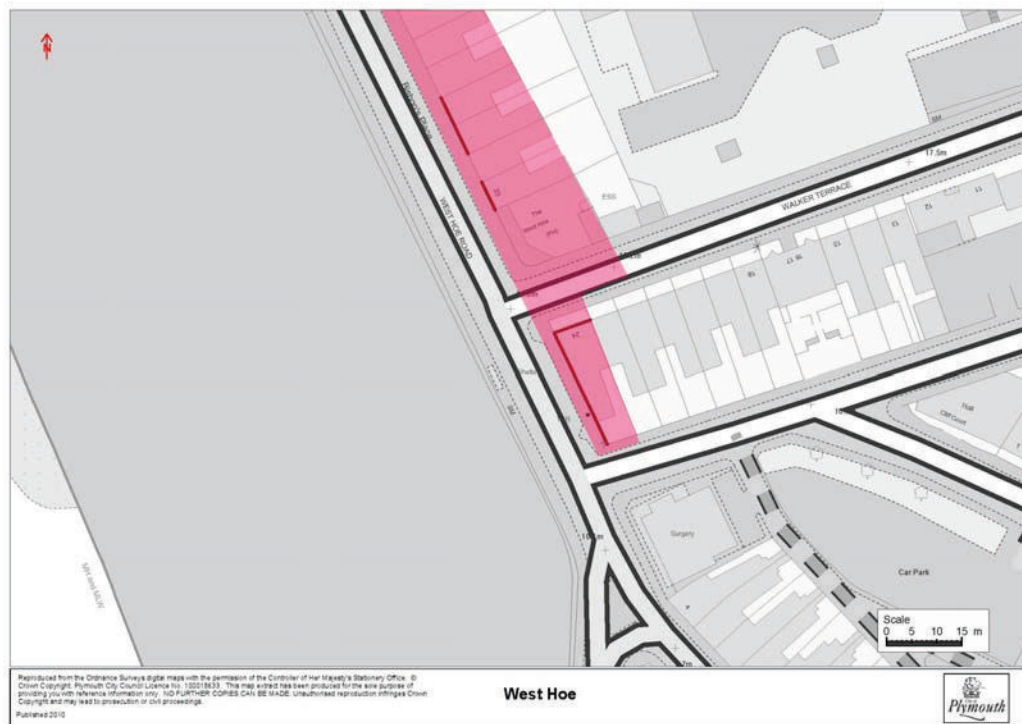
Location/History and Function

West Hoe and the Hoe have a distinct community characterised by late Georgian and early Victorian housing located on the waterfront of Plymouth Sound. The Local Centre comprises 8 units, including a fish and chip shop, a foodstore and some cafes, spread along the main road route to the waterfront. While this centre provides a useful local function, it is limited in terms of the facilities it provides and therefore does not correspond to the definition of a local centre.

Future objectives for West Hoe

West Hoe local centre has been performing well over recent years with low vacancy levels. The following objectives should be used to ensure its continued success in the future:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The centre as it currently exists does not have the range of uses and facilities which would be expected of a local centre. Therefore the Council will consider designating this centre as a neighbourhood centre at the next review of the Core Strategy.



West Park – Local Centre

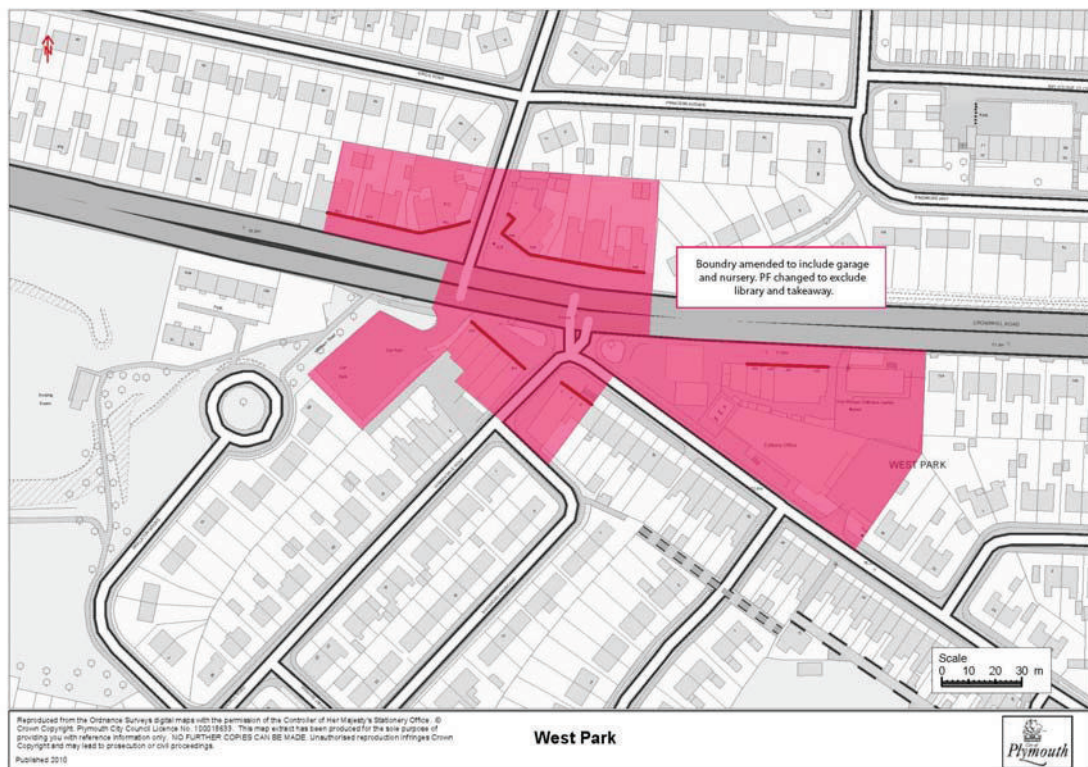
Location/History and Function

West Park local centre is located in the north west of Plymouth on the busy Crownhill Road. It comprises 21 units in parades of shops on either side of the road, which forms a significant barrier to movement, although there is a conveniently located pedestrian crossing. There are a range of retailers in the centre including a general store and post office, a florist, butchers, video shop, bakery, and takeaways etc. There is also a library and community centre. There is one car park serving the local centre.

Future objectives for West Park

The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the following objective should be used to ensure its success in the future:

- The council will continue to balance the range of uses in order to meet the needs of local communities.



Whitleigh Green – Local Centre

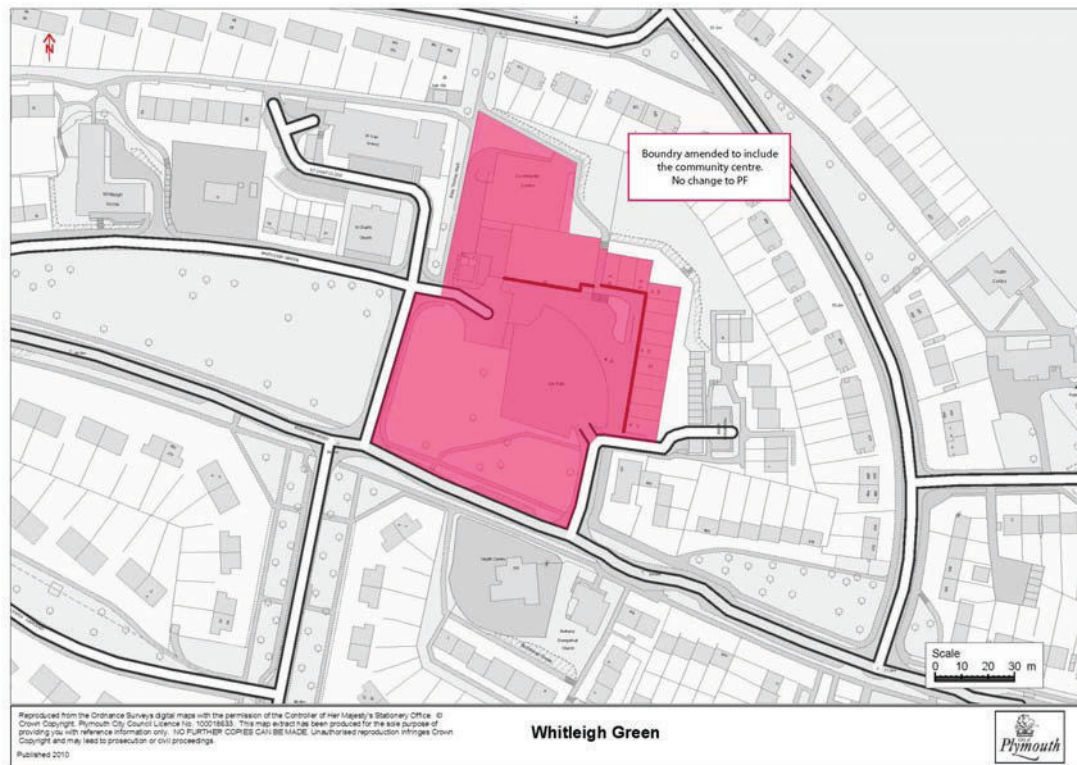
Location/History and Function

Whitleigh Green is a large Local Centre in the north of Plymouth, on one of the key routes to the Derriford area. It comprises 13 units including a Co-op foodstore and a number of non food businesses. Outside of the local centre boundary are a range of community facilities including a community centre, health centre, crèche, playground and church. There is a good sized car park in front of the local centre and bus routes pass along Budshead Road. The area has seen investment recently as part of the development of the Whitleigh Campus.

Future objectives for Whitleigh Green

The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the following objective should be used to ensure its success in the future:

- The council will continue to balance the range of uses in order to meet the needs of local communities.



Wolseley Road – Local Centre

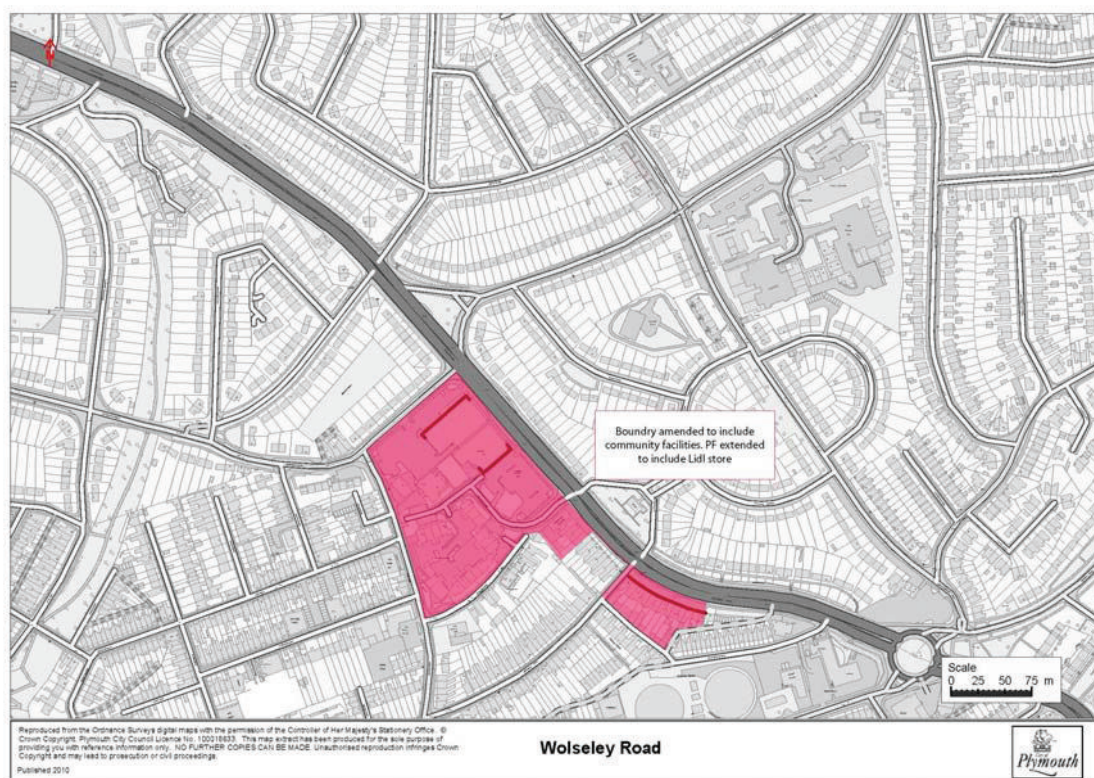
Location/History and Function

Wolseley Road Local Centre is located in the west of Plymouth on one of the key routes into the City Centre. It comprises a parade of shops along Wolseley Road itself and two medium sized foodstores – a Co-op and a Lidl – adjacent to each other. The Co-op and Lidl stores have their own car parks, and there is limited parking outside the parade of shops. In total there are 17 units making up the local centre including 3 foodstores and a number of non food retailers. Adjacent to the Co-op is a small business park which includes a number of community facilities such as a dentist, and a nursery with a community resource centre. Wolseley Road forms a significant barrier to movement by pedestrians from the east.

Future objectives for Wolseley Road

The centre appears to be functioning well and there is no evidence to suggest the need to consolidate the centre. As such, the following objectives should be used to ensure its success in the future:

- The council will continue to balance the range of uses in order to meet the needs of local communities.
- The Council will support developments which improve pedestrian access to the centre.



DRAFT

CITY OF PLYMOUTH

Subject: Annual Performance Assessment of Adult Social Care 2009/10. Report from Care Quality Commission

Committee: Cabinet

Date: 18 January 2011

Cabinet Member: Councillor Monahan

CMT Member: Director for Community Services

Author: Covering report prepared by:
Director for Community Services (Carole Burgoyne)
Assistant Director for Adult Social Care (Pam Marsden)

Contact: Tel: 01752 304838
e-mail: carole.burgoyne@plymouth.gov.uk

Ref:

Key Decision: No

Part: I

Executive Summary:

The 2009/10 overall rating for Adult Social Care in Plymouth is Grade 3, Performing Well, and we have been awarded Performing Well for each of the seven outcomes. This means we are consistently delivering above the minimum requirements for people, we are cost effective and we make contributions to wider outcomes for the community.

In December 2009, the Care Quality Commission (CQC) published Adult Social Services ratings for all English councils with Social Services responsibilities. The possible ratings are:

Grade 1	-	Performing Poorly
Grade 2	-	Performing Adequately
Grade 3	-	Performing Well
Grade 4	-	Performing Excellently

There are seven outcomes which are graded:

Outcome 1	-	Improved health and emotional well-being
Outcome 2	-	Improved quality of life
Outcome 3	-	Making a positive contribution
Outcome 4	-	Increased choice and control
Outcome 5	-	Freedom from discrimination and harassment
Outcome 6	-	Economic well-being
Outcome 7	-	Maintaining personal dignity and respect

There is also a written assessment about leadership, commissioning and use of resources.

The attached CQC report outlines our key strengths as follows:

1. The council is ambitious and has a clear sense of purpose. This has been recognised through a number of awards, including the Best Achieving Council of the Year in the Municipal Journal Awards. Social Care won the 2010 Dignity in Care Award for the way it works with providers to ensure peoples' rights and dignity are protected and for the joint approach to safeguarding people living in care services.
2. The Adult Social Care Leadership Team is both ambitious and innovative. Managers consistently demonstrate clear direction.
3. There has been good progress on developing the strategy and structures to drive major changes in the provision of social care. This is reflected in real change at the operational level.
4. More people living in Plymouth have had opportunities to choose how to spend their allocated individual budget and organise social care to meet their needs.
5. Well-developed performance management systems are encouraging high levels of performance and local responsibility for achieving targets.
6. People living in residential care services in Plymouth can be assured that the council monitors the quality of care and works with providers to stimulate improvements.
7. Plymouth has an ambitious efficiency programme for 2010/11. The council has a good track record of meeting its commitments and balancing the budget.
8. More people in Plymouth have been kept safe during 2009/10 and the council has successfully raised the awareness and profile of adult safeguarding in the city.

The key areas requiring further development:

1. The good progress in engagement with health partners needs to be translated into evidence that people experience improved care pathways into and out of hospital.
2. People living in Plymouth should have an equal chance of having a healthy life wherever they live. The focus on developing priority neighbourhoods and reducing health inequalities will need to be closely monitored to ensure benefits can be evidenced.
3. Joint commissioning is developing and structures are now in place to support delivery. The council needs to make sure that all partners are fully committed to translating these plans into actual delivery of modernised services.
4. The council needs to continue to monitor that levels of spending on different groups of people who use services are appropriate.
5. Plymouth needs to ensure that people from harder to reach communities have a good understanding of, and access to, safeguarding systems in Plymouth.
6. People who use services currently need to be engaged on an ongoing basis in reviewing and improving the safeguarding service and also those from harder to reach communities.

7. Continue to develop systems to support service users who use personalised services so they can develop awareness of risks and plan ways to reduce them.

The CQC report has been discussed by senior managers within Adult Social Care and the areas for further development are being reflected in our action plans.

Corporate Plan 2010-2013 as amended by the four new priorities for the City And Council:

The priorities outlined in the CQC report 2009/10 were reflected in the Corporate Plan in CIP3.

The Corporate Plan 2010/13 has four new priorities for the City and Council. The four priorities are Delivering Growth, Raising Aspiration, Reducing In-Equalities and Value for Communities.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

While the Improvement Agenda is not just about funding, the current budget situation for the city is challenging and there is the added pressure of the demographics of an increasingly aging population. We will continue to concentrate on better commissioning and ensuring we purchase more value for money services.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

Not applicable

Recommendations & Reasons for recommended action:

Cabinet is requested to note the covering report from Plymouth City Council officers and the main report from CQC.

Alternative options considered and reasons for recommended action:

Not applicable

Background papers:

CQC report and letter.

Sign off:

Fin	SA/CoSF/ AC1011/ 010/ 25.11.10	Leg	LT/ 10327	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: Carole Burgoyne											

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CQC South West
Citygate
Gallowgate
Newcastle upon Tyne
NE1 4PA

Telephone: 03000 616161
Fax: 03000 616172

Carole Burgoyne
Director of Community Services
Plymouth City Council
Windsor House, Tavistock Road
Derriford Plymouth PL6 5UF

25th November 2010

Annual Performance Assessment of Adult Social Care for Plymouth City council 2009/10: Performance grading

Dear Carole

Following our letter of 4th October, I am writing to confirm your adult social care performance grading.

The performance grading for your council is as follows:

Delivery of outcomes: **Performing Well**

The performance grading and underlying judgements will be published today. The Assessment of Performance report for your council will also be available on the CQC website <http://www.cqc.org.uk/findcareservices.cfm>

Yours sincerely

Ian Biggs
Regional Director
Care Quality Commission

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Assessment of Performance Report 2009/10

ADULT SOCIAL SERVICES ASSESSMENT OF PERFORMANCE 2009/10 :Plymouth

Contact Name	Job Title
Deborah Ivanova	Compliance manager
<p>The report will produce a summary of the performance of how the council promotes adult social care outcomes for people in the council area.</p> <p>The overall grade for performance is combined from the grades given for the individual outcomes. There is a brief description below – see Grading for Adult Social Care Outcomes 2009/10 in the Performance Assessment Guide web address below, for more detail.</p> <p>Performing Poorly - not delivering the minimum requirements for people.</p> <p>Performing Adequately - only delivering the minimum requirements for people.</p> <p>Performing Well - consistently delivering above the minimum requirements for people.</p> <p>Performing Excellently - overall delivering well above the minimum requirements for people.</p> <p>We also make a written assessment about</p> <p>Leadership and Commissioning and use of resources</p> <p>Information on these additional areas can be found in the outcomes framework</p> <p>To see the outcomes framework please go to our web site: Outcomes framework</p> <p>You will also find an explanation of terms used in the report in the glossary on the web site.</p>	

2009/10 Council APA Performance

Delivering outcomes assessment Overall council is:		Performing well
Outcome 1: Improved health and well-being		Performing well
Outcome 2: Improved quality of life		Performing well
Outcome 3: Making a positive contribution		Performing well
Outcome 4: Increased choice and control		Performing well
Outcome 5: Freedom from discrimination and harassment		Performing well
Outcome 6: Economic well-being		Performing well
Outcome 7: Maintaining personal dignity and respect		Performing well

Council overall summary of 2009/10 performance

This has been a year during which Plymouth City council has continued to make progress in developing and modernising service delivery while consolidating areas of good practice evidenced during 2008/9. There is a good focus on delivering improved outcomes for people across the council and within adult social care services. The plans for introducing personalised services are clear and comprehensive and people are already benefiting from this. More people are being supported to live at home and use community based services. Many more people are able to get services through direct payments and individualised packages of care. This year will introduce major changes to service delivery to ensure that everyone new to using social care services will be able to benefit from a personalised approach which meets the principles of the government's Putting People First agenda, particularly with the introduction of personal budgets. As people already using services have their care needs reviewed they will also be able to get a personal budget which supports them to choose their own care services.

The council is ambitious and has a clear sense of purpose. This has been recognised through a number of awards including the best achieving council of the year in the Municipal Journal awards. Of particular importance in social care was winning the 2010 Dignity in Care award for the way the council works with providers to ensure peoples' rights and dignity are protected in residential care and for the joint approach taken towards safeguarding people living in care services. Safeguarding services continue to develop with evidence of more people being protected through the service, which is well managed and adequately resourced.

Progress has been made in working with health partners, with improved structures for getting together and agreeing priorities now in place. Plans are being made to make sure people have a good journey from health to social care services and changes to services are being designed to improve the support to people going into and out of hospital during 2010/11. It is clear that the council and partners are working more effectively together to modernise service delivery both to deliver efficiencies within the service, but also to improve the outcomes and experiences of care for people using both health and social care services. This will continue to be a focus for improvement in 2010/11.

Leadership

Care Quality Commission

2010 Assessment of Performance

4

"People from all communities are engaged in planning with councillors and senior managers. Councillors and senior managers have a clear vision for social care. They lead people in transforming services to achieve better outcomes for people. They agree priorities with their partners, secure resources, and develop the capabilities of people in the workforce".

Conclusion of 2009/10 performance

During 2009/10 Plymouth City Council and its partners have made significant progress in taking forward the Putting People First agenda and meeting government milestones. Joint management of the programme has been developed through the setting up of the health and social care integration board which is clearly linked into the Local Strategic Partnership and to the council's corporate plan. Plans for Putting People First are strategically linked to the NHS Transforming Community Services strategy through personalisation, prevention and early intervention themes. An implementation programme is in place with detailed plans now being developed with partners.

More people living in Plymouth have been able to access services which are personalised and community-based in 2009/10 and this has been reflected in a real shift in service delivery. More older people have been enabled to achieve independence through rehabilitation and intermediate care and the number of people remaining at home three months after hospital discharge has increased significantly. There has been a large increase in the number of people receiving self directed care, with more people being supported to live at home or in extra care housing and fewer people living permanently in residential care services. Significantly more carers are now receiving direct payments to meet their needs. The council intends to build on progress this year with increased service integration with health in particular the development of a single point of access to health and social care services, integrated intermediate and re-ablement services (which will include rapid response and out of hours services) and joint long-term care teams which will be focused on six localities. The council has worked hard to ensure that staff are fully informed and ready to implement changes, with systems in place to enable them to influence the shape of service delivery.

The adult social care leadership team is both ambitious and innovative. Managers consistently demonstrate clear direction and a good understanding of service provision. Targets are set appropriately and priorities clear and well documented. There is evident commitment and support for the development of social care services from councillors and other managers within the council, with an increased focus on a whole council approach to social care issues. Health inequalities are one of the most important challenge the city faces. The council has good information and clear targets on how to address these issues, focusing on priority localities. Neighbourhood profiles have been used to prioritise areas where support needs to be focused and the NHS are key partners in the delivery of improvements.

Plymouth has developed effective systems to engage people who use services and carers in the development of new ways of working. A series of appreciative enquiry events has taken place where 148 people who use services, carers, stakeholders, elected members and staff have been able to give their views on themes relating to the Putting People First agenda. From this, user reference groups have been established to focus on specific projects for example self-directed support. In addition, there are good opportunities for feedback on service delivery, through surveys and quality monitoring which are being used to inform commissioning and service development.

Performance management is effective and well linked into the corporate agenda. During 2009/10 self-directed support targets were disaggregated into targets for each team and then allocated to individual workers to give an improved focus on delivery. This was supported by a tracking system so that real-time information on progress was available for managers. This resulted in an improvement above the council's target. This model will be extended to other priority indicators in 2010/11.

Key strengths

- There has been good progress on developing the strategy and structures to drive major changes in the provision of social care. This is reflected in real change at the operational level.
- More people living in Plymouth have had the opportunities to choose how to spend their allocated individual budget and organise social care to meet their own needs.
- There is clear evidence of improved joint working and agreed strategic plans between health and social care.
- More people living in Plymouth are supported to remain at home.
- Well-developed performance management systems are encouraging high levels of performance and local responsibility for achieving targets.

Areas for improvement

- The good progress in engagement with health partners needs to be translated into evidence that people experience improved care pathways into and out of hospital.
- People living in Plymouth should have an equal chance of having a healthy life wherever they live. The focus on developing priority neighbourhoods and reducing health inequalities will need to be closely monitored to ensure benefits can be evidenced.

Commissioning and use of resources

"People who use services and their carers are able to commission the support they need. Commissioners engage with people who use services, carers, partners and service providers, and shape the market to improve outcomes and good value".

Conclusion of 2009/10 performance

Commissioning is firmly based on a good understanding of local needs and who is currently being helped. The joint strategic needs assessment (JSNA) has been refreshed during the year and is one of the ways the council decides on the priorities of the area. Plymouth has built on the range of ways that people who use services and carers can influence commissioning during 2009/10. The key commissioning developments during 2009/10 have related to the implementation of Putting People First. The council has a transitional commissioning plan to transform social care in Plymouth which focuses on universal services, social capital, choice of control and co-production with health. This plan will build on the effective measures put in place to alter the balance of care between residential services and community based care and further develop the joint approach with health to retaining people's independence. Providers are actively involved in discussions with the council on future patterns of care and the council works effectively to engage providers in developing new types of service provision.

Joint commissioning is continuing to develop. There are two strategic commissioning managers responsible for all aspects of commissioning in Plymouth adult social care. They also have a responsibility to work with the PCT on joint commissioning. A Joint Commissioning Executive has been established with the PCT to oversee the development of joint commissioning arrangements across the partners. A joint mental health commissioning plan is in place and a joint commissioning group has been established to oversee progress. This is an important development to ensure the modernisation of mental health services is both agreed and taken forward. Joint contracting is now in place across a range of services.

Progress is being made in rebalancing the level of money spent on different client groups; however there is still room for improvement as spend on older people continues to be low compared to other similar councils. During 2009/10 the council has been able to demonstrate ways in which commissioning under Putting People First will impact on this. The resource allocation system being used by Plymouth is generic and therefore people with learning difficulties and older people who have similar needs will be given equivalent budgets. There is good evidence of innovative contracting and use of individual budgets in the learning disability service which is being modernised. An example of this is at The Orchard, an extra care housing scheme for people with

learning disabilities, where individual funds have been setup enabling more cost-effective services to be provided. People using the service are in control of their budget which, although held by the council, can be tracked in real-time by the person themselves. Plans are being implemented to create a shopping website of accredited providers where people using services can safely chose their own services.

Plymouth has made good progress on achieving efficiencies and has ambitious plans for increased savings in 2010/11. There is evidence to show that delivery plans are in place and progress is monitored. The council has a consistent record of efficient budget management.

Effective systems are in place to recognise and respond to poor services. The council makes good use of the data provided by CQC which relates to the quality of regulated services, focusing resources on poorer providers and monitoring improvements closely. Contracting practice is modernising with a move towards outcomes based contracts and reducing the reliance on block purchasing. This has been particularly successful in monitoring projects funded through the small grants fund to promote healthy living where good outcomes can be demonstrated.

Key strengths

- People living in residential care services in Plymouth can be assured that the council monitors the quality of care and works with providers to stimulate improvements
- Innovative approaches to commissioning are resulting in people being more in control of their services both with respect to their design and delivery
- Plymouth has an ambitious efficiency programme for 2010/11. The council has a good track record of meeting its commitments and balancing the budget.

Areas for improvement

- Joint commissioning is developing and structures are now in place to support delivery. The council needs to make sure that all partners are fully committed to translating these plans into actual delivery of modernised services.
- The council needs to continue to monitor that levels of spending on different groups of people who use services are appropriate and will enable the needs of a changing population, particularly an increase in numbers of older people including those with mental health needs, to be met.

Outcome 1: Improving health and emotional well-being

“People in the council area have good physical and mental health. Healthier and safer lifestyles help them lower their risk of illness, accidents, and long-term conditions. Fewer people need care or treatment in hospitals and care homes. People who have long-term needs and their carers are supported to live as independently as they choose, and have well timed, well-coordinated treatment and support”.

Conclusion of 2009/10 performance

The Care Quality Commission has agreed to carry forward the judgement awarded for outcome one from the 2008/09 year into the 2009/10 assessment. The council has confirmed, through self declaration that it is continuing to perform at good level in 2009/10 for this outcome. CQC will continue to monitor this performance.

Key strengths

Areas for improvement

Outcome 2: Improved quality of life	<p><i>“People who use services and their carers enjoy the best possible quality of life. Support is given at an early stage, and helps people to stay independent. Families are supported so that children do not have to take on inappropriate caring roles. Carers are able to balance caring with a life of their own. People feel safe when they are supported at home, in care homes, and in the neighborhood. They are able to have a social life and to use leisure, learning and other local services.”</i></p>
Conclusion of 2009/10 performance	<p>The Care Quality Commission has agreed to carry forward the judgement awarded for outcome two from the 2008/09 year into the 2009/10 assessment. The council has confirmed, through self declaration that it is continuing to perform at good level in 2009/10 for this outcome. CQC will continue to monitor this performance.</p>
Key strengths	
Areas for improvement	
Care Quality Commission	2010 Assessment of Performance 10

<p>Outcome 3: Making a positive contribution</p>	<p><i>“People who use services and carers are supported to take part in community life. They contribute their views on services and this helps to shape improvements. Voluntary organisations are thriving and accessible. Organisations for people who use services and carers are well supported”.</i></p>
<p>Conclusion of 2009/10 performance</p>	<p>The Care Quality Commission has agreed to carry forward the judgement awarded for outcome three from the 2008/09 year into the 2009/10 assessment. The council has confirmed, through self declaration that it is continuing to perform at good level in 2009/10 for this outcome. CQC will continue to monitor this performance.</p>
<p>Key strengths</p>	
<p>Areas for improvement</p>	

Outcome 4: Increased choice and control
<i>“People who use services and their carers are supported in exercising control of personal support. People can choose from a wide range of local support”.</i>

Conclusion of 2009/10 performance
The Care Quality Commission has agreed to carry forward the judgement awarded for outcome four from the 2008/09 year into the 2009/10 assessment. The council has confirmed, through self declaration that it is continuing to perform at good level in 2009/10 for this outcome. CQC will continue to monitor this performance.

Key strengths

Areas for improvement

Outcome 5: Freedom from discrimination and harassment	<p><i>“People who use services and their carers have fair access to services. Their entitlements to health and care services are upheld. They are free from discrimination or harassment in their living environments and neighborhoods”.</i></p>
Conclusion of 2009/10 performance	<p>The Care Quality Commission has agreed to carry forward the judgement awarded for outcome five from the 2008/09 year into the 2009/10 assessment. The council has confirmed, through self declaration that it is continuing to perform at good level in 2009/10 for this outcome. CQC will continue to monitor this performance.</p>
Key strengths	
Areas for improvement	
Care Quality Commission	2010 Assessment of Performance 13

Outcome 6: Economic well-being	
<i>“People who use services and their carers have income to meet living and support costs. They are supported in finding or maintaining employment”.</i>	
Conclusion of 2009/10 performance	
The Care Quality Commission has agreed to carry forward the judgement awarded for outcome six from the 2008/09 year into the 2009/10 assessment. The council has confirmed, through self declaration that it is continuing to perform at good level/ in 2009/10 for this outcome. CQC will continue to monitor this performance.	
Key strengths	
Areas for improvement	
Care Quality Commission	2010 Assessment of Performance
14	

Outcome 7: Maintaining personal dignity and respect

“People who use services and their carers are safeguarded from all forms of abuse. Personal care maintains their human rights, preserving dignity and respect, helps them to be comfortable in their environment, and supports family and social life”.

Conclusion of 2009/10 performance

The council is performing well

Plymouth has effectively raised awareness of adult abuse and neglect through a range of imaginative campaigns, leaflets and training during 2009/10. Activities have included bus advertisements and information on supermarket till rolls. This activity has resulted in a substantial increase in the number of people living in Plymouth who have been referred for safeguarding. In a new course 50 people with learning disabilities have been trained in self protection. They report they are more confident to recognise abuse and know how to protect themselves. There has been a good increase in the number of people from the independent sector who have been trained to identify and report abuse, with the council achieving above the target they set themselves.

The council monitors changes in referral rates and has an understanding of the trends. In order to respond to the growing number of referrals, the capacity of the safeguarding service has been increased. This has meant that a good level of completion of cases has been maintained, so people who are referred for safeguarding have a prompt and efficient service. Although data shows that a proportionate number of people from black and minority ethnic communities are being safeguarded, the council acknowledges that they need to develop this area of their work alongside their approach to localities and neighbourhoods.

Good systems are in place to check that safeguarding is conducted well and there is evidence that improvements are identified and used to inform practice in the future. Alongside this, the council has undertaken specific pieces of work to audit practice. A recent example was a review of multi agency attendance at safeguarding meetings. This evidenced that 96% of meetings had multi agency representation indicating that people have benefited from a joined up approach across agencies.

Plymouth is developing ways of increasing the influence of people who use services in safeguarding processes. During the year an independent service user survey was conducted to gain people's views on whether they had been treated with dignity and respect through the safeguarding process. The results showed high levels of satisfaction and 98% said they felt safer as a result. The council is developing mechanisms for ongoing involvement to make sure the service is responsive and service user centred.

People living in care homes in Plymouth continue to have the quality of their care monitored and improved through initiatives led by the council. Improvements this year include the co-location of the councils review team with the funded nursing care team to ensure a joined up approach, an increase in Quality Officers to work with homes and the establishment of a dignity in care forum. The success of these initiatives has been recognised by the dignity in Care Award 2010. A new initiative, Quality Checkers, has been commissioned where people with learning disabilities are employed by a service to help them check service quality.

There is a good focus on training staff to understand and implement the Deprivation of Liberty Safeguards. This has taken place across the care home sector as well as with health and social care. 18 referrals have been made and decisions are quality monitored through a process of supervision and support. The low level of referrals from some hospitals is being addressed.

To keep people safeguarded alongside the development of personalised approaches to providing care, the council has developed a risk enablement and procedure policy. Once risks are identified support plans are set up to address and look at ways of reducing them, whilst still providing a personalised service. The council can demonstrate how this has improved outcomes for individuals. The council intends to build on this practice during 2010/11 with staff training and innovative plans for improved information and advice to service users and carers on managing risk for themselves.

Key strengths

- More people living in Plymouth have been kept safe during 2009/10 and the council has successfully raised the awareness and profile of adult safeguarding in the city.
- People who have been subject to safeguarding processes have their views taken into account and can be confident that processes are continually checked and improved upon.
- There has been a good increase in the numbers of staff in the independent sector who have been trained to identify and report safeguarding issues.
- People who use residential care services are protected by good systems to review and improve care practices.

Areas for improvement

- People who use services need to be engaged on an ongoing basis in reviewing and improving the safeguarding service.
- Plymouth needs to ensure that people from harder to reach communities have a good understanding of and access to safeguarding systems in Plymouth.
- Continue to develop systems to support service users who use personalised services so they can develop awareness of risks and plan ways to reduce them.

CITY OF PLYMOUTH

Subject: Annual Children's Services Assessment. Report by Ofsted

Committee: Cabinet

Date: 18 January 2011

Cabinet Member: Councillor Mrs Watkins

CMT Member: Director of Services for Children and Young People

Author: Covering report prepared by:
Bronwen Lacey, Director of Services for Children and Young People and Claire Oatway, Head of Performance and Quality

Contact: Tel: 01752 307463
e-mail: bronwen.lacey@plymouth.gov.uk

Ref:

Key Decision: No

Part: I

Executive Summary:

The 2009/10 overall rating for Children's Services in Plymouth is Grade 3, Performs Well. This means we are consistently exceeding minimum requirements for people. The assessment includes findings from across Ofsted's inspection and regulation of services and settings for which the local authority has strategic or operational responsibilities, either alone or in partnership with others as well as data from relevant indicators.

In December 2010, Ofsted published Children's Services ratings for all English councils with Social Services responsibilities. The possible ratings are:

Grade 1	-	Performing Poorly
Grade 2	-	Performing Adequately
Grade 3	-	Performing Well
Grade 4	-	Performing Excellently

The document considers a range of outcomes for children and young people as well as written assessment about leadership and partnership working.

The attached Ofsted report outlines our key strengths as follows:

1. The majority of services, settings and institutions inspected are good or better
2. Provision for safeguarding and for children in care is much improved over recent years and is good overall
3. Performance measures show that a very large majority of outcomes for children and young people are broadly average or better

4. Good encouragement and support to children to lead healthy lives
5. Collaborative working between the main agencies is good
6. Good progress has been made in identifying problems early and providing support before they become serious
7. Good arrangements are in place within the very large majority of services to seek children and young people's views and involve them in decision making
8. Outstanding leadership at senior level, both from politicians and managers
9. Strong performance management processes well suited to ensuring that the improvements made are sustained

The key areas requiring further development:

1. Improve the quality of pupil referral units
2. improve the proportion of young people achieving a qualification equivalent to two good A levels by the age of 19

The Ofsted report has been discussed by the Plymouth Children and Young People's Trust Executive including senior leaders from Plymouth City Council, Health, Police and the Voluntary and Community Sector. The areas for further development are already being reflected in the development of the Children and Young People's Plan 2011-14.

Corporate Plan 2010-2013 as amended by the four new priorities for the City And Council:

The Corporate Plan 2010/13 has four new priorities for the City and Council. The four priorities are Delivering Growth, Raising Aspiration, Reducing In-Equalities and Value for Communities. The letter confirms these areas for improvement.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

This letter and feedback from the announced inspection confirm that partnership arrangements are strong and are delivering good outcomes for children and young people. The changing policy and economic environment could undermine the ongoing support provided by the Council and its partners. Open discussions about the impacts and strong commissioning arrangements help to mitigate that risk.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

Not applicable

Recommendations & Reasons for recommended action:

Cabinet is requested to note the covering report from Plymouth City Council officers and the main report from Ofsted.

Alternative options considered and reasons for recommended action:

Not applicable

Background papers:

Ofsted letter.

Sign off:

Fin	DJN 1011.014	Leg	10596/ DVS	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: Bronwen Lacey											

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9 December 2010

Ms Bronwen Lacey
Director of Children's Services
Plymouth City Council
Windsor House, Tavistock Road
Plymouth PL6 5UF

Dear Ms Lacey

Annual children's services assessment

Ofsted guidance published in July 2010 explains that the annual assessment of children's services is derived from the performance profile of the quality of services and outcomes for children and young people in each local area. This performance profile includes findings from across Ofsted's inspection and regulation of services and settings for which the local authority has strategic or operational responsibilities, either alone or in partnership with others, together with data from the relevant indicators in the National Indicator Set (NIS).

In reaching the assessment of children's services, Ofsted has taken account of all inspected and regulated services for children and young people, arrangements for making sure children are safe and stay safe and performance against national measures. More weight has been given to the outcomes of Ofsted's inspections and regulatory visits (Blocks A and B in the performance profile).

The annual assessment derives from a four point scale:

4	Performs excellently	An organisation that significantly exceeds minimum requirements
3	Performs well	An organisation that exceeds minimum requirements
2	Performs adequately	An organisation that meets only minimum requirements
1	Performs poorly	An organisation that does not meet minimum requirements

Within each level there will be differing standards of provision. For example, an assessment of 'performs excellently' does not mean all aspects of provision are perfect. Similarly, an assessment of 'performs poorly' does not mean there are no adequate or even good aspects. As in 2009, while the performance profile remains central to Ofsted's assessment, meeting or not meeting the minimum requirements alone does not define the grade. The assessment has involved the application of inspector judgement.

Plymouth City Council children's services assessment 2010

Children's services assessment	Performs well (3)
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Children's services in Plymouth City Council perform well. In 2009, a transitional year, they were assessed as performing adequately. However, in 2010 there is enough good provision to meet the minimum requirements for this grade.

The majority of services, settings and institutions inspected by Ofsted are good or better. Education and day care provision for very young children are good, as are the area's secondary schools. However, primary schools and special schools are only adequate and pupil referral units are poor. School sixth forms are adequate and, whilst one of the two general further education colleges is good, the other is only satisfactory. The local authority's fostering and adoption services are good.

Provision for safeguarding and for children in care is good overall. The local authority takes outstanding measures to identify and monitor private fostering arrangements.

Performance measures show that a very large majority of outcomes for children and young people are broadly average or better. This includes almost all of the main measures of educational attainment. Test and examination results up to the age of 16 are broadly in line with the average in similar areas and the rates of improvement over recent years has been comparable to national figures, albeit with a significant recent dip at the age of 11. By the age of 19 the proportion of young people achieving qualifications equal to five good GCSEs is significantly better than the similar area average, but for those achieving higher qualifications equal to two good A levels it is significantly worse. Children and young people from low-income families do about as well as the average for this group in similar areas. However, the achievement in the national tests of those with special educational needs is much better.

Key areas for further development

- Improve the quality of pupil referral units.
- Improve the proportion of young people achieving a qualification equivalent to two good A levels by the age of 19.

Outcomes for children and young people

The very large majority of services give good encouragement and support to children and young people to lead healthy lives. The proportion of children who are seriously overweight at the age of five and 11 is very close to the average in similar areas. In both cases, however, the figure has gone up significantly over the last couple of years and comparisons with the national averages have worsened. This is despite the proportion of children and young people regularly taking part in sport being well above the average nationally. The number of young women aged under 18 who

become pregnant is very close to the average in similar areas and the reduction over the last decade has been modest, similar to the national picture. The rate of screening for chlamydia, a sexually transmitted disease, is well below the national average.

Provision for safeguarding is much improved over recent years and is now good overall. The very large majority of individual services like schools make a good contribution to helping children and young people stay safe and collaborative working between all the main agencies is good. Good progress has been made in identifying problems early and providing support before they become very serious. The local authority's measures to identify and monitor private fostering arrangements are outstanding. Provision for young people in care is also good overall, with a particularly strong emphasis on improving educational attainment. The local authority's fostering and adoption services are good. However, there has been a recent increase in the number of young people in care having frequent changes in their care placement and this is now well above the national average. The number of children killed or seriously injured in road traffic accidents has fluctuated considerably from year-to-year but the number of serious injuries to children more generally which require hospital admission has increased. The number of children and young people who say they have been bullied is higher than the average in similar areas.

The overall quality of both day care provision for very young children and secondary schools is good and significantly better than the national average. Nursery education is also good. Primary schools are adequate and the overall quality is significantly below the national average. However, secondary schools are good and much better than nationally. All three of the pupil referral units are only satisfactory, which is a poor picture overall. Test and examination results up to the age of 16 are broadly in line with the average in similar areas and the rate of improvement over recent years has been comparable to nationally, albeit with a significant recent dip at the age of 11. The number of primary schools failing to meet minimum requirements for pupil attainment increased last year, although there had been a large reduction in the year before. The number of secondary schools failing to meet such requirements has gone down substantially and only one remains. Attendance in secondary schools is much better than average, as is behaviour, which is very good overall. At the age of 11 children and young people from low-income families achieve significantly better than the average for this group in similar areas. Good progress has been made in improving their performance at this age and the gap between them and other children has reduced. At the age of 16 their performance is much more in line with the average elsewhere and there has been only a small narrowing of the gap. The achievement in national tests of young people with special educational needs is much better than the average for this group elsewhere, both at the age of 11 and 16. However, the overall quality of special schools is only adequate and below the national average. Special schools provide for most of the pupils with the highest levels of need, many of whom are unable to take national tests.

The proportion of young people involved in organised group activities outside school is close to the average in similar areas, as is the number who say they have taken drugs or been drunk recently. Re-offending by young people is lower than in similar areas and by most measures the youth offending service works reasonably well. Good arrangements are in place within the very large majority of services to seek children and young people's views and involve them in decision-making.

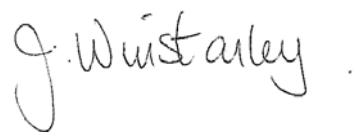
Most services give good support to young people to help them do well in later life. The overall quality of school sixth forms is good, albeit just below the national average. However, whilst one of the two further education colleges is good, the other, and by far the larger, is only satisfactory. The number of young people staying on in education or training after they reach school leaving age and the number aged 16 to 18 involved in education, work or training are both broadly in line with the averages in similar areas. By the age of 19 the proportion of young people achieving qualifications equal to five good GCSEs is significantly better than the similar area average, but for those achieving qualifications equal to two good A levels it is significantly worse. The rate of improvement over recent years has been in line with that nationally for the former measure but for the latter significantly worse. Young people from low-income families do much better than the same group elsewhere on the five GCSE measure, but much less well in terms of the higher qualification.

Prospects for improvement

The current quality of provision for safeguarding and for children in care owes much to the outstanding leadership at senior level, both from politicians and managers. There has been a significant improvement in provision, including partnership working, at all levels. The improvements made include rapid and effective action to respond to the recommendations of the 2009 inspection of front-line child protection services. There are strong performance management processes well suited to ensuring that the improvements made are sustained. The recent track record of improvement otherwise is a mixed one. The local authority and its partners have a good grasp of local needs, not least because of their efforts in obtaining the views of young people themselves and their good partnership working with the voluntary sector. This knowledge is reflected in the improvement priorities set. Considerable work has gone into restructuring services to improve collaborative working and to ensure that they intervene earlier and more effectively where problems are developing. This is now beginning to bear fruit.

This children's services assessment is provided in accordance with section 138 of the Education and Inspections Act 2006.

Yours sincerely

A handwritten signature in cursive script, reading 'J. Winstanley'.

Juliet Winstanley
Divisional Manager, Children's Services Assessment

CITY OF PLYMOUTH

Subject: Youth Justice Performance Improvement Framework 2010-11
Committee: Cabinet
Date: 18 January 2011
Cabinet Member: Councillor Mrs Watkins
CMT Member: Director of Services for Children and Young People
Author: Benji Shoker, Youth Offending Service Manager
Contact: Tel: 01752 306999
e-mail: benji.shoker@plymouth.gov.uk
Ref: BS
Key Decision: No
Part: Part 1

Executive Summary:

Each Youth Offending Service (YOS) is required to submit an annual plan to the national Youth Justice Board laying out its strategic plans for preventing offending and reducing reoffending across its area of operation. This is the Youth Justice Performance Improvement Framework (YJPIF) for Plymouth's YOS for 2010/11 completed using the standard template provided by the Youth Justice Board.

This report is Part 2: Capacity and Capability (C&C) Self-Assessment and sets out performance commentary regarding National Indicators and the C&C of 9 outcome areas, which are;

1. Assessment, planning, interventions and supervision (APIS)
2. Resourcing and workforce development
3. Access to universal and specialist services
4. Reductions in first time entrants to the Youth Justice System
5. Reducing reoffending
6. Use of custody
7. Risk of serious harm
8. Safeguarding
9. Victim and public confidence

The YJPIF has also been through a process of validation by the Youth Justice Board and are awaiting outcome.

Part 1 of this document has been incorporated into the strategic Children & Young People's Plan and will be updated in line with those timescales.

Corporate Plan 2010-2013 as amended by the four new priorities for the City and Council:

The Local Strategic Partnership has set out its approach to Plymouth which is themed into Healthy, Wealthy, Safe, Strong and Wise. The Local Area Agreement (LAA) work of the YOS is lead by the partnership within the Safe Strong theme group which incorporates the Crime and Disorder Reduction Partnership. Effective local partnership working has ensured that strategic objectives linked to youth crime reduction are incorporated as indicators in the LAA and the Children and Young People's Plan 2008 - 2011. The following key performance indicators are contained within the LAA:

NI 19: Rate of proven reoffending by young people who offend

NI 45: Engagement by young people who offend in suitable education, training and employment

NI 46: Access by young people who offend to suitable accommodation (adopted as a local target)

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

PCC as one of the key partner agencies of the Youth Offending Service continues to allocate resources to support the level of expenditure agreed by the YOS Board. Overall for 2010/11, expenditure for staff and other costs is budgeted broadly in line with previous arrangements. However the YOS has had to make in year savings as part of PCC requirements to balance budgets. This has been achieved through efficiency savings and carrying of vacancies.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The YOS's remit is to prevent offending and reduce reoffending by partnership working with other key agencies e.g. social care, education, police, health and the probation service. The YOS contributes to key groups within the city, including the Multi Agency Public Protection Arrangements (MAPPA), Anti Social Behaviour Unit and has also established close links with the local Race Equality Council. The plan considers national issues of disproportionality between ethnic groups and gender.

Recommendations & Reasons for recommended action:

This plan was approved by Cabinet 8 June 2010 for consultation with all stakeholders. No further amendments were made following this process. The plan was submitted to Children & Young People's Scrutiny Panel on 11 November 2010 where the plan was noted.

Recommendation that the Youth Justice Performance Improvement Framework Part 2 Capacity and Capability 2010/11 be adopted.

Alternative options considered and reasons for recommended action:

Background papers:

Sign off:

Fin	NC- ChS0293- 17052010	Leg	PF 1123	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member Mairead MacNeil											

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Youth Justice Performance Improvement Framework (England)

YOT partnership Youth Justice Strategic Plan
guidance, and Capacity and Capability Self-
Assessment guidance and template

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Introduction

The England and Wales Youth Justice Performance Improvement Framework (YJPIF) includes a range of elements that work together to improve YOT practice and performance. As part of the framework, YOTs are required to submit a Youth Justice Strategic Plan and a Capacity and Capability (C&C) Self-Assessment.

Purpose of this document

This document contains:

- guidance for YOT partnerships on the requirements for the Youth Justice Strategic Plan (part one)
- guidance and a template for completion of the YOT partnership C&C Self-Assessment, (part two, section 2) including:
 - guidance and a template for the YOT partnership improvement plan (part two, section 3).

Background

In 2008/09 the Youth Justice Board (YJB) introduced the Youth Justice Planning Framework (YJPF), consolidating all previous strategic and improvement plans requested from YOTs. The first year of implementation (2008/09) was a development year, which was used to test the new framework, seek feedback from users and review processes to inform future development. The findings were published in the *YJB Youth Justice Planning Framework Review Report (May 2009)* and have informed the Youth Justice Performance Improvement Framework (YJPIF), launched in January 2010.

The YJPIF's objectives are to:

- promote YOT performance improvement
- shape youth justice system improvement
- improve outcomes for young people.

Part one: Youth Justice Strategic Plan

Unlike previous youth justice planning arrangements, YOT partnerships may now produce their strategic plan in line with their own local business planning processes and timescales. There are no YJB prescribed templates or timeframes. This responds to YOT partnership requests for greater flexibility in this area, and directly contributes to the local government 'reducing the burden' agenda. It enables youth justice strategic planning to be more closely aligned to other key local strategic plans such as the Local Children and Young People Plan and the Crime and Disorder Reduction Partnership plans.

YOT partnerships can develop the structure and content of their Youth Justice Strategic Plans in line with their local planning approaches. The Youth Justice Strategic Plan should, however, address the following four key areas:

- Resourcing and value for money
- Structure and governance
- Partnership arrangements
- Risks to future delivery.

The plan must be signed off by all statutory partners (electronic signatures can be used).

Because strategic plans will now be submitted within local planning cycles, there may be occasions when the strategic plan is submitted at a later stage than the C&C Self-Assessment. If this is the case, then the following will apply:

- when the Youth Justice Strategic Plan is submitted, the YOT partnership improvement plan should be updated to take account of any additional actions that arise from the strategic plan
- the YJB will feed any additional risks identified into their quarterly risk profiling activity.

YOTs are required to inform their YJB head of region of the anticipated timescale for the submission of the Youth Justice Strategic Plan 2010/11.

Brief guidance on each of the four areas that must be addressed in the Youth Justice Strategic Plan

1. Resourcing and value for money

The Youth Justice Strategic Plan should provide an overview of how the YOT Management Board and wider partnership will ensure that the YOT has sufficient resources and infrastructure that are appropriately deployed to deliver youth justice services in its area in line with the requirements of the *National Standards for Youth Justice Services*.

Value for money

In addressing value for money, YOT partnerships should include an understanding of their costs of delivery and how they plan to deliver outcomes more efficiently. They should also comment on how they plan to increase the effectiveness of service delivery within agreed expenditure.

The following three value for money areas (adapted from HM Treasury and the Prime Minister's Delivery Unit Public Service Agreements Delivery model) may assist:

- **Economy**
How clear is the understanding of costs throughout the delivery system? (i.e. unit cost per disposal [pre-court, 1st tier; community and custodial] and how this relates to outcomes.)
- **Efficiency**
How rigorously are costs of delivery managed to ensure efficient use of resources? (i.e. benchmarking against comparator areas; alignment between funding streams to deliver against a number of outcome areas)
- **Effectiveness**
To what extent does an understanding of effectiveness inform decision making? (i.e. linkages between interventions, benefits and outcomes are measured and understood; use of evidenced-based commissioning models etc.)

A number of YOTs have proposed that the YJB make better use of the financial information gathered from the YOT annual budget submissions by publishing financial comparators across YOT areas to inform value for money debate and decision-making.

The YJB are keen to progress this and in early 2010 will work with YOTs to produce a simple toolkit to enable the comparison of YOT funding across region and family in relation to cost per disposal and outcomes. While it is acknowledged that funding streams vary considerably across YOT partnerships, an analysis of such information should facilitate a greater understanding of value for money.

Commissioning

The effective and efficient use of resources is also dependent on effective commissioning arrangements. Effective commissioning means ensuring the right services and the right people are in the right place at the right time for children and young people. YOTs should work through their Children's Trusts commissioning processes to ensure this takes place. Support is available through the Department for Children, Schools and Families (DCSF) / Department of Health commissioning support programme, which support Children's Trust partners to improve their commissioning capacity and capability.¹

Financial climate

The YJB recognises that this is a challenging financial time for all YOT partnerships and that a number are already facing budget reductions. Historically, the YJB has responded to reductions in YOT partner contributions by cutting YOT grants pound for pound. However, in the current financial climate this may no longer be appropriate. As a result, the YJB is considering taking a more measured approach. For those YOT partnerships that plan to make cuts in 2010/11, the YJB is developing a methodology to assess any proposed reductions against agreed criteria, in order to ensure the sufficiency of local contributions to deliver effective youth justice services. Where this is in doubt, the YJB will consider further action which may include the imposition of a financial penalty. Further guidance on this will be published in spring 2010.

2. Structures and governance

Outcome:

Integrated strategic planning and working with clear performance oversight to ensure effective delivery of youth justice services.

¹ <http://www.commissioningsupport.org.uk/resource-bank.aspx>

The Youth Justice Strategic Plan should set out the structures and governance necessary to ensure the effective delivery of local youth justice services. The leadership, composition and role of the management board are critical to this. The YOT Management Board is directly responsible for:

- delivering the principal aim of reducing offending and reoffending
- strategic performance oversight
- ensuring the effective delivery of justice services for children and young people.
- accountability and representation of youth justice issues within the local authority
- ensuring that children and young people involved in the youth justice system have access to universal and specialist services delivered by partners and other key agencies for
- ensuring local authorities discharge their duties under the Children Act 1989, in particular those in Schedule 2, paragraph 7, to:
 - discourage children and young people within their area from committing offences
 - take reasonable steps designed to reduce the need to bring criminal proceedings against children and young people in their area
 - avoid the need for children within their area to be placed in secure accommodation.

The YOT Management Board should report into both the Children's Trust and the Crime and Disorder Reduction Partnership, and through these into the local strategic partnership.

YJB guidance in relation to structures, governance and YOT management boards is included in the YJB publication *Sustaining the Success* (2005).²

This guidance is currently being updated and a new edition will be published later in 2010.

3. Partnership arrangements

Outcome:

Effective partnership arrangements are in place between YOT statutory partners and other local partners that have a stake in delivering local youth justice services, and these arrangements generate effective outcomes for children and young people who offend or are at risk of offending.

² <http://www.yjb.gov.uk/Publications/Resources/Downloads/Sustaining%20the%20Success.pdf>



The Youth Justice Strategic Plan should set out effective partnership arrangements across the YOT partnership area, and should directly align with other key local strategic plans.

The YOT is a partnership, which includes, but also extends beyond, the direct delivery of youth justice services. In order to deliver youth justice outcomes, YOTs must be able to function effectively in both of the two key sectors within which it operates:

- criminal justice services
- services for children and young people.

The YOT partnership must ensure a strong strategic fit with both the Children's Trust and the Crime and Disorder Reduction Partnership, and through these into the local strategic partnership.

YOTs are statutory 'relevant' partners within the Children's Trust partnership. YOT partnerships should ensure that their Children's Trust Board is fully aware of its role in preventing youth crime and reoffending, and that this is embedded within the local Children and Young People Plan. The YOT partnership has a key role to play in making the link between criminal justice and social welfare systems, and in ensuring that Children's Trusts provide coherent planning to meet the needs of children and young people before, during and after their involvement in the youth justice system. The YOT is an important delivery partner for Crime and Disorder Reduction Partnerships (CDRPs) as well as relevant partner in Children's Trusts.

Local youth justice plans should link directly to local children's plans and crime and disorder reduction plans.

Children and Young People's Plans

The 2009 DCSF / Department of Health consultation draft publication entitled *Children's Trust: Draft Statutory Guidance on co-operation arrangements* states:

'The Children's Trust Board should ensure that the local Children and Young People's Plan is aligned with the national Youth Crime Action Plan and reflects the need for the increasing integration of the youth justice services and other children's services....The Children and Young People's Plan should be aligned with the YOT partnership's annual youth justice plan'

[DCSF 2009: 75]³

The YOT partnership should also provide a bridge between the Children's Trust partnership and the delivery of CDRP priorities. The Youth Justice Strategic Plan should be closely aligned to the local CDRP plans.

4. Risks to future delivery

Outcome:

The YOT has the capacity and capability to deliver effective youth justice services.

The Youth justice Strategic Plan should identify risks to future delivery and set out the YOT partnership's plans to address these risks.

Examples of these risks and responses may include:

- proposed budget reductions and plans to address any reductions, to ensure the continued delivery of effective local youth justice services;
- difficulty recruiting and retaining qualified/experienced staff, and plans to address this, to ensure the YOT has sufficient capacity and capability to deliver.

3

<http://www.dcsf.gov.uk/consultations/index.cfm?action=consultationDetails&consultationId=1670&external=no>

Part two: Capacity and Capability (C&C) Self-Assessment template

Section 1: National Indicator performance commentary

This section includes a set of performance data tables pre-populated with the most recent performance and family comparator data. YOTs must comment on their performance and provide an analysis of local factors that have influenced performance for each indicator. While the comments made in this section of the self-assessment will not contribute towards the YOT National Indicator performance judgement, they will enable the YOT and YJB to highlight any local factors that may be impacting on YOT performance.

Please note that the tables below have been pre-populated with the most recent data available at time of publication. When C&C Self-Assessment submissions are validated there will be a further quarter's data available, and this will be used to calculate the YOT partnership's National Indicator performance score.

Table 1: FTEs – First-time entrants (FTEs) to the youth justice system aged 10–17 (NI 111)

	Plymouth	Family
2007/08 PNC FTEs rate per 100,000 of 10–17 population	2,385.17	2,152.44
2008/09 PNC FTE rate per 100,000 of 10–17 population	2,174.10	1,775.15
% change – baseline v 2008/09 out-turn	-9%	-18%
2009/10 projected rate (YOT proxy data)	1,668.40	1,446.62
YOT partnership comment* The reduction in first time entrants (FTE) reflects the co-ordinated work being undertaken within the City as a whole. The YOS Prevention Team operates a number of projects including a YISP, Positive Futures and YIP. In addition the police and youth service have developed a number of projects such as Streetwise. It was identified in January 2009 that transfer of reprimand information from the Police was flawed. Steps have been taken to rectify this but it does mean that data pre-2009 may be slightly understated. Since April 2009 additional funding through YCAP has seen the setting up of other initiatives with key partner agencies to expand upon the above services and the introduction of Triage. In addition the Police have now formally rolled out the Youth Restorative Disposal, with some 41 young people diverted from a formal outcome during the last quarter. This has reflected in a reduction of FTE from an average of 90 per quarter to 56 in the third quarter.		

* The YOT partnership should comment on any change in the FTE rate from 2007/08 to 2008/09 and how this compares to the average rate for the YOT family. YOT data has been used as a proxy for projected 2009/10 FTE out turn. Please comment on the projected out-turn for 2009/10. Brief comment should be made about local partnership efforts to reduce the FTE rate.

Table 2: Reoffending – Rate of proven reoffending by young offenders (NI 19)

	Plymouth	Family
2005 12-month rate	1.19	1.63
2008 12-month rate	1.25	1.19
% change – baseline 12-month v. 2008 12-month	5%	-27%
2005 6-month rate	0.77	0.97
2009 6-month rate	0.40	0.62
% change – baseline 6-month v. 2009 6-month	48%	36%
<p>YOT partnership comment*</p> <p>The 2005 baseline rate is likely to be somewhat understated in that the issues identified at the beginning of 2009 around reporting of reprimands (see above) is likely to have impacted on the total number of offenders making up the cohort. This is evidenced by the higher starting point for our family group in 2005.</p> <p>Nevertheless, for the year, performance was within the target range for the initial 6 months, however an increase was then seen culminating in exceeding the target. This increase coincided with the reduction in National Standard contact levels on orders of 12 months or more. The implementation of Scaled Approach has refocused service delivery over the full period of an order based on level of risk identified. As part of an overall programme training on risk management, assessment and planning has been rolled out since April 2009.</p> <p>We are presently seeing a substantial reduction in the re-offending levels for the first 6 months with early indications being that the increase in offending has not re-occurred to date for 2009/10.</p> <p>Partnership working has also been strengthened over the last 12 months and as a result there is a more coordinated multi-agency approach for young people and their families. For example, the Children's Trust has introduced the 10 priorities which include priority 8 - Reduce Risk-Taking Behaviours such as substance misuse, unprotected sex and criminal activities.</p> <p>A robust plan on release of a young person, will ensure that all aspects of their needs, are met by multi-agency input, which has full commitment by partner agencies.</p> <p>Integrated Resettlement support (IRS) is an enhanced service offered while a young person is in custody, on release and for 6 months after the order has ended if required. This is a voluntary engagement process for a young person and it is intended that the relationship built up with the resettlement worker will improve the young person's ability to deal with the transitional period from custody to the community and post order.</p>		

* The YOT partnership should comment on changes in the 12-month reoffending rate from 2005 to 2008, and on changes in the 6-month rate from 2005 to 2009. Comment should also be made on how the local rates compare to the average for the YOT family. Brief comment should be made on what action is being taken locally to reduce the rate.

Table 3: Custody – Young people within the youth justice system receiving a conviction in court who are sentenced to custody (NI 43)

	Plymouth	Family
April – September 2009	5%	7%
2006/07 baseline	5%	6%
% change – baseline v Apr–Sept 2009	6%	27%
<p>YOT partnership comment*</p> <p>Overall performance is at the target level with total custodial sentences at the 5% level after 9 months and holds at a better rate than our family group average.</p> <p>The YOS has continued to offer an ISSP option, as an alternative to custody, during the first part of 2009/10 and to offer effective alternatives for more serious offenders at the referral order stage. The roll out of the Scaled Approach and YRO has provided a fresh focus for the service on appropriate sentencing options to our local Youth Court and has increased the available sentencing options. PSR gate-keeping panels meet to review options and propose robust alternatives to a custodial sentence to the courts and is overseen by management.</p> <p>The roll out of the Integrated Resettlement Support (IRS) has commenced with the appointment of staff completed and the first programme has started. Whenever a PSR is being undertaken and the young person is at risk of custody a referral is made to the IRS Worker. Working alongside the case manager and within the context of the case plan, clear plans are made to ensure that appropriate provision for ETE, accommodation and other services (i.e. substance misuse) are in place immediately at the time of release.</p> <p>Our Parenting Worker, also actively targets both the parents of young people who are in custody and young people who are parents. There is coordinated joint work between the Parenting Worker and the Accommodation Officer around the often-related parenting and accommodation needs of young people. This joint work includes young people leaving custody. Good practice includes attendance by specialist staff at YOI/STC case review meetings prior to release; this ensures a robust support programme is provided to limit the likelihood of a recall to custody or further offending.</p> <p>Work with Social Care has taken place to extend young peoples care status beyond remand to local authority accommodation and court ordered secure remands. This work, which has been undertaken through the Social Care Resource Panel, has enabled community sentencing options to be proposed to the courts where custody was an option.</p> <p>Overview of the low numbers of custodial sentences show that in all cases the level of seriousness of the offences together with the persistent nature of the offending left the courts with no other options. In 2 cases young people were insisting on the custodial option in preference to a community sentence.</p>		

* The YOT partnership should comment on any change in the custody rate compared to the baseline and on how the local rate compares to the average for the YOT family. Brief comment should be made on action being taken locally to reduce the rate.

Table 4: ETE – Young offenders' engagement in education, training and employment (NI 45)

	Plymouth	Family
April-September 2009	73%	73%
2006/07 baseline	60%	73%
% change – baseline v Apr-Sept 2009	22%	0%
YOT partnership comment* <p>The under-performance on the baseline and against our family group was due to a need to improve provision for young people of school age who could not be maintained within mainstream education. The YOS Management Board in conjunction with the Lifelong Learning Department has worked towards improving availability of provision. The Lifelong Learning Department has now made a 25-hour offer for all pupils including within the Pupil Referral Units and also introduced Personal Education Plans (PEPs) for all young people attending these Units.</p> <p>Improvements in assessment have seen a higher and quicker level of referral to the YOS Education Welfare Officer as well as the Connexions service and earlier intervention is taking place.</p> <p>Whilst overall the target is now being achieved we have seen a differential in performance between under school age (average performance level 85%) against over school age (average performance 64%). Whilst numbers remain consistent, it has been identified that over the last 9 months there are a reduced number of young people of school age within the Criminal Justice System whilst those over 16 are increasing. This causes concern in that the performance for this older group is below the target level. Connexions have advised the YOS Management Board that the recent introduction of locality working, once embedded should improve the outcomes of the 16+ age group.</p> <p>The YOS Prevention Team works with the Excellence Cluster and six community colleges to develop an offsite education provision that offers a 3 week programme to ensure young people maintain education. The Prevention Team undertake a range of work in both primary and secondary schools. This includes early identification of young people who may struggle with transition and work with the police on the Respect Agenda to reduce bullying of pupils. In the longer term, this should help to improve attendance and attainment and reduce offending.</p>		

* The YOT partnership should comment on any change in the ETE rate compared to the baseline and on how the local rate compares to the average for the YOT family. Brief comment should be made on action being taken locally to increase the rate.

Table 5: Accommodation – Young offenders' access to suitable accommodation (NI 46)

	Plymouth	Family
April-September 2009	98%	97%
2006/07 baseline	92%	96%
% change – baseline v. Apr-Sept 2009	6%	1%
YOT partnership comment* <p>Since the 2006 inspection clear strategic drive has been given to ensure that young people are not accommodated in Bed & breakfasts. This is as an improvement with</p>		

the reduction in B&B at virtually nil.

Performance on accommodation has improved significantly on the baseline and continues to be above the average for the family group. This reflects clear partnership working between the key partners, Childrens Social Care and Plymouth City Council Housing (Homelessness Unit) and the tenacity of the YOS Accommodation Officer. Our overall approach has also virtually removed the need to use bed and breakfast accommodation.

Our Accommodation Officer has built clear links with the support services including Supporting People, third sector providers, the 16 Plus Team and Homeless and Housing Department. Agreement has been reached to use our assessments, including a housing risk assessment by Social Care and Homeless and Housing as evidence of housing need. Services for Children and Young People fully recognise the Southwark ruling and where needed provide accommodation for young people.

An emergency support resource (Raglan Court) has been established providing supported lodgings for young people pending full assessment of need and the provision of more permanent accommodation or re-integration into the family environment. Our Accommodation Officer sits on the Operational Group for this resource.

We have an integrated approach between the YOS Accommodation Officer and the YOS Parenting Worker. We use the start or subsequent Assets to identify home/parenting and accommodation issues that may result in the young person needing accommodation or becoming homeless. Wherever it is safe to do so and in the best interests of the young person and family we try to maintain them in the family home. The close working between the parenting worker and the accommodation worker means that where needed, intensive work can be offered to parents to assist them to manage the young person's behaviour whilst at the same time work can be undertaken with the young person on the realities of independent living. Where parents or families need close support we can refer to specialist services such as MST, FIP or access Social Care to FGC.

Where young people receive custodial sentences we work closely with the young person and family. Again our first priority is to try to ensure the young person can return home on release. Where this is not possible, (as detailed above) our assessments, including a housing risk assessment are used by Social Care and Homeless and Housing as evidence of housing need. On release from custody all young people have somewhere to stay.

Our Accommodation Officer is on the Advisory Group for the Plymouth Foyer, sits on the Hub Panel (which screens all supported housing referrals) and Chairs the Regional Accommodation Officers Meeting. Through our links with Supporting People we are consulted regarding evaluation of services.

* The YOT partnership should comment on any change in the proportion of young people in suitable accommodation compared to the baseline and on how the local rate compares to the average for the YOT family. Brief comment should be made on action being taken locally to increase the rate.

Table 6: Ethnicity – Ethnic composition of offenders on youth justice system disposals (NI 44)

	% of youth justice pop. in 2007/08	% of general pop. in 2007/08	% of youth justice pop. in 2008/09	% of general pop. in 2008/09
White	96.03%	96.65%	96.63%	96.27%
Mixed	1.16%	1.38%	0.71%	0.71%
Asian	0.50%	0.74%	0.53%	0.85%

Black	2.15%	0.45%	2.13%	0.52%
Chinese	0.17%	0.79%	0.00%	0.89%

YOT partnership comment*

The actual numbers of BME young people offending year on year has remained broadly consistent. The above population figures will have been based on projected National Census Data. Current school census data indicates that the breakdown of BME population for Plymouth is as follows:

White	92.4%
Mixed	1.5%
Asian	0.7%
Black	0.7%
Chinese/other	1.1%
Refused or info not available	3.6%

Based on either comparator, the Black BME population are disproportionately represented. In terms of numbers this relates to 10 young people for the year 2008/09. Given the small numbers, we are addressing the issues for young people through an individualised approach, based on assessed need.

However, HMIP said that: Further work needs to be undertaken to meet the needs of black and ethnic minority children and young people, both in the identification and response to their specific needs and to recognise and deal with wider diversity issues. We are addressing this through our Inspection Improvement Plan.

The actions we are taking to address and understand the over-representation of young people are:

- Ensure staff are recording ethnicity appropriately with recordings being monitored by team managers;
- To routinely ensure police ethnic recordings are consistent with YOS including religious identification;
- Translation of key documents into first language and to ensure staff use translators where appropriate.

We are intending to commission the REC to undertake an audit of key aspects the criminal justice process and the YOS response.

In order to begin to address over-representation of black young people within the youth justice system, we have undertaken an analysis with BME young people of the drivers of their offending behaviour. Some of the issues this identified was the level of racism and its impact on their lives, self image, and the lack of identity of dual heritage young people (particularly those living with a white parent) and how this had contributed to their criminalisation.

This work led to a group of BME young people involved with YOS in making a film with a black film-maker. (The use of a black film-maker helped to enhance the young people's self image through positive role modelling). This gave them a voice and also enhanced our understanding of their experiences. The film has been used in training within the YOS, in police training for new recruits and also led to jointly delivering the respecting difference programme in schools with the police.

A related area of concern is that amongst the white population dealt with by the YOS there are a number of young people who display racist or discriminatory attitudes both towards black young people and other minority groups. Recognising the links between prejudice, victimisation and offending, the issue of racist attitudes and behaviours is being addressed through:

- Staff training

- PSR quality assurance
- Joint work with the REC
- Awareness by our Victim Liaison Officer of cultural needs.

* The YOT partnership should comment on any significant over-representation of any ethnic group in each year and on any significant changes from 07/08 to 08/09. Brief comment should be made on action being taken locally to reduce any significant over-representation of any ethnic group.

Section 2a: YOT partnership C&C Self-Assessment information

Capacity and capability outcome areas

There are nine capacity and capability outcome areas against which YOT partnerships must provide evidence. They are:

1. Assessment, planning, interventions and supervision (APIS)
2. Resourcing and workforce development
3. Access to universal and specialist services
4. Reductions in first-time entrants to the youth justice system
5. Reducing reoffending
6. Use of custody
7. Risk of serious harm
8. Safeguarding
9. Victim and public confidence

Capacity and capability critical activities

Each of the nine capacity and capability outcome areas has a number of critical activities against which YOT partnerships must self-assess and provide evidence of service delivery. It is important that the YOT partnership provides a full explanation of each of critical activity, as this evidence will contribute to YOT partnership performance judgements.

YOT partnerships must assign a score to each critical activity using the following range:

- **0 – Poor**
Below minimum requirements
- **1 – Adequate**
At only minimum requirements
- **2 – Good**
Above minimum requirements
- **3 – Excellent**
Consistently above minimum requirements

Validating criteria

YOTs should refer to the *C&C Self-Assessment Validators Notes* document accompanying this document for information regarding criteria against which YOT partnership C&C Self-Assessments will be validated. YOTs may also wish to refer to the relevant Key Elements of Effective Practice to inform their assessment against the nine outcome areas.

The YJB regional team will validate the C&C Self-Assessment by reviewing the evidence provided by the YOT in this template and using observations made during validation visits. C&C Self-Assessments will be judged against clearly defined criteria and this will produce a capacity and capability judgement.

Capacity and capability judgement

The capacity and capability judgement will be an evidence based judgement about the current capacity and capability of the YOT partnership in relation to practice, management and partnership activity. As such, it will also reflect the YOT's capacity and capability to sustain or improve upon current performance.

Future developments

In line with the move towards sector-led involvement with national assessments and inspections, in 2010/11 the YJB will develop a process to involve YOTs in the annual capacity and capability validation process. In practice, this will mean that a member of each YOT (operations manager or senior practitioner) will be trained alongside YJB regional teams to undertake the annual capacity and capability validation process. This will enable the YJB to draw on YOTs' expertise and knowledge, and ensure wider dissemination of good practice and lessons learnt. The YJB will develop this process in consultation with YOTs with a view to implementation in 2011/12.

Section 2b: YOT C&C Self-Assessment template

The first three tables, as set out below, include cross-cutting themes which are integral to performance within all of the outcome areas. To avoid repetition, they are assessed at the beginning of the process.

1. Assessment, planning interventions and supervision (APIS)

Please provide evidence of the work undertaken in the YOT to ensure the quality of assessments and interventions to prevent offending and reduce reoffending.

Specifically describe (providing supporting evidence):
1.1 The quality of APIS in the YOT, how the YOT works to continuously improve APIS quality and the areas for improvement identified.
<p>Please provide written evidence here:</p> <p>The Plymouth YOS was inspected by HMIP against the Core Case Inspection Criteria in December 2009. The overall score for quality of Assessment and Sentence Planning work was 69%. With Moderate improvement required with regard to risk of harm, likelihood of re-offending and safeguarding. However HMIP said that:</p> <p><i>The quality of work being done was better than the quality of assessment and planning. It is important that assessment work is done well to support interventions and the delivery of services to children and young people.</i></p> <p><i>There had been a gap in the management of staff, resulting in a lack of formal and thorough induction, supervision and quality assurance processes. This has been</i></p>

recognised by the management board who have already taken steps to provide additional management support to staff.

We accept the position established by HMIP and whilst pleased to have received a relatively good score in this area, we recognise those areas where we need to improve. Over the last year the measures we have taken to improve practice in this area have included:

- APIS training delivered in Q3 2008 focused on the thresholds that would trigger a referral to specialists in the service. This was followed up by specialists holding weekly consultation sessions to support caseworkers in determining thresholds and through the referral processes required.
- A quality assurance exercise was undertaken in August 2009 with all case managers to establish benchmark of quality of assessments.
- This was followed by a similar exercise covering RoSH documents and was led by a Team Manager but conducted by the YOS Senior Practitioner. This was carried out following Team Managers changing roles and was to support moving to working under the Scaled Approach alongside the implementation of the YRO.
- Findings from these exercises were fed back to staff through presentations and training days relating to the preparation of the YRO/Scaled Approach.
- All staff are being trained in how to access the CareFirst (Services for Children and Young People ICS), system. This will improve our understanding of safeguarding needs. All staff have/will be trained in level 1 safeguarding and will be able to access specialist child protection training within the next twelve months. We have a rolling programme of staff accessing training on working with sexually harmful behaviours.

The key actions we will be undertaking in 2010/11 will be based around the Improvement Plan, following the inspection and the implementation of the YRO and the Scaled Approach. The Inspection Improvement Plan Includes:

A timely and good quality assessment and plan, using Asset, is completed when the case starts:

- Reports to quarterly YOS Management Board on completion and breakdown of quality of Start Assets and plans.
- 20% of start Assets and plans to be dip sampled weekly for Quality Assurance purposes with performance updates to be fed-back to staff during monthly supervision.
- Asset and intervention plan training to be delivered in May 2010 and followed through during monthly Supervision. This is to be a standing item on supervision agenda.

A timely and good quality assessment of the individual's vulnerability and Risk of Harm to others is completed at the start, as appropriate to the specific cases:

- 20% of Assets with low scoring Vulnerability and/or Risk of Harm sections to be dip sampled for Quality Assurance purposes with performance updates fed-back to staff weekly.
- Team Managers to countersign all Risk of Serious Harm assessments immediately.
- Assessments to be underpinned by mandatory training, regarding Safeguarding and Risk of Harm.
- Review Risk of Harm and Vulnerability management policy.

The plan of work with the case is regularly reviewed and correctly recorded in Asset with a frequency consistent with national standards for youth offending services:

- Review of individual cases during regular monthly supervision with staff that

<p>fits in with the Services for Children and Young People's Supervision policy.</p> <ul style="list-style-type: none"> • Live multi-agency case reviews for young people in intensive cohort. • Transition/Exit planning policy and procedure to be reviewed. • Production of regular reports to Team Managers to ensure that reviews are undertaken in a timely manner. <p>In order to support the above our Improvement Plan will also include a training and development programme for the operational management team.</p> <p>Over the next year, it has been agreed that we will have a manager on secondment from Services for Children and Young People. This represents a 25% increase in management capacity at this level. A key aspect of this role will be to further improve our work with looked after children and safeguarding. This increased capacity will also allow us to focus robustly on APIS.</p>			
YOT partnership self-assessed score	Good	YJB validated score	
1.2 The quality assurance processes undertaken in the YOT and how this informs YOT planning and development.			
<p>Please provide written evidence here:</p> <p>The inspection and the Improvement Plan have had the effect of causing the management team to review our quality assurance processes (see above).</p> <p>In order to ensure consistency and that diversity is positively promoted, we have clear quality assurance processes in place for PSR's and PSR Asset:</p> <ul style="list-style-type: none"> • When staff are allocated PSRs they are booked into a PSR panel that supports the report writer in assessing the likelihood of re-offending, vulnerability and risk of harm; • This process which includes the PSR Asset, assists in guiding and agreeing a suitable recommendation to go to court; • The quality assurance processes includes reviewing the aggravating and mitigating factors and ensuring that these factors are reflected in the intervention plan; • There is peer mentoring and PSR quality assurance processes; • Reports are then quality assured by a member of the PSR panel which includes two Team Managers and/or Senior Practitioners and our Court officers (a Team Manager is always available for high risk of custody cases). <p>Referral order reports are peer quality assured prior to initial panel.</p> <p>In terms of overall quality assurance of the APIS processes:</p> <ul style="list-style-type: none"> • We are now using supervision as a key process to drive up the overall quality of casework including assessment and planning; • We have an established practice group that uses a reflective approach to evaluate practice; • We have a formalised manager led process to evaluate, authorise and monitor RoSH and Vulnerability; • RoSH and Vulnerability plans are developed and reviewed on a multi-agency basis and are distributed to relevant partners, (We are planning for greater involvement of young people and parents in this process); • There is peer mentoring and linked casework around higher risk cases; • We have begun to use the YJB audit tool <p>We have a monthly <i>practitioners group</i>. There is a reflective practice group, which provides a forum for the discussion of topics that are affecting staff and service development. This includes policies and procedures, new legislation or local issues such as the use of Methadone Bubble. Importantly it also provides a forum for case</p>			

discussion and problem solving. The work of this group is fed back to Service Meetings and managers.

Staff are involved in focus groups looking at policy and procedures which leads to the delivery of peer training e.g. recent RoSH and Remand court training and policy and procedural updates e.g. PSR procedures. This work is creating a loop between practice issues and service development.

YRO implementation group also reviewed working practice and informed procedural change and subsequent training.

In terms of how our quality assurance work informs YOS planning and development, regular performance reports are produced for the Management Board and these are disseminated through all Service/Team meetings. The work of the practice group informs our management responses to practice development needs. All of the above informs our ongoing service development.

Within the Prevention Services we review the Onset scores on a quarterly basis and use this to plan our targeted groupwork programme.

During 2010/11 we will be building on these processes. In particular we want to ensure that we have more explicit processes within the management team to consider and evaluate practice and get clearer links in place between what we know from practice and how this informs strategic service development. A management development programme will help to provide a focus for this work.

YOT partnership self-assessed score	Good	YJB validated score	
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1.3 How the YOT has evaluated the effectiveness of interventions delivered and how this has informed service delivery.

Asset scores.

Please provide written evidence here:

Practitioners are encouraged to use a range of interventions which include Teen Talk to researching specific packages for young people requiring more complex interventions or more specialists such as Lucy Faithfull interventions. Equally the service inevitably has practitioners in the team with specific strengths, skills and knowledge for example film making, art work. Therefore the YOS makes use of a range of interventions and in terms of evaluating the effectiveness, the rates of re-offending, verbal feedback from young people, families and partners informs us of their effectiveness in the first instant. For example partner agencies have requested the use of our interventions such as making of DVD's by BME young people and the putting together of collage by a young person regarding their journey.

The YOS carried out a review of Assets for the last 12 months for those young people involved in knife or violent crime. This has identified key factors affecting young people involved in these crimes which are Thinking and Behaviour, Substance Misuse and Family & Personal Relationships. It also showed that 39% of the common assault/assault by beating was directed at family members, often the mother of the young person. This type of evaluation processes allows the YOS to target its intervention programmes and ensure that the programme work being carried out is relevant, appropriate and may already have proven results elsewhere or that the YOS can plan programmes of work by involving young people in the design and/or utilise the strengths of workers and other agencies.

Also within supervision practitioners reflect on the effectiveness of their interventions and they are adapted accordingly.

The YOS is also considering further on developing plans to include qualitative and quantitative evaluation and analysis of our work, as often the effectiveness of interventions cannot be analysed with immediacy and is it sometimes much later (even years) before we can identify whether or if the intervention has been valuable

the young person.			
YOT partnership self-assessed score	Adequate	YJB validated score	
<p>1.4 The extent to which APIS, including assessment of likelihood of reoffending, risk of harm to others, safeguarding, planning and supervising interventions is supported by workforce training.</p> <p>Please provide written evidence here:</p> <p>The YOS has a training budget, which is managed by the YOS Manager. We are also able to access training through Children's Services. Training needs are identified by managers through both supervision processes and increasingly through annual appraisals and reviews. A training log is being kept for all staff. Training needs are also determined by national developments such as the Scaled Approach. Over the last year APIS training has been included;</p> <ul style="list-style-type: none"> • The delivery of training on assessing risk of serious harm and development of risk management plans. This has covered areas such as defensible decision making, information gathering, recording and analysis. It has also covered MAPP referrals, presentation and actions. • Focussed training on the assessment processes for court bail decisions. This has included, assessment processes for bail, presenting bail packages in court, assessing risk of re-offending, harm and vulnerability. • Our preparations for the YRO and the Scaled Approach has included, the legal frameworks, National Standards, Case Management Guidance and how we are implementing this locally. • Preparations for the YRO included working with the Youth Court, ASB Unit, Harbour Drug and Alcohol Service, Youth Service, Police, Probation Service, Connexions and the Attendance Centre, MST, FIP <p>The evaluation of training regarding the YRO and Scaled Approach, provided ongoing development sessions to meet staff needs.</p> <p>Training over the next year will take account of actions from the Inspection Improvement Plan. A particular action was that staff receive comprehensive and timely induction and ongoing supervision and training:</p> <p>The YOS will;</p> <ul style="list-style-type: none"> • Develop the current Induction process into a comprehensive manual with all relevant documents attached and links made available to desktops. Induction process will meet learning styles. • Dovetail Plymouth City Council's Corporate Induction, Services' for Children and Young People, YOS induction including that of YJB regional programme if/and/or is available and that of the Criminal Justice Services inductions delivered through LCJB which includes Crown Prosecution Service, Probation, Police, Prisons, Courts and Health. • Ensure that induction is a standing agenda item in Supervision and Appraisals for initial 12 months and reviewed thereafter if necessary. Services for Children and Young People Supervision and Corporate Appraisal processes to be fully embedded within YOS • Diversity and Equality to be integrated fully into induction, supervision and appraisal processes, as routine. <p>Over the next year the introduction of annual appraisals will enable us to target training more effectively. We will also be undertaking a learning needs analysis in order to further target training on service needs.</p>			
YOT partnership self-assessed score	Good	YJB validated score	

2. Resourcing and workforce development

Please provide evidence that an effective workforce development strategy underpins the creation and development of a confident, competent and skilled workforce to help meet local youth justice priorities and to overcome the identified risks to future delivery.

Specifically describe (providing supporting evidence):			
2.1 How the YOT partnership ensures that the YOT has sufficient financial resources to deliver effective youth justice services locally.			
<p>Please provide written evidence here:</p> <p>Plymouth YOS is requesting funding from key partners to be held at 2009/10 levels. To this end confirmation has been received from Plymouth City Council that their funding will be uplifted by inflation. We are still awaiting a formal response from other partners, although our understanding is that they will be confirming support at current levels.</p> <p>Plymouth YOS has remained the lowest funded YOS within its family group, although on a cost per disposal basis we are just below the group average at £3004 against the average of £3286. The YOS is meeting all statutory requirements and in many areas performing well. The Plymouth YOS Management's Board members have stated that the YOS represents a real Value For Money service as our performance overall remains relatively good or above.</p> <p>The YOS is also proactive in attracting additional funding. For example:</p> <ul style="list-style-type: none"> • YCAP funding of £350,000 per year with YOS Manager as lead on this for the city. • Wooden Spoon grant of £50,000 from a charitable organisation to install a professional quality kitchen at The Barn Prevention Centre • Big Frame arts funding from a Housing association for art work designed and owned by young people • Excellence Cluster Funding - provision for off school site education • Tackling Knife Action Programme (TKAP). The YOS as part of a joint partnership has secured £140,000. £10,000 will be for 13 - 24 victims and/or offenders of domestic abuse, £40,000 for YOS to develop programmes of work with young people in relation to tackling serious youth violence and £90,000 for enforcement which will be focused on evening/night time working 18 -24 years. 			
YOT partnership self-assessed score	Excellent	YJB validated score	
2.2 How the YOT partnership ensures that the YOT workforce is sufficient in capacity to deliver effective youth justice services locally.			
<p>Please provide written evidence here:</p> <p>The YOS has an establishment of 57 staff complimented by over 70 volunteers. We have recently recruited to a management post and we have an over-establishment secondment of a manager from Services for Children and Young People.</p> <p>All statutory partners second staff in line with requirements, we have a Probation Officer, a Police Officer, a Senior Nurse Specialist, a seconded Social Worker and an EWO. In addition, a manager on secondment from the Racial Equality Council is running our Prevention services. The Secondary Inclusion Partnership, which the YOS manages, comprises staff seconded from schools. The Designated Drugs and Alcohol Worker is deployed within the YOS.</p>			
YOT partnership self-assessed score	Good	YJB validated score	

2.3 The YOT partnership's workforce development strategy including supervision procedures, training plans and steps to ensure that the YOT workforce, as part of the wider children's workforce are Common Core compliant (<http://www.cwdcouncil.org.uk/common-core>).

Please provide written evidence here:

The Plymouth YOS is integrated within Services for Children and Young People's Directorate and is part of Children's Social Care within this Directorate. The YOS benefits directly from the Social Care Workforce Development Manager, who ensures that the highest quality of strategy and workforce development was/is being embedded into the Social Care profession, as well as part of the wider children's workforce strategy to ensure that services are Common Core compliant which includes supervision procedures and training plans as mentioned above. The YOS is currently in the process of introducing the Services for Children and Young People procedures and model for supervision.

All YOS staff have access to Social Care training to ensure;

- Effective communication and engagement with children young people and families;
- Child and young person development;
- Safeguarding and promoting the welfare of the child or young person;
- Supporting transitions;
- Multi-agency and integrated working;
- Information sharing.

A four-day training course introduces new workers to the various services in Plymouth's Services for Children and Young People department. The YOS has now been able to also secure places for our volunteers on this; it is particularly relevant for those looking to access a career working with young people.

In addition as detailed above the YOS has specialist training, which delivers particularly on specialist criminal justice areas of practice see 1.4 above. In addition to our in-house training, staff access YJB, LCJB and partner agencies specialised training. Our Inspection Improvement Plan Commits us to:

- Integrate our induction processes with Plymouth City Council processes;
- Review our supervision and appraisal processes and align them with Plymouth City Council
- Asset and intervention plan training to be delivered in May 2010 and followed through during monthly Supervision
- Training for staff in safeguarding and Risk of Harm

The YOS is also committed to a training and development programme for the operational management team. Consequently YOS have contracted an external consultant who has extensive experience in working with YOS management teams to undertake a management development programme with all of the managers in the service.

Volunteers receive the YJB Foundation Training, alongside either the YJB Panel Matters training or National Appropriate Adult Network Appropriate Adult training. YOS have included material from other agencies to make our training as relevant as possible. For example Routeways have developed a DVD, for workers that gives voice to young peoples' perception of what makes a good worker. This is integrated into our section on communication skills. YOS also offer alternative volunteering opportunities as mentors and mediators for which we have developed our own training. YOS are seeking National Accreditation for volunteer training programmes.

YOT partnership self-assessed score	Good	YJB validated score	

2.4 The extent to which staff have received diversity training and understand issues of disproportionality in the youth justice system.

Please provide written evidence here:

Plymouth City Council's broadly based diversity training forms part of new staff induction training. As with other training needs, appraisal and supervision identify additional needs. For example training with the Centre for Faith and Culture is available for all staff. The issues of being Black in Plymouth, has been discussed at a Service Meetings through the use of the film A New Beginning, that was made by Plymouth YOS young people. Diversity is a standing item in service meetings.

YOS knows from both local and national research some key groups are over-represented in the youth justice system including young people with learning needs and disabilities, mental and physical health as well as gender and ethnicity. YOS is able to access data regarding BME young people. Our response to this is detailed in Table 6 above. Within Plymouth's youth justice system, disproportionality, the majority of young people are males at 808 with 227 young women. This can and often therefore forms, our key pieces of work including interventions and design of programme work such as knife crimes and groups/gangs. Material from Stonewall, a national LGBT charity that deals with issues around homophobia now forms part of Diversity and Equality training for volunteers

YOS is less well informed around issues of learning needs and health needs. These are areas YOS will begin to address in 2010/11, including introducing a basic health care questionnaire for young people establishing whether a young person is registered with a G.P. and dentist.

Diversity was also highlighted from the recent Inspection as an area requiring work. An action group has been formed to look at the issues arising around diversity and to form a structured plan to address the issues being raised. This includes the roll out of additional training to staff and the development of specific programmes dealing with diversity. Some of the key actions will be:

- Training for staff on meeting the needs of BME young people
- Training for staff to address young people's discriminatory attitudes and the needs of perpetrators of hate crime
- To continue to use film with young people as a way of addressing the issues of hate crime, discrimination and victim support

The lead for this work is with one of our practice managers who ensures staff are addressing these issues appropriately, have the relevant programmes of work, training if needed etc.

YOT partnership self-assessed score	Adequate	YJB validated score	
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3. Access to universal and specialist services

Please provide evidence of the work undertaken by the YOT partnership to ensure that children and young people gain access to universal services they are entitled to.

Specifically describe (providing supporting evidence):

3.1 How the YOT partnership has developed effective strategic relationships to ensure the delivery of universal and specialist services to young people in the youth justice system.

Please provide written evidence here:

YOS has strong partnership arrangements. Some key aspects of those arrangements are that:

- The YOS is integrated within the Services for Children and Young People
- The YOS is also incorporated into the Children's Trust Board

- There are well established secondments processes, protocols and co-location practices
- The YOS works alongside not only Social Care but Lifelong Learning, Learner and Family Support and Performance and Policy
- YOS have good links with Probation and MAPPA
- Preventative Services work closely with both schools and the police
- YOS has very clearly defined links with health.

The above ensures that children and young people receive a holistic wrap round service to provide them with the best support, guidance and opportunities available for them.

The interests of the YOS are well represented within key strategic forums and agencies including:

- The Safe/Strong strand of the LSP, which incorporates the CDRP
- The Local Children's Safeguarding Board which the YOS manager attends and is the Chair of the Safeguarding Sub-Group on Hidden Harm
- The YOS Manager represents the YOTs/YOS for Devon and Cornwall on the Local Criminal Justice Board (LCJB)
- The YOS works closely with the problem-solving group that underpins the work of the ASBU to develop preventative services
- Devon and Cornwall Probation Service to ensure appropriate inclusion in the local Multi-Agency Public Protection Procedures (MAPPA)

Effective local partnership working has ensured that strategic objectives linked to youth crime reduction are incorporated as indicators in the LAA and The Children and Young People's Plan (CYPP) 2008 - 2011.

YOT partnership self-assessed score	Good	YJB validated score	
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3.2 How the YOT partnership ensures assessment, screening and referral is in place to identify and meet the universal and specialist services needs of young people in the youth justice system.

Please provide written evidence here:

All young people are assessed using Asset or Onset. Where these tools identify particular needs, referrals are made either to specialists in the service or where required outside agencies. The YOS is fortunate to have dedicated and experienced specialists. YOS specialists are able to directly access partner agency resources, to ensure a timely intervention. For example mental health will take an acute referral within 24 hours.

YOS has an operational manager seconded from the Services for Children and Young People - Advice and Assessment Service, which strengthens these links. A key objective of this secondment is enhancing safeguarding. Where needed YOS are able to refer cases to Services for Children and Young People broader services including education.

Strong links have been developed between the YOS Accommodation Officer, YOS Parenting Worker with 16 plus Services and Homeless Unit (see table 5).

Specialist workers can remain involved in cases after the end of court orders to ensure transitional arrangements into universal services and maximising the likelihood of sustainable outcomes. This also includes exit strategies to targeted youth support services.

The Prevention Services are working closely with Lifelong Learning to ensure young people access education and remain in school (see Table 4).

The Prevention Team also either supports others to complete CAFs or in some cases

instigate a CAF. They also work with other agencies as part of the team around the child to ensure successful outcomes for the child. This is also now to be rolled out in specialist team of the YOS.

Also see inspection report 2009 regarding the outcomes.

YOT partnership self-assessed score	Good	YJB validated score	
<p>3.3 How the partnership ensures that the YOT has the capacity and capability to enable young people in the youth justice system to access the universal and specialist services they need.</p> <p>Please provide written evidence here:</p> <p>As set out above the YOS works with a number of partners to ensure that the YOT has the capacity and capability to enable young people in the youth system to access services whether universal, targeted, specialist or a combination. Examples of this can be seen in sections 2.1, 2.2, 2.3 and 3.1.</p> <p>This has been a clear shift from when YOS was not a part of the Services for Children and Young People. This has brought about a much more integrated approach by all partners including health and education. For example the improvement in the ETE performance target has introduced new way of working by the Pupil Referral Units which includes the PEPs and staff now providing YOS with update reports on the young person progress.</p>			
YOT partnership self-assessed score	Good	YJB validated score	

4. Reductions in first-time entrants to the youth justice system

Please provide evidence that the YOT has contributed to reducing first-time entrants into the youth justice system and reducing any disproportionality, including children and young people from Black Minority Ethnic (BME) backgrounds.

Specifically describe (providing supporting evidence):	
<p>4.1 How a partnership approach is taken to identifying and engaging those most at risk of entering the youth justice system for the first time.</p> <p>Please provide written evidence here:</p> <p>YOS have developed innovative partnerships across the city with organisations which include: Police, Youth Service, Anti-social Behaviour Unit, Children's Trust, Think Family, FIP, Out of Hours and services within the Services for Children and Young People's Directorate. These partnerships ensure YOS can meet the needs of young people who are at risk of offending including:</p> <ul style="list-style-type: none"> • Regular 6 monthly partnership meetings to identify young people • Regularly sharing intelligence with the police to ensure that YOS target the most at risk young people <p>There is also one referral form for all projects within the Prevention Team, which simplifies the referral process.</p> <p>YOS works with partners to provide a range positive activities in the community such as:</p> <ul style="list-style-type: none"> • Work with the police to provide a range sporting activities in the community such as non-contact boxing and hockey • Joint work with Theatre Royal to offer a dance and drama programme culminating in the opportunity to perform both locally and nationally and complete an Arts Award 	

- Work with health to provide a weekly sexual health clinic in the community and the provision of a healthy eating and substance misuse programme
- Work with library service to increase young people's literacy levels and engagement with their local libraries
- Work with the Youth Service to provide Friday evening targeted sessions
- Work with housing associations on an arts based project Big Frame to develop positive imaging of young people in the community.

Examples of our broader partnership include projects targeted at keeping young people engaged in education:

- The Secondary Inclusion Programme (SIP) is a joint project with the Excellence Cluster working in partnership with 6 community colleges to offer an offsite 3 week programme for those young people most at risk of exclusion or school refusing to ensure that they remain or engage in mainstream education
- Work with Primary and community colleges Years 6 and 7 to ensure a smooth transition for children at risk of dropping out or struggling in the first year of secondary education
- Joint work with schools and police delivering Respecting Difference workshops to Years 6 and 7 to reduce bullying

These education programmes serve to reinforce partnership work including work with parents. Most importantly they are very successful in keeping young people within education. The SIP has a 96% success rate in young people returning back to their schools.

YOS advocates for and with young people and families. The strength of our partnerships enables us to ensure accessibility to other services including CAMHS, Harbour Centre (substance misuse), Hamoaze House (substance misuse and education), individual schools and broader universal services.

YOS also successfully bid for YCAP funding. A specific YCAP partnership has been established to ensure successful delivery. YOS managers and practitioners are leads for areas of work of YCAP, including YOS Officer in Custody Suites and Reparation in Leisure, evenings and weekends. YOS is developing a protocol agreement to ensure a partnership approach is taken to identifying young people most at risk of entering the youth criminal system for the first time. For example police can now immediately request information regarding a young person and what if any interventions are currently taking place, factors relating to background, family, education, health if known from the YOS and make speedy and appropriate decisions which relate to both identifying and engaging those most at risk of entering the youth justice system for the first time and look to lowering the thresholds so that this action becomes effective for the long term by making early and timely referrals to the Prevention team.

In order to engage young people the Prevention Team offers a diverse range of programmes. All young people are allocated to a named worker. Based on the Onset assessment individualised programmes including, where, appropriate group work is offered to young people. YOS also work with our partners to provide individual resources to support the young person during and after interventions as part of an ongoing process to ensure young people form and build up their own support systems in the community.

These developments are reported to and supported by the YOS Board. Where YOS have needed support to tackle challenging issues such as ETE, the Board has acted strategically to support service improvement.

YOT partnership self-assessed score	Good	YJB validated score	
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4.2 How a partnership approach is taken to the delivery of youth crime prevention services, including work with Youth Crime Action Plan-funded projects.

Please provide written evidence here:

The YOS Management Board has overall responsibility for the YCAP which was agreed at the Local Safeguarding Board due to elements such as Stay Safe. The YOS Manager provides progress and updates on all elements of YCAP including delivery of work and budgets, to the YOS Management Board. The YOS Manager also Chairs YCAP Leads Group on a quarterly basis for the updates, progress reports, sharing of good practice, budget reports to monitor under/over spends and planning for mainstreaming services once funding ends. The strength of our partnership working allows the YOS to deliver a diverse range of programmes that both deliver youth crime prevention services and meet identified needs of young people at risk of offending in the City.

The YCAP initiative has strengthened this partnership working by targeting and delivering programmes for reducing crime and anti-social behaviour. There is a strong collective ethos developing which is evidenced by attendance at meetings and a collective problem solving approach. Examples of our YCAP work include:

- Stay Safe in conjunction with the Police, Youth Service and Out of Hours - Services for Children's Social Care
- Streetwise Youth Service in conjunction with the Police, Harbour and Careers South West;
- Restorative Justice - Triage in conjunction with the Police and victims;
- Mentoring - In conjunction with volunteers;
- Support for young victims

The Youth Task Force regularly visit Plymouth YCAP funded projects and has identified key pieces of work as examples of good practice including Support for young victims and Stay Safe.

TKAP funding (see 2.1 above) has also been secured for the forthcoming financial year to target those young people involved with or at risk of being involved with violent crime. This will identify a core group of young people and through intensive work with them develop sustainable interventions to be delivered across a range of services. Exit strategies into training and employment have also been secured for this group.

YOT partnership self-assessed score	Good	YJB validated score	
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4.3 The prevention services delivered by the YOT partnership and how these services have been informed by analysis of the first-time entrant population and referrals to prevention programmes.

Please provide written evidence here:

To target YIP delivery, YOS have used data on where young people, who offend, live. The target of 50 young people is being delivered across two distinct higher crime areas, identified in partnership with police, health, schools and community projects. For example the SIP programmes are targeting schools with exclusions and whose intake areas include higher crime neighbourhoods. Our ongoing monitoring and analysis of Onset data enables us to ensure that the programmes YOS deliver, tackle the risk and enhance the protective factors for young people and their families.

YOS are specifically targeting programmes based on the risk factors being evidenced through Onset. YOS are also looking to ensure that our programmes address the ECM outcomes. For example in setting up the Big Frame project YOS identified that perceptions of low self-esteem were common to many young people. YOS were also aware within some communities of a negative perception of young people. The Big

Frame project is community arts based. On garage walls, which are highly visible within the neighbourhood, YOS are creating a gallery space where consented self-portraits created by young people are being exhibited. YOS are working from a perspective of sense-of-self and family mythology linked to integrating young people within their community.

Another example would be physical and mental health. YOS have identified health as a significant risk factor amongst young people. To address these needs YOS have worked with practitioners in Public Health to deliver:

- Teen Cuisine - A healthy eating programme. This has led to gaining funding for a kitchen at the Barn Centre. YOS aspire to opening a Teen Cuisine Café
- A regular sexual health clinic
- Sessions to tackle substance misuse
- A girls group on health and beauty

Our dance work with the Theatre Royal enhances body imaging and self-esteem in young women.

YOT partnership self-assessed score	Adequate	YJB validated score	
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5. Reducing reoffending

Please provide evidence that the YOT has contributed to reducing proven reoffending by children and young people and reducing any disproportionality, including children and young people from Black Minority Ethnic (BME) backgrounds

Specifically describe (providing supporting evidence):			
5.1 How the YOT has analysed the reoffending cohorts and rates to inform the YOT partnership's reducing reoffending strategy/plan.			
<p>Please provide written evidence here:</p> <p>This information is provided to the YOS Management Board on a quarterly basis including analysis of trends and links to other indicators e.g. ETE data where as mentioned above and as a consequence, strategic actions were taken to improve performance.</p> <p>Also partners provide information and analysis. For example Community Safety Partnership presented information to the YOS Management Board to improve upon reducing reoffending by better understanding offences by young people and ensure all partners take responsibility to address reoffending rates within their strategies and plans as part of supporting YOS to reduce reoffending. This should be embedded in partner's plans for the forthcoming year and therefore currently limited information is available.</p> <p>Other work includes Deter as part of the Prolific and Priority Offender Strategy. The YOS reports to a partnership group as part of the LAA and the LCJB, who now have the responsibility for Deter. YOS therefore analyses this information regularly, as part of reporting to the two bodies. The protocol for Devon and Cornwall for Deter cohort has yet to be fully agreed and has impacted upon partnership strategies on reducing reoffending as unclear on what/how information is to be gathered and presented for analysis.</p> <p>During 2009/10 dip sampling was carried out by the LCJB Offending & Re-offending sub group where Plymouth YOS case were analysed.</p> <p>Also as mentioned see violent crime analysis 1.3 above.</p>			
YOT partnership self-assessed score	Good	YJB validated score	

5.2 The range and type of interventions available including alternatives to custody and how these have been developed to meet the identified need.

Please provide written evidence here:

For all cases, case managers use offending behaviour programmes as a key aspect of work with young people. Our programmes are individualised based on criminogenic risk factors and learning styles. Programmes YOS deliver include:

- Consequential thinking
- Problem solving
- Anger management
- Victim awareness/empathy
- Knife crime awareness
- Teen-Talk

YOS have two direct alternatives to custody Intensive Supervision and Surveillance (ISS) and the Intensive Referral Order (IRO). The IRO is a three month 15 hours per week timetabled and targeted intervention aimed at more serious offences and higher risk of custody. Following an IRO being made, a referral panel meets within 5 days to determine the details of the contract.

The ISS is available over both 6 and 12 months and is targeted according to seriousness and risk. The ISS also targets work based on criminogenic risks identified in Asset. In addition, drawing upon their enhanced knowledge of young people, programmes are tailored to individualised needs. The range of work includes:

- Independent living skills
- Work with parents and families
- Substance misuse work
- Sustainable and constructive leisure pursuits
- Mentoring
- Skills for work and securing employment
- Supported referrals to other agencies
- Cultural awareness work
- Getting Connected - self determined goal analysis

At the end of programmes as the young persons hours reduce, YOS are looking to ensure that young people are settled in other provision and able to sustain a non-offending lifestyle.

Our links with Services for Children and Young People mean that YOS are able to access residential resources as part of packages to keep young people out of custody. For example YOS has recently used a 90-day residence requirement within a YRO, as part of a programme.

Also work is taking place with partners to maximising the utilisation of requirements of the YRO e.g. drug treatment requirement, exclusion requirements.

**YOT partnership
self-assessed score**

Adequate

YJB validated score

5.3 How the YOT works to enable children and young people to comply with the requirements of their orders and ensures robust enforcement and timely breach processes when necessary.

Please provide written evidence here:

The Inspection found that: *In 75% of cases where it had been needed, enforcement action was taken sufficiently well.* Our current approach includes:

- Flexibility from staff to meet the needs of young people and adaptation of interventions to match learning styles

- Breach panel set up for staff to discuss breaches with court officer
 - Staff discuss all breaches with a Team Manager, who records the decision on YOIS, in key stages window prior to staff instigating breach proceedings
 - Maintaining good relationship with courts so as to enable easy access to court lists
 - Court listing office assist with priority listing of high risk/vulnerable cases
- YOS has a very good relationship with the Youth Court; if risk is high this allows rapid listing of cases. It also allows us to work with the courts to sanction young people but where appropriate continue with the Order. Our preparation for the YRO has included discussions on the new powers under breach.

YOT partnership self-assessed score	Good	YJB validated score	
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6. Custody

Please provide evidence that the YOT has contributed to reducing the use of youth custodial remands and sentences and reducing any disproportionality, including children and young people from black minority ethnic (BME) backgrounds.

Specifically describe (providing supporting evidence):

6.1 The work undertaken to build and maintain a strong relationship and communication with courts and sentencers.

Please provide written evidence here:

Plymouth YOS has a positive and robust working relationship with the local Youth Court as evidenced in a relatively low custody rate. YOS has a consistent presence in court and receives positive feedback from the Youth Court on our work. YOS's work with courts and sentencers includes:

- Attending all youth bench magistrate meetings to give and receive feedback
- Delivery of presentations and training to magistrates prior to and during the implementation of the YRO/Scaled approach
- All court user groups are attended
- Magistrates giving feedback on reports both in court and through the court user group
- The Youth Court being represented on the YOS Management Board
- The YOS Manager represents the YOTs/YOS for Devon and Cornwall on the Local Criminal Justice Board (LCJB) where a strong relationship exists with courts and sentencers

YOT partnership self-assessed score	Good	YJB validated score	
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6.2 The arrangements in place to reduce the use of custody and remands to custody.

Please provide written evidence here:

YOS have a relatively low custody rate. The arrangements in place to reduce the use of custody include:

- IRS works to prevent recall on licence
- Development of emergency accommodation with Housing, Social Care and Supporting People
- YOS attends the Social Care Resource Panel to access resources to assist in the creating of community interventions
- Extension of periods of care of young people (S20) following remands to Local Authority Accommodation

<ul style="list-style-type: none"> • PSR QA process • Policy of staff attending court for all options PSR's • A dedicated bail and remand worker • Use of ISS bail • Effective programmes as an alternative to custodial sentences <p>The YOS with Social Care is now planning to look at remand fostering to further reduce custody. Early discussions regarding this are currently underway.</p> <p>For details of programmes please see 5.2 above. For information regarding BME young people see Table 6 above.</p>			
YOT partnership self-assessed score	Good	YJB validated score	
<p>6.3 How the YOT Management Board maintains oversight of use of custodial remands and sentencing.</p> <p>Please provide written evidence here:</p> <p>The rates of custodial sentences and an analysis of trends are reported quarterly to the YOS Management Board.</p> <p>See above 3.1, 3.2, 4.2, 6.2, for further details.</p>			
YOT partnership self-assessed score	Good	YJB validated score	
<p>6.4 How the YOT works across the partnership to ensure effective resettlement for children and young people being released from custody.</p> <p>Please provide written evidence here:</p> <p>YOS has effective inter-agency arrangements and strong partnership working support in this area of work. For all custodial cases, there is an automatic referral to the Accommodation Officer and the Parenting Worker. YOS is active in ensuring Services for Children and Young People attend key custodial meetings as well as any other key agencies. On release there is a clear plan for every young person including accommodation and ETE. See Table 5 above for details.</p> <p>MAPPAs involvement also takes place pre-release for higher risk cases. Other YOS's are involved when accommodation falls outside of Plymouth city boundaries.</p>			
YOT partnership self-assessed score	Good	YJB validated score	

7. Risk of serious harm

Please provide evidence that the YOT partnership has contributed to addressing risk of serious harm to the public through local application of YJB risk of serious harm procedures.

Specifically describe (providing supporting evidence):
<p>7.1 The procedures in place to identify and manage risk of serious harm to others.</p> <p>Please provide written evidence here:</p> <p>The assessment and management of risk of harm is a core function of the YOS. Through the implementation of targeted interventions and systematic management of risk, the case manager comprehensively provides, through their practice an individualised risk framework, which echoes the principles of effective practice established by the YJB. The Inspection Report 02 2010 states that;</p> <p><i>Classification of RoSH levels was assessed as being accurate in 90% of cases; all cases accepted by MAPPA met the criteria and had been allocated to the appropriate level</i></p> <p>YOS has a written procedure on RoSH. The procedures YOS has in place, to manage</p>

RoSH are as follows:

- YOS use Asset to screen for risk of harm and where needed RoSH Asset and plans are completed
- All RoSH's are quality assured by a manager and countersigned when of sufficient quality
- Data spreadsheets are produced fortnightly and sent to all staff to highlight RoSH's required, date of reviews, risk and vulnerability management plans required, dates of reviews required
- All RMPs and VMPs signed off by a manager
- Fortnightly risk and vulnerability management planning meetings for staff to book into to discuss issues and develop RMP and VMPs
- Chaired by an operational or service manager with either Team Manager or senior practitioner in support

Dip sampling is being introduced to quality assure those Assets with RoH and vulnerability sections scored as low to ensure that staff are assessing threshold levels correctly.

YOT partnership self-assessed score	Good	YJB validated score	
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7.2 The procedures for the ongoing management of young people under the local MAPPA arrangements.

Please provide written evidence here:

Plymouth YOS has recently undertaken training with staff on MAPP. YOS has excellent working relations with the MAPP Coordinator and can list young people as needed. The procedures for management of young people under MAPPA include:

- All MAPPA cases are identified at point of sentence and reviewed through Risk/Vulnerability planning meetings and supervision
- A Team Manager attends MAPP 2 meetings with the Case Manager and RMPs incorporates actions decided at MAPP meetings

In addition YOS has ready access to the Dangerous Offender Liaison police officers.

YOT partnership self-assessed score	Good	YJB validated score	
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7.3 How these RoSH and MAPPA procedures are overseen by the YOT management team and board to ensure quality and continuous improvement in services.

Please provide written evidence here:

YOS have recently reviewed how we are managing risk of serious harm and developed new procedures. Key aspects of the process are that:

- Young people that require a MAPPA referral are identified at point of sentence and reviewed through the RoSH assessment process
- Those that trigger risk/vulnerability management plan (RMP/VMP) are booked into a review meeting
- RoSH/vulnerability meetings are held fortnightly and always chaired by a manager
- The practitioner presents the plan to the review and they are discussed amendments are made as needed
- The manager signs of the RMP/VMP
- Plans are reviewed as needed within the review meetings

Where the RoSH plan indicates that a MAPPA referral is required the referral is discussed within supervision and the RoSH is assessment reviewed. A MAPPA referral is completed by the Case Manager and is over seen and countersigned by a Team

Manager. The Team Manager attends the MAPPA meetings from which an action plan is agreed and included into the intervention plan of that young person.

YOS have started identifying second workers to co-manage high risk or high risk of re-offending cases to ensure continuity for the young person.

The YOS has good working relationships and protocols in place with criminal justice services. At the strategic level this is in place through the LCJB where all procedures are annually reviewed with partners including Police, Probation, Magistrates and Crown Courts, CPS, and G4S. Integral to all these is agreed processes for high risk cases. This also forms 6 weekly performance reports to the LCJB where as a partnership quality and improved services are discussed at this strategic level and agreements reached on how to improve services at the point of delivery.

YOT partnership self-assessed score	Good	YJB validated score	
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8. Safeguarding

Assess the extent to which the YOT has contributed to keeping children and young people safe from harm.

Specifically describe (providing supporting evidence):

8.1 The safeguarding procedures in place to ensure the comprehensive, accurate and timely identification, assessment and management of safeguarding needs.

Please provide written evidence here:

The YOS views Safeguarding as central to our work, both specifically in terms of case by case and in the broader perspective as part of Working Together. The YOS Manager, as a member of the Local Children's Safeguarding Board (LCSB) is well placed strategically to ensure that safeguarding procedures are comprehensive and managed appropriately at all levels and in partnership as well as in-house. Also as part of Children's Social Care clear safeguarding policies are in place and training is provided to all staff as part of the LSCB.

The YOS's procedures to promote safeguarding are as follows:

- Assets quality assured in supervision and at PSR stage
- VMPs are completed on cases where vulnerability is assessed as medium and above and agreed by Managers
- Cases are referred as appropriate to other agencies including Social Care
- YOS staff attend partnership strategy meetings as necessary and appropriate to ensure all safeguarding work being both carried and agreed is joined up
- All staff attend mandatory multi-agency safeguarding training
- Where there are child protection concerns, YOS follows Social Care Child Protection procedures

YOS's Accommodation policy includes a clear pathway of joint working between Children's Social Care, Housing and the YOS to ensure that those identified as a Child in Need under the Children Act 1989, are fast-tracked into emergency/appropriate accommodation reducing their vulnerability and consequently the risk of re-offending as set out above.

On a fortnightly basis a wizard is produced for practitioners and Managers that highlights vulnerability plans that need completing, reviewing and closing. Any issues with quality assurance and timeliness are dealt within one to one supervision.

Within the recent Inspection of the service HMIP found that the percentage of Safeguarding work that was judged to have met a sufficiently high level of quality at 70% with Moderate improvement required. *76% of plans took into account safeguarding needs and 83% included positive factors in the child or young person's*

life. However, HMIP also found that YOS vulnerability screening was *accurate in only 56% of cases* so we recognise that this is an area where improvement is still needed. However VMP's are completed for all cases assessed as medium or above.

YOS has always worked closely and shared information with the partners to ensure that any checks that need to be made, can be, including the police checks for all cases made in-house and on Carefirst, if a young person's safeguarding needs are a cause for concern or are being assessed. For the TRIAGE process safeguarding is central as it is the work of the police and the YOS Officer in Custody Suite that ensures this process as does the role of Appropriate Adult which the YOS provides as a matter of course for all young people under 16 and is now moving to 17.

The YOS also has a seconded Team Manager from Children's Social Care who's background and secondment arrangement ensure that safeguarding identification is comprehensive and needs are met by services. This is complemented as mentioned above by specialist staff within the YOS who are well placed to further advise or work with young people ensuring safeguarding procedures are accurate, timely and meet the needs of young people.

Connectivity is fully implemented by the YOS to assist in sharing information with the Secure Estates especially regarding vulnerability and risk.

Also as part of an induction procedure, in future all staff will attend safeguarding training. In order to foster a greater communication and understanding of constraints and thresholds, all staff will also undertake one weeks shadowing in Children's Social Care.

The Prevention Team prioritises safeguarding and is fully incorporated at all levels of practice including ONSET and all work is planned to align with Every Child Matters (EIA). For example the work of the YISP team clearly identifies and follows the same process and procedure as Asset. In planning of work programmes with young people the work is developed and outcomes are linked to EIA.

YOT partnership self-assessed score	Good	YJB validated score	
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8.2 How the implementation of these safeguarding procedures is overseen by the YOT management team and board to ensure quality and continuous improvement in services.

Please provide written evidence here:

As set out above implementation of safeguarding procedures is overseen by YOS management. The YOS Manager is also a member of the Children's Social Care Management Team and is able to raise management concerns in the first instant at this senior level. The YOS Manager is also a member of a number of partnerships Boards including the Local Children's Safeguarding Board as mentioned above and Emotional Health and Well Being Board which also delivers tiered CAMHS services. These Boards look jointly at quality and continuous improvement at the strategic level in terms of safeguarding as does the YOS Management Board where safeguarding underpins Board leadership. In terms of practice, implementation, quality and continuous improvement within the YOS this safeguarding is central to work and is overseen as set out above and to ensure quality and continuous improvement in terms of safeguarding procedures this is carried out for example;

- Through supervision processes
- Monitoring of Data spreadsheets
- Through Risk/vulnerability Management Meetings and plans

Also as mentioned above the implementation of safeguarding procedures forms all aspects of the Prevention Teams work as it does of the specialists. Examples of this include accommodation, mental health, ISS, PSR's, timely referrals, transitions/transfer and partnership working, the work being carried out as part of

YCAP, Missing Persons and ASB.			
YOT partnership self-assessed score	Good	YJB validated score	
8.3 How the YOT works with children's services to ensure that children and young people at risk of entering or in the youth justice system are kept safe from harm.			
<p>Please provide written evidence here:</p> <p>The YOS Manager is the lead for the city on the delivery of YCAP. All elements of YCAP forms comprehensive relationships with children's services to ensure that children and young people at risk of entering or in the youth justice system are kept safe from harm. For example through the work of Streetwise, a team of youth workers intervene by carrying out targeted youth work with young people by diverting them away from offending and into safer activities by referring them to programmes of work e.g. The Zone. Also Stay Safe work ensures that on a regular basis (monthly) on Fridays/Saturday evenings a joint team of workers which includes police, social workers, youth workers and other staff from other partnerships, target areas/neighbourhoods, that have been identified by partners where young people may not be safe e.g. high levels of drinking, risk of unsafe sex, and are returned home safe, followed by a discussion with the young person and their parents in terms of safeguarding. As part of the Children's Trust comprehensive consultation work has been carried out with young people and bullying featured as their highest concern. After school patrols ensures that bullying is minimised and young people are safe, not just in schools, but outside as well. These patrols take place at lunch breaks, after school and on buses by the police. Also see above regarding TRIAGE. The YOS Prevention Team uses the Onset system to assess children and young people's needs. This includes assessing the risk of serious harm and the vulnerability management plans. As part of the Prevention Team's referral process, checks are always carried out on young people and their families through CareFirst, YOIS, and police databases. YOS also either supports others to complete CAFs on young people who are part of their cases and in some cases YOS instigate a CAF. YOS works with other agencies as part of the team around the child to ensure successful safe outcomes for the child. The YOS also works closely with the Missing Persons Team by providing funding in kind in terms of co-locating with YOS and working closely to ensure young people who are at risk of entering and/or are in the youth justice system and go missing are alerted to the Missing Persons Team to ensure their safety. Further work as mentioned above also includes partnership working with health including CAMHS.</p>			
YOT partnership self-assessed score	Good	YJB validated score	

9. Victim and public confidence

Assess the extent to which the YOT has contributed to improving victim satisfaction and public confidence in the fairness and effectiveness of dealing with youth crime in the Criminal Justice System.

Specifically describe (providing supporting evidence):
9.1 How the YOT partnership seeks feedback from service users about the quality of services it delivers and how this feedback has informed service development.
<p>Please provide written evidence here:</p> <p>As mentioned above YOS as part of a wider partnership seek views from service users as part of a rolling programme of work for the Children's Trust. Young people within the youth justice service are asked to complete the 'What do you think' part of the assessment process to ensure engagement and give the young person an opportunity for self assessment. The YOS also seeks feedback victim's as follows;</p>

- YOS currently has a dedicated Victim Liaison Worker to ensure the quality of service to victims and collection of feedback continues to be monitored and developed accordingly.
- The views of victims are recorded on Victim Feedback Forms which are filled out once Restorative Justice process has been completed.
- Information sought includes feedback on the offers of Restorative Justice they received, the inclusiveness of the service, the level to which they were kept informed of youth justice processes, the helpfulness of the Victim Liaison Worker and the overall level of service received from YOS.
- All victims are asked how they feel our service can be improved through the Victim Feedback Forms.
- Victims' views are passed on to the Team Manager, who will consider feedback and strategise accordingly.
- Within the YOS team, a Focus Group (consisting of a Team Manager, Seconded Police Officer, Restorative Justice Coordinator and Victim Liaison Worker) meets once a month to monitor, evaluate and advance the service to victims, informed by feedback received.
- All victims are given a leaflet detailing YOS policies regarding complaints. In the event that a victim passes on their feedback through making a complaint, it would be acknowledged and dealt with accordingly by the Service Manager.
- The collection and analysis of victim feedback has informed service development by previously indicating that carrying out more home visits to victims would be beneficial. All victims (excluding retail victims) are now offered a home visit at the first point of contact.

The Prevention Team also ensures feedback takes place and through this process has developed and improved services as follows;

- Established a parent group, Get Active and Participate (GAAP). This group provides feedback to the service which enables us to develop the service. This group are now trained as volunteers.
- All young people complete a simple end of programme questionnaire and this has led to changes in the types of programmes being delivered and assessing their effectiveness for example as mentioned above self imaging of girls and young women's work has now been introduced
- Young people wanted to and have made three films about specific aspects of the service which includes ABC's and racism.

YOT partnership self-assessed score	Adequate	YJB validated score	
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9.2 The victim and restorative justice services delivered by the YOT partnership and how the YOT has reviewed these services to inform its victim/restorative justice strategy.

Please provide written evidence here:

The YOS partnership prioritised this area of work by reviewing and allocating additional resources from the YOS budget and making better use of other funding including YCAP. Therefore following this process this YOS delivers the following services relating to victims and restorative justice:

- A Victim Liaison Worker acts as a dedicated point of contact with all victims.
- All victims receive a letter and YOS leaflets.
- Within 5 working days of receiving a letter, victims are contacted and offered a home visit.

- Additional needs of victims are identified, taken into account and catered to accordingly. (e.g. YOS recently commissioned a Translator to assist in victim liaison work).
- A victim impact statement is completed and passed on to case managers so that victims' views can be represented in Pre Sentence Reports (PSRs).
- Victims are informed of restorative justice processes and are given the options to; Accept a letter of apology, Write a letter (or otherwise express their views) to the offender, take part in mediation or shuttle mediation and participate in a victim/offender restorative conference.
- Victims (where appropriate) are invited to and encouraged to attend Referral Order Panels, where they would be prepared and supported by a dedicated independent worker.
- Victims are offered direct reparation, arranged, risk assessed and supervised by reparation workers. Victims can also put forward suggestions for indirect community reparation activities.
- Examples of reparation include; produce from the YOS allotment is given to local community groups and local nursery equipment has been renovated.
- Victims can choose to be kept informed of reparation progress.
- Victims are contacted and sent literature post sentencing, to inform them of court outcomes.
- Through YCAP funding, short films are being made to reach young people through their mobile phones and schools around support for victims and the reporting of crimes.
- Training has been scheduled for April to empower existing volunteers to support young victims, and encourage victim participation at Referral Order Panels.
- A Focus Group has been established (consisting of a Team Manager, Seconded Police Officer, Restorative Justice Coordinator and Victim Liaison Worker) to monitor, evaluate and advance restorative justice services to victims monthly.
- Research across the service was recently undertaken to establish practitioners' views on improving services to victims. As a result of this, many improvements have been made, including an increase in direct contact with victims and the processes of facilitating victim/offender restorative conferences.

Reviews of YOS services have also highlighted the following needs and areas of improvement in restorative justice, which are currently being addressed through the Focus Group and at Managerial level.

- Increase in public awareness of restorative justice by publicising success and new initiatives in local media.
- Developing an infrastructure to allow YOS to deliver earlier interventions to victims.
- Representation of restorative justice services at multiagency locality meetings.
- Strengthening links with diverse community groups to ensure social inclusion.

YOT partnership self-assessed score	Adequate	YJB validated score	
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9.3 How the YOT partnership engages with local communities to improve public confidence in the criminal justice system.

Please provide written evidence here:

The YOS, as a member of the LCJB share in the goal to improve public confidence in the criminal justice system. The YOS Manager has therefore been active at a strategic level, as part of LCJB in a number of annual events to improve public confidence including the staging of a 'Question Time' event where unsurprisingly youth crime featured as key topic of discussion. The LCJB also has the provision of Communications Officer who works alongside YOT/YOS's to ensure that positive media stories and events regarding young people in the criminal justice system are shared with the public. Recent events has also included 'You Be The Judge' and the celebration with Plymouth Magistrates Court of, 100 years Youth Courts. The YOS is also a member of the CDRP and has participated in CDRP events including 'Face The People' also at PACT meetings as mentioned above both with young people and adults and as Plymouth moves towards Localities working, the YOS is actively participating with young people and families to ensure that communities have every confidence in the YOS partnership's work of the criminal justice system. The YOS also as a member of both Children's Trust and the LCSB benefits from Communication Officers from Services for Children & Young People, Police and Health. Both partnerships are drawing up a clear agreed policy, to ensure that public confidence is central to the work of these joint partnerships. Also the work of YCAP is largely highly visible work as mentioned above and therefore communities are encouraged to feedback particularly to PACT meetings and other forums including Locality Meetings on whether public confidence is improving.

The YOS also engages with local communities to improve public confidence in the criminal justice system in the following ways:

- YOS works alongside and informs local businesses of restorative justice processes, inviting them to join the Plymouth Against Retail Crime (PARC) initiative. YOS is one of the funders of PARC service.
- YOS recruits and trains community members to volunteer, giving them an understanding of youth justice processes and allowing them to contribute their time and skills to reduce crime.
- Representatives from the Prevention Team attend local multi agency meetings to increase public confidence in the youth justice system and YOS services.
- The Prevention Team delivers group work and sporting opportunities in the community which have been widely reported in local media, informing the public of YOS crime prevention initiatives.
- The Prevention Team have established a community parent's forum ('Get Active and Participate') to empower parents to support the reduction of youth offending.
- YOS works directly with victims of crime, offering information, support and restorative justice opportunities to improve public confidence in the justice system as set out above.
- YOS facilitates young people working alongside allotment holders at the YOS allotment breaking down barriers between young people and older members of the community
- The Local Authority provides Reparation Activities e.g. Tidy Plymouth which includes graffiti removal and litter picking

YOT partnership self-assessed score	Adequate	YJB validated score	
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Section 3: YOT partnership improvement plan

The YOT partnership must set out its plans to address gaps and risks identified during the C&C Self-Assessment process. The YJB is aware that some YOTs may have had a recent HMI Probation Core Case Inspection and subsequently produced an improvement plan. This plan should be reflected within the capacity and capability improvement plan.

Examples of risks could include the following:

- the absence of a required management or operational process posing a risk to achieving the YOTs objectives e.g. the absence of effective quality assurance or management oversight posing a risk to achieving the YOT's objectives
- a potential lack of financial, human or other resources to meet established needs or demands. Examples might include funding pressures, lack of specialised skills, unreliable information or other management systems.
- a potential failure to identify and/or respond to external pressure on the YOT partnership and the services it provides. Examples might include a failure to anticipate demographic or legislative change.

Risk identified via C&C Self-Assessment	Action to overcome this risk	Success criteria	Owner	Deadline
1.3 Limited evaluation of the effectiveness of interventions has resulted in an uncoordinated approach to service delivery.	<p>Greater use of 'What do you think' assets</p> <p>Develop formal feedback process at end of orders to evaluate outcome of individual elements of the plan</p> <p>Young People Feedback Group to be set up</p> <p>Programmes to be linked with specific risk factors identified</p>	<p>Better understanding of the outcomes from a young person's point of view.</p> <p>Clearer knowledge of gaps within provision and the ability to take steps to address.</p> <p>More co-ordinated and targeted delivery of interventions both to individuals and groups.</p> <p>Reduction in ASSET scores</p>	YOS Management Team	March 2011 (reviewed at 6 months)

	in ASSET			
2.4 Diversity training and understanding issue of disproportionality in the youth justice system	SEE ATTACHED INSPECTION IMPROVEMENT PLAN Item 7	SEE ATTACHED INSPECTION IMPROVEMENT PLAN Item 7 Improved outcomes for young people at risk of offending and/or reoffending Confident workforce with ability to understand disproportionality in the youth justice system Improved and accurate records of minority groups and needs Better able to provide information to families, young people and partners	SEE ATTACHED INSPECTION IMPROVEMENT PLAN Item 7	SEE ATTACHED INSPECTION IMPROVEMENT PLAN Item 7
4.3 Limited analysis, apart from the YIP 50, of the FTE population has resulted in the service being reactive rather than pro-active.	Annually Undertake full analysis of FTE assets to review factors relating to the offending.	Ability to target preventative work across the city. Tailor interventions appropriately. Inform partner agencies to enable co-ordinated response to 'hotspot' factors or areas.	YOS Manager (supported by Office Manager/Team Manager)	June 2010 and thereafter January of each year from 2011 to inform better planning for forthcoming year.
5.2 Available programmes or alternatives have not been targeted at young peoples identified needs in a cohesive way.	<ul style="list-style-type: none"> Detailed analysis of asset to identify the main drivers behind offending. Review of available 	Completion of analysis Review completed and comprehensive catalogue developed. PSR procedures reviewed and	YOS Manager (supported by Office Manager/Team Manager)	October 2010 July 2010 September 2010

SEE ATTACHED INSPECTION IMPROVEMENT PLAN 1,2,3,4	<p>resources.</p> <ul style="list-style-type: none"> • PSR gatekeeping process using Scaled Approach to be made robust and include proposed programmes within case plan 	amended	<p>Team Managers</p> <p>YOS Manager (supported by Team Manager)</p>	
9.1 YOS partnership is to seek feedback from service users including victims regarding quality of services to improve services and ensure regular reviews inform future victim/restorative justice strategies	<ul style="list-style-type: none"> • Collect regular feedback from victims to inform service accordingly and develop an appropriate tool to gather feedback. • Ensure that services delivered by YOS are in line with National Standards as set out by the Youth Justice Board and the Code of Practice for Victims of Crime. • Staff training to incorporate restorative justice 	<ul style="list-style-type: none"> • Service improvement as a result of feedback received and evident • Victim Feedback Form is monitored and considered at Restorative Justice Focus Group and through supervision and used to inform and develop service. accordingly • Ongoing monitoring to ensure feedback process is both maintained and sustained with annual reviews to adjust feedback process to effect further improvements 	<p>YOS Manager (supported by Team Managers)</p> <p>Victim Liaison Worker / Team Manager / Restorative Justice Focus Group</p>	<p>Immediate and review every 2 months for first 12 months</p> <p>March 2011</p>

Part three: YOT partnership C&C Self-Assessment sign-off

YOT Management Board chair sign-off		
Name	Signature	Date

Part four: YOT partnership C&C Self-Assessment validation feedback report

This section will be completed by the YJB regional team. YOTs do not need to insert any performance data/information into this section. The YJB regional team will complete this section after the validation process has ended and the entire document will be returned to the YOT.

Overall YOT performance judgement

This is the YJB's overall judgement of the YOTs performance. It is a balanced judgement of the YOT's performance against National Indicators and its capacity and capability to sustain and improve upon current performance.

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National Indicator performance judgement

The national Indicator performance is judged according to two factors:

- direction of travel
- comparison to family.

In both cases, first-time entrants and reoffending are given double weighting as they are the primary youth justice indicators. The most current National Indicator performance data will be used to determine the judgement.

YOT National Indicator (NI) performance judgement dashboard

	NI 19	NI 43	NI 45	NI 46	NI 111
Direction of travel					
Sample/cohort size					
2007/08 NI performance					
2008/09 NI performance					
% point diff.					
Significant? (yes/no)					

Assessment					
Score					
Family comparator					
Sample/cohort size					
2008/09 YOT NI score					
2008/09 Family NI score					
% point diff.					
Significant? (yes/no)					
Assessment					
Score					
Overall score					
National Indicator performance judgement					

National Indicator performance judgement bandings

Performing excellently against NI:	>= 21	Performing well against NI:	>= 17.5 & <21	Performing adequately against NI:	>= 13 & < 17.5	Performing poorly against NI:	<13
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Capacity and capability judgement

The nine capacity and capability areas have varying numbers of critical activities. Therefore the score for each outcome area will be the average of the individual critical activity scores. The total of the averaged scores determines the capacity and capability judgement statement.

Any town YOT capacity and capability judgement dashboard

	YJB validated score
APIS	
Resourcing and workforce development	
Access to universal services	
Reduction in first-time entrants	
Reducing reoffending	
Custody	
Risk of serious harm	
Safeguarding	
Victims and public confidence	
Overall score	
Capacity and capability judgement	

Capacity and capability judgement bandings

Excellent C&C to sustain and improve perf.	>21.5	Good C&C to sustain and improve perf.	>13.5 & <= 21.5	Adequate C&C to sustain and improve perf.	>7 & <=13.5	Poor C&C to sustain and improve perf.	<=7
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Monitoring priorities

Notable and innovative practice

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