

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

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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.

APPENDIX 1: Derriford and Seaton AAP.

1. INTRODUCTION AND PROCESS	4
2. CONTEXT AND HISTORY	7
Plan Area	7
Setting the Scene	7
The Challenges	7
3. THE VISION FOR DERRIFORD AND SEATON	9
Context	9
Vision and Key Objectives	10
Vision Diagram	12
4. PLACE SHAPING	13
Improving the Urban Form	13
Improving Communications	15
Historical Assets	17
Green Infrastructure	18
Enabling Low Carbon Development	20
5. DELIVERING JOBS AND SERVICES	23
Plymouth International Medical and Technology Park	24
Tamar Science Park	26
Crownhill Retail Park	28
Derriford Hospital	28
University College of St. Mark and St. John	30
Christian Mill Business Park	32
6. DELIVERING HOMES AND COMMUNITY	33
Creating Sustainable Linked Communities	33
Glacis Park	35
Seaton Neighbourhood	36
North West Quadrant	38
Quarry Fields	41
Buena Vista Drive	42
Existing Planning Consents	43

7. DELIVERING SHOPS AND SERVICES	44
Promoting a New District Centre	44
Form of Development	46
Phasing of Development	47
Proposed Location	47
Urban Form	48
8. IMPROVING COMMUNICATIONS	50
Improving Connectivity	50
Transport Infrastructure	51
Forder Valley Link Road	52
Airport Link Road	53
Marjon Link Road	53
Access Arrangements to the District Centre, the North West Quadrant Site and Derriford Hospital	54
Derriford Junction Reconfiguration	54
Improvements to the Existing Highway Network	55
High Quality Public Transport Solutions	55
Plymouth City Airport	57
9. IMPROVING THE ENVIRONMENT	58
Delivering a Sustainable Environment	58
Derriford Community Park	59
10. DELIVERY	62
Derriford’s Role in Delivering the City Vision	63
Derriford and Seaton Delivery Scheme	64
11. MONITORING	73
12. PROPOSAL MAP	75
13. EVIDENCE BASE	76
14. GLOSSARY	77

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.

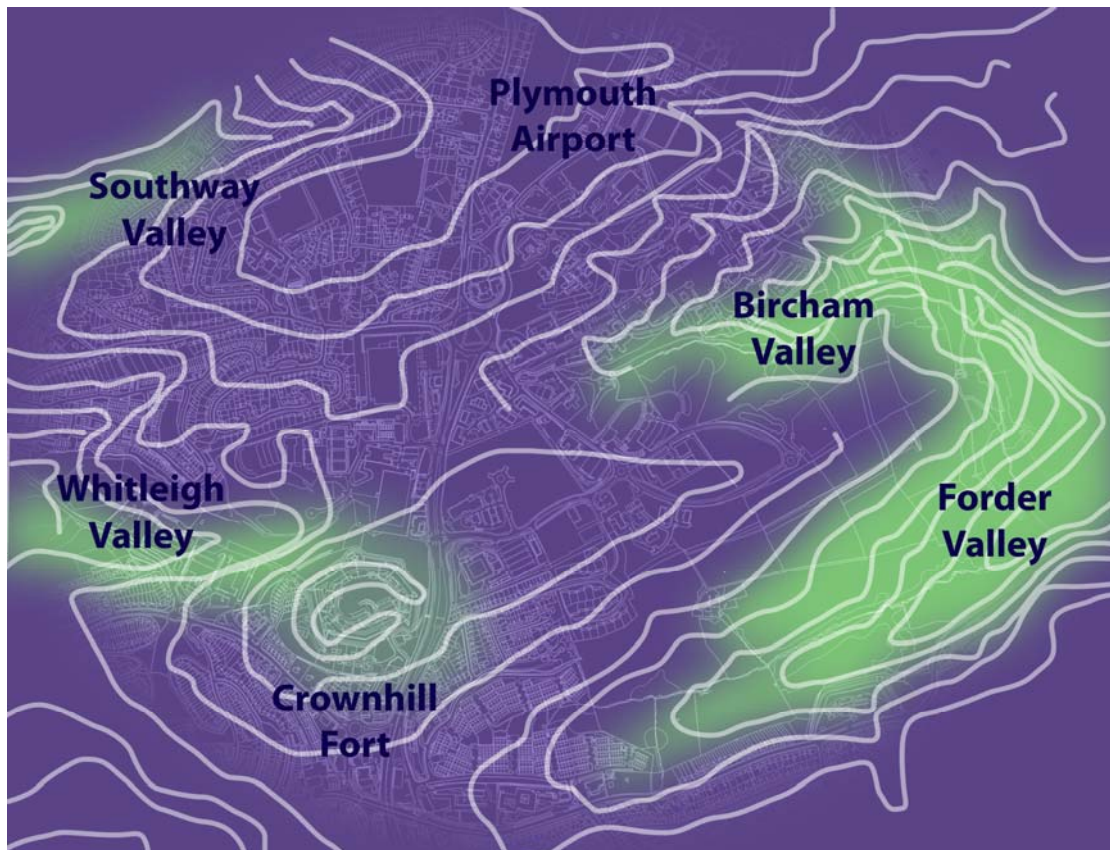
- 2.9. In general terms, northern Plymouth is poorly served by its District Centres with limited retail and community facilities within walking distance of people's homes. This problem is made worse by some failing neighbourhood centres, due to limited demand as a consequence of low density development, 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 1 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

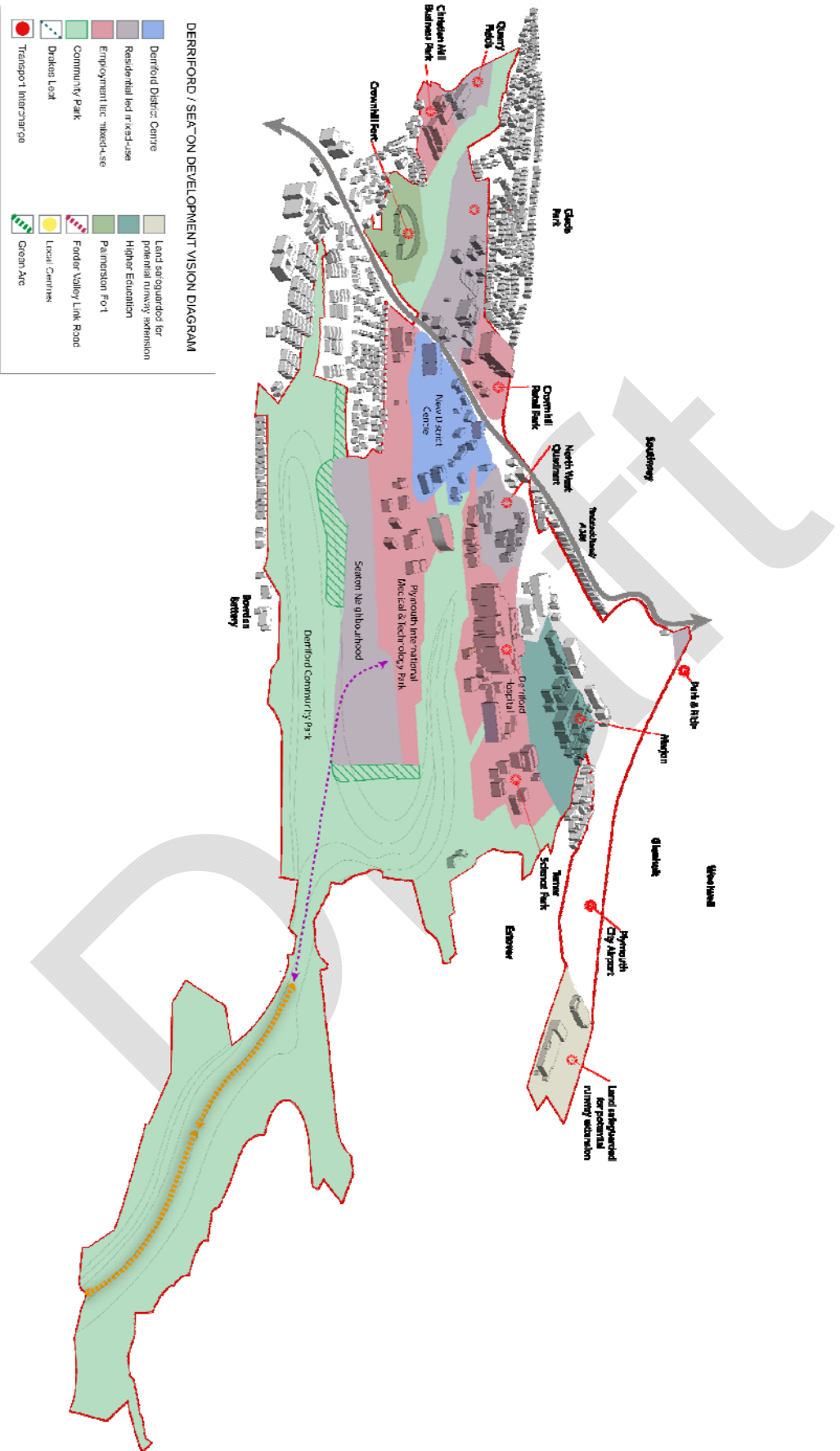
Strategic Objective 5: Improving Communications

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

Derriford and Seaton Vision Diagram



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 of 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.

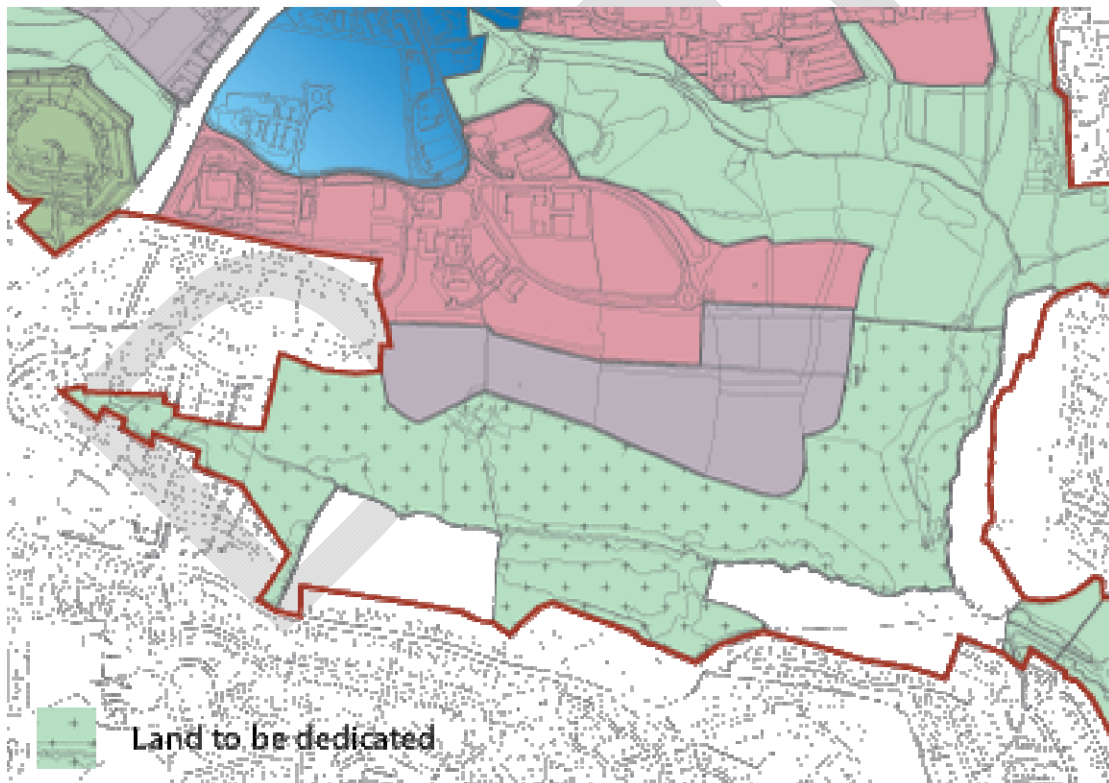
- 6.12. In order to capitalise on the many opportunities this site offers to create an exemplar of sustainable development, particular consideration needs to be given to:
- a) Providing a mix of house types and sizes. It is recognised, however, that this location is better suited to a higher proportion 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 DS14 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 DS14: 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.

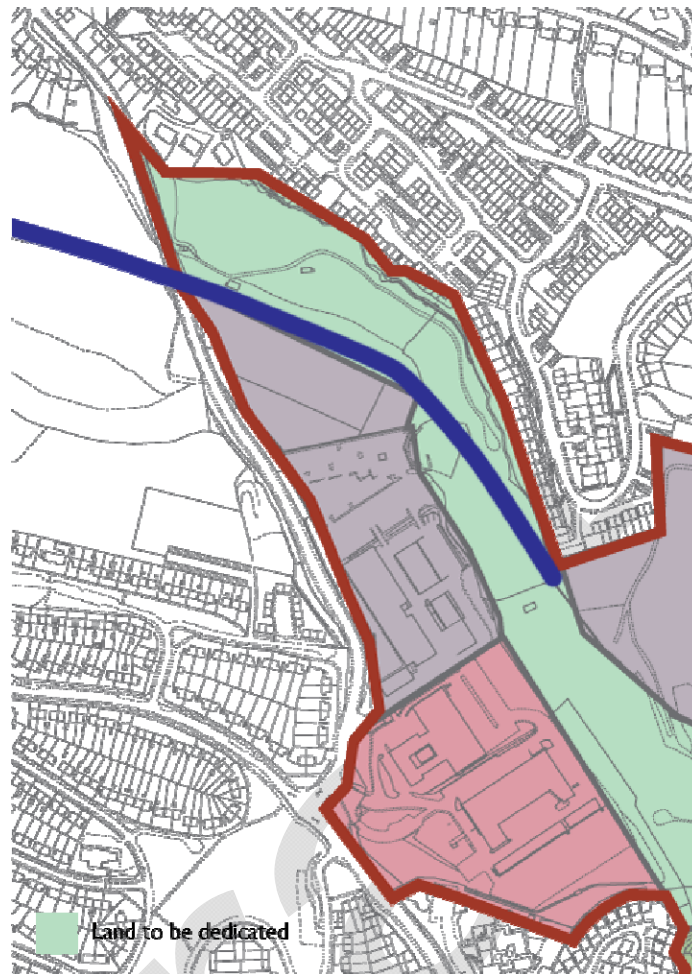
Quarry Fields

- 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 be 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 DSI 6 is to support its development primarily for residential uses.

Proposal DSI 6: 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

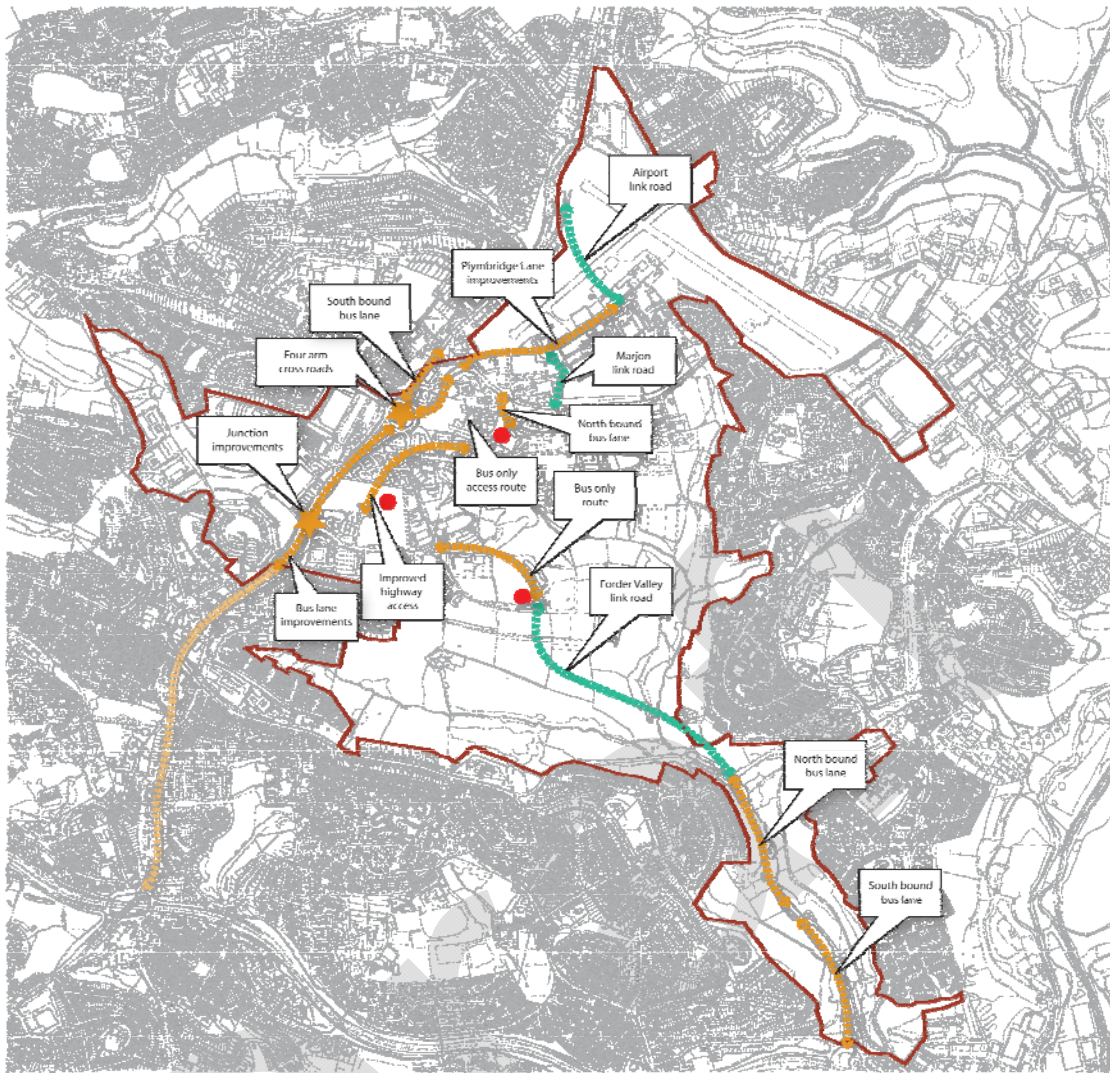
- 8.5. Development proposals within the AAP area provide an opportunity to significantly improve the transport infrastructure to deliver a more comprehensive and sustainable network.
- 8.6. Core Strategy Policy CS28 'Local Transport Considerations', supports the delivery of a high quality and sustainable 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 DS21 ‘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 DS21 sets out the key requirements and considerations for the development of Derriford Community Park.

Proposal DS21 - 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) 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.
 - b) 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		
<p>4. To provide a new high quality 'northern gateway' into the city, with a strong sense of place.</p> <p>6. To create a strong urban form, with distinctive high quality architecture & spaces with sufficient scale.</p> <p>7. To create a high quality, safe and accessible environment.</p>	<p>Place Shaping</p> <p>Strategic Objective 1: Place Shaping</p> 	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
<p>2. To play a major supporting role in the sub-region's long term economic and social well-being through the provision of strategically important health, economic, further education and transport infrastructure.</p>	<p>Delivering New Jobs and Economic Growth</p> <p>Strategic Objective 2: Delivering Jobs and Services</p> 	Proposal DS06: PIMTP															20,000 m ² B1 Office 20,000 m ² Care Centre 10,000 m ² Clinical Centre 500 m ² 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	
		Proposal DS11: Christian Mill Business Park																1,400 m ²	Landowner /Developer	Planning applications	
<p>1. To develop a diverse mix of commercial and community uses supported by a strong, vibrant new residential community.</p>	<p>Delivering Sustainable Linked Communities</p> <p>Strategic Objective 3: Delivering Homes & Community</p> 	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	
		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	
<p>3. To develop a district shopping centre, to support the residential & commercial communities, but with potential to grow once it is demonstrated that it will not undermine the City centre's shopping role.</p>	<p>Delivering New Shopping Floorspace</p> <p>Strategic Objective 4: Delivering Shops & Services</p> 	Proposal DS17: New District Centre															2,230 m ² Primary S. 25,000 m ² 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	
<p>8. To create key new transport linkages with surrounding areas, including potential Forder Valley and Whiteleigh links.</p> <p>5. To facilitate public transport, cyclist, pedestrian and vehicular access in a sustainable way.</p>	<p>Delivering Sustainable Transport</p> <p>Strategic Objective 5: Improving Connectivity</p> 	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
		Maron 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
		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
<p>9. To capitalise on the existing network of green spaces, views and historic environment and enhance the role of these, with greater access and links to wider areas.</p>	<p>Improving the Environment</p> <p>Strategic Objective 6: Delivering Environmental Improvements</p> 	Proposal DS21: Derriford Community Park																			
		Community Park																	N/A	Landowner /Developer	Planning Application /Partnership working
		One Planet Living Centre																	2,500 m ² Education Centre	Landowner /Developer	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.
DSI3: Seaton Neighbourhood	Hawkins Trust	Planning application	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of Hawkins Trust	2013-2022	Delivery of full development reliant on Forder Valley Link	
DSI4: North West Quadrant	Wharfside Regeneration	Planning application	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of Wharfside Regeneration (Devon) Ltd	2014-2021		
DSI5: Quarry Fields	BT	Planning application	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of BT	2014-2015		
DSI6: Buena Vista Drive	PCC/ private developer	Planning application	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of PCC	2012		
DSI7: District Centre								
Phase 1	South West RDA and development partners	Planning applications/ potential use of CPO	n/a Implementation up to 100% private sector investment.	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 Implementation up to 100% private sector investment.	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	Co-operation of a range of stakeholders	Necessary

		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 places 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.

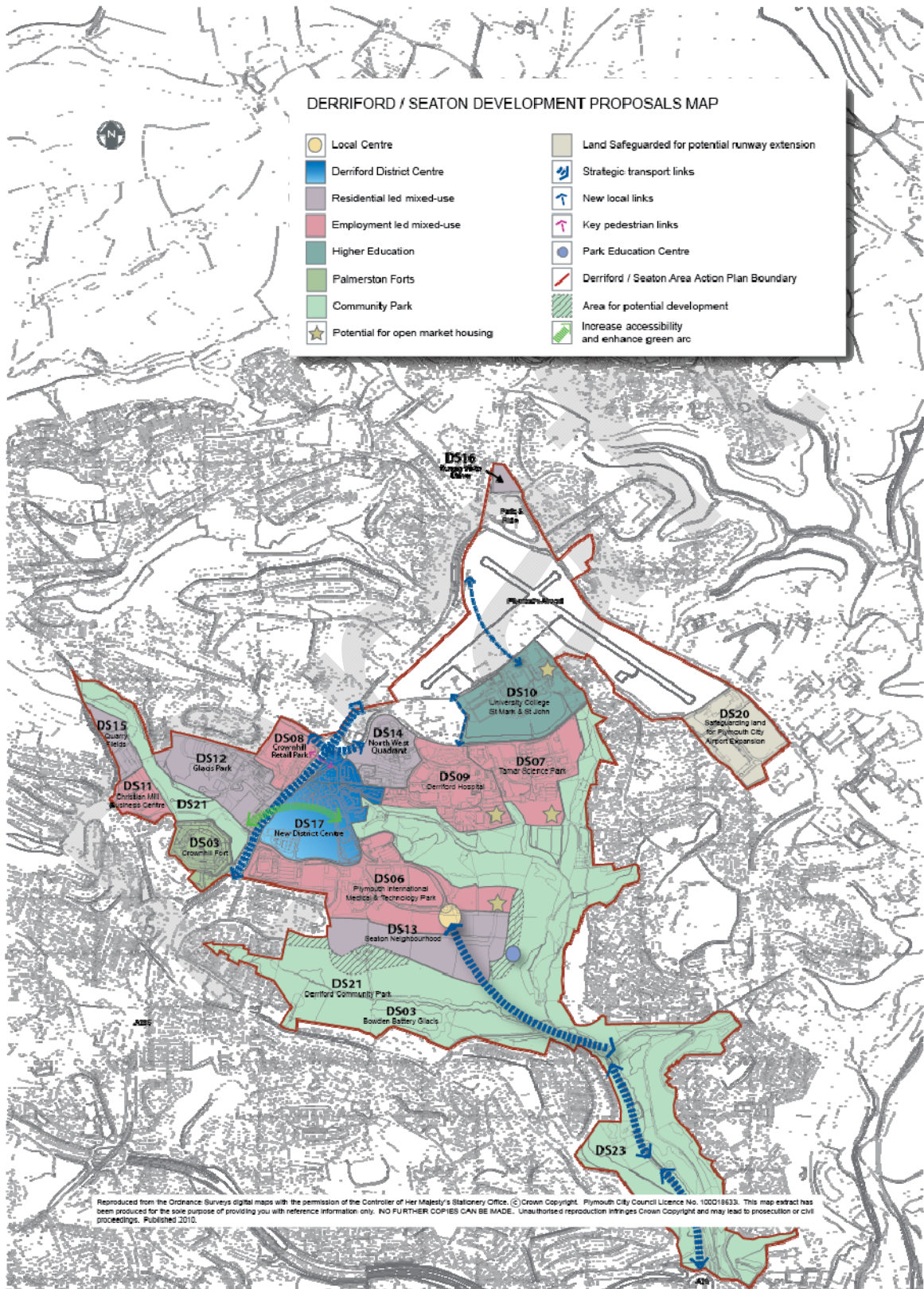
11. MONITORING

- 11.1. 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.
- 11.2. 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.
- 11.3. 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.
- 11.4. 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