

Document 4

NP01 Plymstock Quarry

Land at the former Plymstock Quarry will be developed as a sustainable new neighbourhood that is mainly residential but should include a mix of uses, to meet the daily needs of the community in a high quality environment and allow for the integration of the land currently occupied by Pomphlett Industrial Estate (NP02). The development will include:

In the region of 1,500 homes of a variety of tenures and house types, of which at least 450 are to be affordable and 300 built to Lifetime homes standard.

1684 homes are proposed in the current application with a target of 421 affordable dwellings (25% rather than 30% due to difficult site conditions) but this is subject to growth being in accordance with an agreed claw back mechanism review process. The baseline level of affordable homes would result in 208 affordable dwellings (12.35% without grant). There would be a higher number of Lifetime Homes than the policy position - 336 (20%)

In the region of 3.5 hectares, providing in the region of 21,000 square metres gross floor area of B1 (Use Classes Order) employment land.

Approximately 2.2 ha of land is proposed to accommodate 7,825 sqm (gross) of B1 employment (B1A, B1B and B1C) and B2 employment uses (Up to 1.85 ha of land within the former quarry and with an additional 0.35ha of B1 uses close to the NW boundary) and it is considered that this may be acceptable to ensure a viable scheme.

An "extended" primary school-

This would be achieved in the current proposal, and in the first phase temporary facilities have been agreed.

A mixed-use local centre, to include a supermarket in the region of 2,000 square metres gross and a complementary range of small shops and other services to meet the needs of new residents. This would be achieved in the current proposal in broad terms.

The development should integrate with adjoining areas, provide the infrastructure necessary to serve the site and make an appropriate contribution towards the delivery of off site 'eastern corridor' transport infrastructure improvements. In determining the actual number of dwellings to be accommodated on the site, the Proposal will need to be tested against all the criteria identified below. In particular, the development should provide for the following:

Design and Historic Environment

1. The highest standards and principles of sustainable urban design, architecture, and landscape design. In particular the design should ensure that the following considerations are adhered to:

a. A positive relationship with surrounding sites, uses and in particular the historic house, park and garden at Saltram. Proposed development should ensure that it takes account of impact on the registered park and garden and listed buildings at Saltram. The essential setting of Saltram House, Park and Garden must be preserved or enhanced. The Heritage bodies have been involved and the approach being taken is now satisfactory (subject to S106).

b. A design solution which capitalises on the unique character of the site, the availability of local materials (particularly Plymouth Limestone) and responds to the natural drama of the site. This includes the retention of important existing site features, the creation of an urban form in scale with the setting and an approach to architecture that enhances the sense of place. Agreement has been reached on a range of design issues.

c. The creation of direct, convenient and safe links to the existing developed areas of Plymstock to the south, including the secondary school and the

Plymstock Broadway shopping centre. A S106 requirement for a foot/ cycle bridge has been agreed to address this point.

d. The creation of a distinctive local centre with a range of facilities to meet local needs, as the focus of the development . Ground floors of buildings in the local centre will be designed where reasonable to be capable of adaptation between a range of uses, including retail, office and residential uses. The Design Codes set some parameters for distinctiveness and flexibility in the local centre, in addition a Design Competition has been agreed and S106/ conditions to safeguard mixed use.

e. Design issues in relation to levels, particularly in terms of privacy, sunlight, microclimate, elevated views over the development (in particular, of roofscape), and the degree of enclosure within the quarry floor given the need to create a living environment that is not claustrophobic and overbearing. This has been largely addressed.

2. A masterplan with accompanying Design Codes and strategies. Such Design Codes should be submitted to and be approved by the Council as part of the submission of the outline application for the whole development and will form a key element in the consideration of the application. These codes will be monitored and reviewed jointly by the developer in conjunction with the Council. Design Codes have been submitted and have been revised.

3. An archaeological watching brief in order to record any archaeology within fissures, for any development that exposes or reduces the limestone bedrock at its surface. The archaeology has now been evaluated and mitigation should be secured by condition following standard PPG16 (para 30) procedure.

4. The limekiln at NGR SX51265415 will undergo careful recording, shall be carefully dismantled and stored for reuse and shall be incorporated in the built development proposals, in accordance with agreed specifications. This would be secured by condition.

1. Housing

5. An appropriate mix of dwelling types and sizes to provide a balanced and sustainable neighbourhood, ranging from 60 to 70 dwellings per hectare at the local centre to 35-50 dph elsewhere on the site, with the lowest density on the Greenfield parts of the site. Generally in compliance.

Employment

6. Employment development located east of the main access to the site from Billacombe Road and south of the new main east/west axis within Plymstock Quarry. Generally in compliance.

7. The relocation of the existing uses from Pomphlett Industrial Estate to suitable alternative premises, at an early stage in the development to a location adjoining Chelson Meadow Waste Management Centre (see Proposal NP02). However, where necessary, other suitable alternative sites will be considered. Proposals have been amended to address this issue. A Development Agreement has been discussed but is not yet agreed to bring forward the delivery of units from Pomphlett Industrial Estate.

8. Small scale business establishments such a micro-business and live-work units. Such premises should be appropriately located in the mixed use core and designed to enable flexibility to respond to change in demand. S106 clauses/ conditions to safeguard of these business units in the mixed use core.

9. Wherever possible and practicable, the use of local employment opportunities during construction of the development. An apprenticeship scheme would be covered through a S106 requirement.

Shopping, community and services

10. A new local centre, comprising a supermarket and a range of complementary shopping, service and food and drink uses, appropriate to meet the needs of the local community. [Conditions warranted to safeguard of these uses in the mixed use core.](#)

11. A 2 form entry 'extended' Primary School, adjoining the mixed use core.

The Primary school should be designed and built to form the hub of the neighbourhood's health and community facilities including a doctor's surgery, health centre (in the region of 400 square metres), children's centre, library and community resource / meeting place able to accommodate worship (in the region of 1,100 square metres). [This has been addressed in the proposed S106 agreement.](#)

12. A contribution to meet the secondary schooling educational needs arising from the impact of the development. [This has been addressed in the proposed S106 agreement.](#)

13. Facilities that encourage and promote healthy lifestyles, e.g. a purpose designed trim / exercise trails integrated into the developments public realm and open spaces, with supporting information and equipment. [This has been addressed in the proposed S106 agreement.](#)

14. In the region of four informal meeting spaces for older children and teenagers as an integral part of the public realm. Such facilities should be carefully located across the whole development. They should be open to informal surveillance by the wider community, safe to use by young people and located so as to minimise potential for nuisance. [This should be addressed in the requirement for reserved matters and as proposed S106 agreement.](#)

Sport and leisure

15. The provision of an appropriate level of publicly accessible outdoor playing pitches and associated facilities to meet the sports and recreation needs arising from the development. An appropriate contribution towards the provision of such off-site facilities shall be made in lieu of any shortfall in on-site provision. [This has been addressed in the proposed S106 agreement..](#)

16. An appropriate contribution towards the provision of a swimming pool in a location that meets the needs of occupiers of the development. [This has been addressed in the proposed S106 agreement.](#)

17. An appropriate contribution from the development towards the proposed strategic sports and cultural centre at the Life Centre in Central Park, and proportional to the strategic and cultural needs of occupiers from the development. [A general off site sports contribution is included in the proposed S106 agreement.](#)

18. The provision of an appropriate level of indoor sports facilities to meet the needs arising from the development,. This should be provided on site wherever possible as part of the extended school and be of an appropriate design to accommodate community use in addition to the primary school requirements. An appropriate contribution towards the provision of off-site facilities should be made in lieu of any shortfall in on-site provision. [This is addressed in the design and covered through a S106 requirement.](#)

Open space / public realm

19. Formal open space at the heart of the local centre. [Provided within proposed masterplan.](#)

20. The creation of green links between the northern fields and Billacombe Green for wildlife movement and recreation. [Generally in compliance](#)

21. The creation of a linear boulevard and park on an east-west axis linking the lower parts of the development with the local centre central space. [Generally in compliance](#)

22. The provision of an appropriate level and distribution of equipped children's playspace and other small areas of functional formal and informal public open space that should be landscaped as integral

components of the development, to include facilities and equipment (e.g. paths, lighting, seating) appropriate to the character of the open space. [Provided within proposed masterplan, and with conditions for the detailed proposals.](#)

23. Public art integral to the design of buildings and spaces. The approach should be explored through the development of a public art strategy for the site at an early stage. [This has been covered in the proposed S106 requirement, defining the process and funding.](#)

24. A financial contribution towards mitigation measures to off-set the impacts of increased recreational pressure on Billacombe Green, arising from the development. [Agreement had been reached through a proposed S106 requirement.](#)

25. A proposal for the long-term maintenance of rock faces to ensure public safety. Public access liabilities shall be addressed in a report, and appropriate measures put in place. [This has been addressed in the proposed S106 agreement.](#)

26. The creation of a network of cycle and pedestrian links through the informal open space, providing for a link to the Saltram Estate from the northern fields, and works to contribute to the creation of a countryside park. [This has been addressed in the proposed S106 agreement, with a contribution of £350,000. Recreational Spine to be provided, to agreed specification up to the boundary of Persimmons ownership.](#)

27. Off site environmental improvements to Billacombe Road in conjunction with new access, junction improvements and high quality public transport route between Colesdown Hill and Pomphlett roundabout. [This is covered through a proposed S106 requirement.](#)

Transport

28. The provision of an integrated network of safe and convenient footpaths and cycleways, within its boundary and to key facilities including transport interchanges. These routes should also help to link and integrate the development into the wider community and surrounding areas, including neighbouring green spaces, the proposed countryside park at Saltram

(Proposal NP12), the National Cycle Network, Plymstock Secondary School and The Broadway shopping centre. Where necessary and reasonable existing footpaths bordering the development should be upgraded and new routes provided where necessary. A bridge link over A379 and recreational links in the former railway cutting to the west of the site will also be required. [Addressed in S106 requirements. A S106 requirement for a foot/ cycle bridge has been agreed to address this point.](#)

29. The safeguarding of unrecorded public rights of way (developers should liaise with local access forums and the Council to identify these public rights of way). [Achieved.](#)

30. Secure and user-friendly cycle parking at principal points and designations within the development e.g. business park, local centre, school and public transport interchange. Secure storage space shall also be included for residential dwellings and employment and leisure facilities to encourage cycle use for short trips. [Conditions attached.](#)

31. An Access Strategy which shall be provided with an application for the whole development. This should include accessibility to facilities, bus stops and the transport interchange, in the form of bus boarders and the provision of a legible signing network and information. [Whilst a vehicular and pedestrian access strategy has been provided, the issue of gradients needs to be further addressed in D & AS and Design Codes. This is being conditioned.](#)

32. The preparation of a coherent area wide travel plan, which shall positively promote employees and residents to use public transport and promoting safe and sustainable travel for school children. [Covered in S106/ conditions.](#)

33. A High Quality Public Transport interchange, served by local bus services

and the Eastern Corridor high quality public transport Service. This should be incorporated within the local centre at a point most convenient and accessible for users and serve the whole site. It should be consistent with the 'mobi hub' concept of a locally based travel and terminal and service centre (or mobility centre) offering a pleasant and secure waiting environment, combined with travel information and user facilities and journey planning services. [Addressed in S106 requirements for off site contributions.](#)

34. The safeguarding of a long term High Quality Public Transport route alignment along the former railway line, or an adjacent area. [Achieved.](#)

35. The application of maximum car parking standards as denoted within the Council's Parking Strategy 2006. [Achieved through relevant conditions.](#)

36. A single car park as part of the local centre which is shared between local centre uses and is separate from but with convenient access for people of all abilities to the school and Public Transport Interchange. [Achieved.](#)

37. A design that discourages dropping off children in close proximity to the school to avoid vehicle / child conflict around the immediate school environment. [Achieved.](#)

38. Contributions and / or direct works where necessary and reasonable to reduce the impacts of the development on the highway network. These contributions should assist the delivery of the transport infrastructure improvements needed to facilitate the development of the 'Plymouth Strategic Public Transport Network' and implement the sustainable transport strategy for the eastern corridor. Measures should include:

a. Highway works to facilitate reduced bus journey times for the high quality public transport Eastern Corridor service and cycle movement on the A379 between its junction with Colesdown Hill and its junction with The Ride. [S106 requirements for off site contributions.](#)

b. Improvements to reduce journey time and service reliability of public transport services in Plymstock including improvements and cycle friendly highway works to Pomphlett Roundabout [S106 requirements for off site contributions.](#)

c. Cycle friendly Highway works on the A379 to enable public transport priority to its junction with Finnegan Road [S106 requirements for off site contributions.](#)

d. Cycle friendly Highway works to the east of Laira Bridge to enable public transport priority along Laira Bridge Road, Heles Terrace and Embankment Road. [S106 requirements for off site contributions proposed..](#)

e. Junction improvements to Marsh Mills junction with the A38 [S106 requirements for off site contributions.](#)

f. Cycle friendly Highway works and junction improvements on Colesdown Hill northwards to its junction with Haye Road and southwards bus only gate to its junction with the A379. The design and location of any requirement to improve the junction of Colesdown Hill and Haye Road should ensure that there is no adverse impact on the registered park and garden and listed buildings at Stag Lodge. Proposals for the Colesdown Hill/Haye Road junction must preserve or enhance the essential setting of Saltram House, Park and Garden. [Not applicable as Colesdown Hill route is not feasible, although cycle access and emergency access will be provided.](#)

g. The provision of passenger shelters, bus boarders and Real Time Passenger Information on all stops between the bottom of Colesdown Hill, The Ride and the A379. [S106 requirements for off site contributions.](#)

h. The incorporation of public transport priority within the development to enable the Eastern Corridor High quality public transport service to serve the local centre. [Achieved in part with HQPT mobi-hub on site frontage..](#)

39. Proportionate contributions to wider transport works in line with Proposal NP07, Policy NP08, Proposal NP09 and Proposal NP10. [S106 requirements for off site contributions proposed.](#)

40. The provision of two principal vehicular access points from the A379 and two secondary vehicular access points into the site from the Ride and Colesdown Hill to the north. The northern site access from Colesdown Hill should ensure that it takes account of impact on the registered park and garden and listed buildings at Saltram. Proposals for the Colesdown Hill access must preserve or enhance the essential setting of Saltram House, Park and Garden. [Achieved although Colesdown Hill access is emergency only..](#)

41. Extensive use of Home Zone road layout and design. Vehicular highways for other non-home zone routes that provide access between principal uses and areas within the development should as far as practicable be designed to reduce speed below 20 mph. The home zone principle should be extended beyond the main area of development, incorporating the new access route along Colesdown Hill. [Achieved.](#)

42. Local bus services through the site. [Achieved for later phases.](#)

Infrastructure and Utilities

43. Sustainable urban drainage and water conservation measures as an integral part of the design. Where traditional sustainable urban drainage measures are unviable in the quarry floor, then other measures such as water retention areas or green / brown roofs shall be utilised. [Generally in compliance](#)

44. Appropriate waste storage areas and recycling facilities that are integrated into the development. [This is covered under future Building Regulations, and appropriate conditions.](#)

45. Off site improvements to both the public water supply and foul drainage systems including the receiving sewage treatment works. The provision of potable water supplies throughout the community in conjunction with water saving strategies and fittings (to Environment Agencies guidelines). Rainwater harvesting shall be investigated and implemented wherever practical and reasonably viable. [Generally in compliance. No investigation of rainwater harvesting carried out at this stage,](#)

46. The incorporation of high bandwidth telecommunications infrastructure into every building to facilitate commerce, interactive services and advanced information provision, into the foreseeable future. [Generally in compliance](#)

47. The preparation of a Climate Change and Sustainability Strategy which will demonstrate how progress will be made towards achieving zero carbon development, as defined by Level 6 of the Code for Sustainable Homes and BREEAM excellent standards. Any technical or financial impediments to such progress will need to be identified early by the developer, and they will be taken into account at the planning application

stage. The Strategy should address the following issues:

- minimisation of energy consumption,
- use of renewables and decentralized/ low carbon systems,
- accessible choice of shade and shelter,
- minimisation of adverse local environmental conditions,
- effect on biodiversity and the capacity for adaptation,
- sustainable urban drainage and waste systems,
- sustainable transport in line with PPG13.

[Proposal is not to complete to all of these standards. Adequate measures would be addressed in accordance with proposed S106..](#)

48. The preparation of an Energy Strategy for the development, which includes an investigation of a district heating scheme for the development, utilising the waste heat generated by the landfill gas powered electricity generation plant at Chelson Meadow and/or an alternative Combined Heat and Power plant. This should be integrated into the development

if technically feasible and financially viable. [An Energy Strategy needs to be agreed as in proposed S106.](#)

2. Natural environment

49. The provision of in the region of 12 hectares of accessible natural greenspace including the fields, wetlands and woodlands on the north facing slopes overlooking Chelson Meadow and the Saltram Estate. The area will form part of the countryside park (see Proposal NP11) and should include a costed management plan detailing requirements for the areas maintenance and improvement and financial provision for the plans delivery. [Generally in compliance](#) through requirement for Green Space & Ecology Management Plan and as defined in proposed S106

50. The protection of County Wildlife sites and ecological links between neighbouring areas of nature conservation. [Generally in compliance t](#) through requirement f as defined in proposed S106

51. The replacement roosting, foraging and commuting habitats for bat species. [Generally in compliance](#) through requirement for Green Space & Ecology Management Plan and as defined in proposed S106

52. The creation of in the region of 1 hectare of Calcareous (Limestone) Grassland as part of the quarry remodelling and stabilisation. This will include provision for the ongoing management of this grassland. [Generally in compliance.](#) through requirement for Green Space & Ecology Management Plan and as defined in proposed S106

53. The creation of wildlife ponds /wetlands within Wixenford Quarry as mitigation for wetlands lost as part of development proposals within. This will include provision for the ongoing management of this habitat. [Generally in compliance.](#) through requirement for Green Space & Ecology Management Plan and as defined in proposed S106

54. The restoration of 5 hectares of species rich lowland meadow or pasture in fields west of Colesdown Hill and north of the proposed development. [Generally in compliance through relevant conditions](#) through requirement for Green Space & Ecology Management Plan and as defined in proposed S106

55. An appropriate contribution towards managing off site recreational impacts within the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Special Protection Area (SPA). [Generally in compliance with S106 requirements for off site contributions.](#)

Environmental Protection

56. The assessment of the risk of flooding. The development should be designed to avoid unnecessary development in areas of high risk and minimise the impact of development on flooding, or provide mitigation measures to reduce the impacts of potential flood. [Generally in compliance, with relevant conditions to be applied.](#)

Phasing

57. A phasing plan submitted with any outline or full application and provide for convenient and safe facilities and services throughout the development phases. [Submitted phasing plan in accordance with proposed S106 would resolve HSE comments about risks, provision of school phased and the phasing of contributions to the HQPT proposals all warranted to mitigate development impacts over time](#)

58. A high quality public transport system phased from the commencement

of development. Existing bus services will serve the initial phase, with the HQPT services achieved in later phases subject to proposed S106 contributions..

2.1 NP02 Pomphlett Industrial Estate

The development should be designed and delivered to integrate with the sustainable neighbourhood proposed for Plymstock Quarry and therefore it should integrate with the detailed provisions for Proposal NP01. Some land set aside and workshops built in phase 1 within Plymstock Quarry and made available for the relocation of some PIE units as proposed in S106.. A Development Agreement has been discussed, but has not yet been agreed to bring forward the delivery of Pomphlett Industrial Estate.

2.2 NP04 Billacombe Green

Billacombe Green and its existing character will be preserved and enhanced. Areas of nature conservation importance will be protected and recreation value should be enhanced. Plymstock Quarry should provide for the following works to Billacombe Green to take account of the impacts arising from development, including:

1. The re-grading of a small part of the north-western corner of the site. The re-grading should be sensitive to the Green's existing biodiversity and character. All regrading works are now within the developer's ownership and part of the proposal..
2. Provide public pedestrian routes from the Plymstock Quarry development into and through the Green, in a manner which is sensitive to the Green's existing biodiversity and character. This shall incorporate a safe route to the Plymstock Secondary School from the eastern fields. Agreed through S106 agreement
3. A financial contribution (potentially off-set by direct works) made by the developer of Plymstock Quarry to mitigate the direct impacts of regrading and indirect impacts of increased use. The contribution shall pay for improvements to the Green to maintain its natural value and character, protect public safety, and contribute towards its future management and maintenance. Agreed through S106 agreement

NP07 HQPT system.

S106 contributions from major developments S106 requirements for off site contributions in proposed S106.

NP08 Improvements to Public Transport in Plymstock.

S106 contributions. for on site extension of service

NP09 Highway Infrastructure and traffic management.

S106 contributions. S106 requirements for off site contributions specified

2.3 Section 11 Delivery

NP11- Private sector development contributions, including NP01, NP03, NP05, NP06, NP12, through S106 planning obligation funding from appropriate developments.

All addressed in proposed S106.

Contribution to creation of Countryside Park has been included in proposed S106.