

## PLYMOUTH CITY COUNCIL

**Subject:** Local Development Framework: Submission of Derriford and Seaton Area Action Plan

**Committee:** Cabinet

**Date:** 12 June 2012

**Cabinet Member:** Councillor Vincent

**CMT Member:** Anthony Payne (Director for Place)

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**Ref:** MS

**Key Decision:** No

**Part:** 1

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### Executive Summary:

At its meeting on 31 January 2011, the City Council approved the Derriford and Seaton Area Action Plan (AAP) Pre-submission draft for consultation purposes and subsequent submission to the Secretary of State. This consultation process took place between 16 February and 30 March 2011. A total of forty eight representations were received.

In general, there was a substantial level of support for the overall vision and strategy being proposed. However, the representations also helpfully identified a number of ways in which the AAP could be improved.

Representations were made relating to the perceived optimum location for the new District Centre, its potential impact on the city's existing retail hierarchy, as well as the impact it will have on Crownhill Local Centre.

In response, the city's retail evidence base has been reviewed and taken into account ongoing masterplanning work examining the new District Centre proposals.

This additional work has confirmed the overall approach being taken in the AAP with regard to retailing matters, including the District Centre proposal. It is worth noting, however, that these studies have also concluded that in current market circumstances, the precautionary principle should be applied. The focus, therefore, should be on meeting existing retail needs (over the next 5 years), by making provision for a large foodstore of around 7,000 sq m gross floorspace, as well as limiting the number and size of non-food retail outlets to a size which will not compete with units in the City Centre that are designed to accommodate national retail brands. In looking to the longer term, it is recognised that the AAP needs to provide flexibility for the District Centre to expand, should the review of the Retail Study in five years time indicate that further growth is warranted.

There is also the question of whether the AAP identifies the most appropriate location for the District Centre, when compared with three alternative sites that have been identified through the consultation process. Clearly, it is believed that the proposed District Centre location identified within the AAP, offers the greatest opportunity to meet the City's aspirations; the merits of this judgement will be considered by an independent Planning Inspector through the examination process.

Representations were made in relation to the non specific boundary line shown between the proposed Community Park and the Seaton Neighbourhood proposal.

In response a further masterplanning exercise has been undertaken to establish the requirements, viability and deliverability of the Community Park proposals, along with pre-application discussions in relation to the Seaton Neighbourhood proposals.

This additional work has enabled a more detailed analysis of the design and delivery of the Community Park, which will ensure the Park becomes a significant sustainable asset for the City in the long term.

Representations were made in relation to the transport proposals, in particular the capacity of the highway network to accommodate the levels of growth proposed, as well as the impact of the proposed Forder Valley Link Road on wildlife.

In response to these transport related matters, an updated Transport Strategy for Derriford has been prepared and published, which addresses highway related concerns that have been raised and provides a greater level of detail on how modal shift will be encouraged and supported within the Derriford area. In addition, pre-application discussions have taken place with the applicant seeking to deliver the Seaton Neighbourhood to ensure the design of the proposed Forder Valley Link Road does not encroach upon the Local Nature Reserves to reduce the impact on established wildlife habitats.

Representations were made relating to the uncertain future of Plymouth Airport and the potential delay this could have on finalising the AAP. Furthermore, the important relationship between the airport area and the city's northern neighbourhoods was identified as a matter that extended beyond the scope of the Derriford area identified within the AAP. Representations were also received regarding the Buena Vista Drive area, which was considered to be a parcel of land within the Glenholt neighbourhood.

In response, the boundary line detailing the extent of the AAP has been revised to exclude Plymouth Airport together with the proposal referred to as 'Buena Vista Drive' and references to the future of the airport have been removed from the AAP. Instead, it is considered that the airport raises issues of such strategic importance to the city and its sub region that the appropriate policy vehicle for reviewing its future is the Core Strategy review, which is now underway. Given that the AAP is fundamentally concerned with the creation of a new heart for the north of Plymouth, the exclusion of the airport land from this AAP is not considered to be significant in terms of the overall vision and strategy for Derriford.

In responding to these representations, as well as having regard to the requirements of NPPF (March 2012), there will be a number of consequential changes to the AAP as well as the need to publish further evidence base. Such amendments are regarded as significant and therefore, the revised AAP is being referred back to Cabinet and the City Council to approve a further round of public consultation and the subsequent submission of the AAP to the Secretary of State for examination.

Subject to the approval of the City Council, the following actions will now take place;

- Publication of a revised draft (Pre-submission) version of the Derriford and Seaton Area Action Plan, for consultation purposes;
- Implementation of a process of public consultation on the revised draft plan, to seek comments on the changes made to the original draft and the further supporting evidence base reports now available;

- Following the consultation and prior to the submission of the plan to the Secretary of State, minor changes to the draft plan may be required in response to the representations received. If any further major changes are needed, these will be reported back to the City Council and further revisions to the plan could be subject to a further period of consultation;
- Submission of the revised draft plan to the Secretary of State, who will appoint an independent Planning Inspector to test the soundness of the plan.

In accordance with the City Council's Local Development Scheme, the Cabinet and City Council is now asked to approve the Derriford and Seaton AAP revised Pre-submission draft for consultation purposes and subsequent submission to the Secretary of State for examination.

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### **Corporate Plan 2012-2015:**

The report directly supports the Council's vision for the city as well as its priority for delivering growth. The draft AAP provides for some 2,950 new homes and in the region of 8,000 new jobs. This will enable the Derriford area to make a significant contribution to the city's future prosperity.

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### **Implications for Medium Term Financial Plan and Resource Implications:**

#### **Including finance, human, IT and land**

There are direct financial implications associated with the report including the publication of and consultation on the revised (pre) submission draft of the Derriford and Seaton Area Action Plan, and the holding of an Independent Examination into the AAP. The estimated cost is in the region of £65,000-£90,000. These costs can be met from the 2012/13 Spatial Planning budget.

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, whilst generating considerable planning obligation/Community Infrastructure Levy contributions and New Homes Bonus funds 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.

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#### **Other implications: eg Child Poverty, Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:**

The LDF directly supports the promotion of community cohesion 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.

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## **Recommendations & Reasons for recommended action:**

That the Cabinet recommend to the City Council that:

1. The Derriford and Seaton Area Action Plan Revised Pre-Submission draft be approved for consultation purposes.  
**Reason:** To enable the Council to progress the Area Action Plan in accordance with the Local Development Scheme.
2. Authority be delegated to the Assistant Director for Planning, in consultation with the Portfolio Holder for Environment, to agree the final pre-submission format of the Area Action Plan.  
**Reason:** To enable the Council to progress the Area Action Plan in accordance with the Local Development Scheme.
3. Authority be delegated to the Assistant Director for Planning, in consultation with the Portfolio Holder for Environment to agree minor amendments to the Area Action Plan in response to the consultation process (with any major amendments being referred back to the City Council for approval).  
**Reason:** To enable the Council to progress the Area Action Plan in accordance with the Local Development Scheme.
4. The Assistant Director for Planning 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.

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## **Alternative options considered and reasons for recommended action:**

The alternatives options for development in Derriford and Seaton formed part of the Issues and Options consultation in March 2005 and have also been considered through a number of alternative evidence base studies. Further options are assessed in the Consultation Document, and a preferred direction for the AAP strategy is set out.

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## **Background papers:**

Vision for Plymouth, Mackay, Zogolovich and Haradine, 2004

Plymouth Sustainable Growth Study, Llewelyn Davies, 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

Rapid Urban Character Study, Alan Baxter Associates, 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 2007

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 and Derriford Sustainable Energy Studies, Centre for Sustainable Energy/Wardell Armstrong, June 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

Design Guidelines Supplementary Planning Document, Plymouth City Council, July 2009

Development Guidelines Supplementary Planning Document, Plymouth City Council, April 2010

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, January 2011

Plymouth Palmerston Forts Study, Scott Wilson, May 2011

Plymouth City Airport Economic Study into Air Services for Plymouth, Berkeley, Hanover Consulting Limited, August 2011

Plymouth City Council Cabinet Report, Item 39, 23 August 2011

Derriford Community Park and One Planet Centre Masterplan Report Consultation Draft, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 1 One Planet Centre, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 2 Landscape, Access and Recreation, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 3 Biodiversity, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 4 Community Food Growing, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 5 Farming, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 6 Historic Landscape and Archaeology, LDA Design, February 2012

Derriford and Seaton Revised Pre-submission AAP Equality Impact Assessment, PCC, May 2012

Derriford and Seaton Delivery Framework, PCC, May 2012

Derriford and Seaton Revised Pre-submission AAP Sustainability Appraisal Addendum, PCC, May 2012

Derriford Transport Strategy, Plymouth City Council, May 2012

Derriford Transport Strategy, Plymouth City Council, May 2012

Revised Draft Community Infrastructure Levy Charging Schedule, Plymouth City Council, June 2012

Habitats Regulation Assessment, Plymouth City Council, May 2012

Overview Report of the Strategic Conclusions of the Housing Requirements Study, the updated Shopping Study and the Derriford District Centre Masterplan, Baker Associates, May 2012

Potential Gypsy and Traveller Sites Assessment, Plymouth City Council, May 2012

Prospects for Plymouth's Priority Economic Sectors, Arup, May 2012

Revised Pre-Submission Derriford and Seaton Area Action Plan Equality Impact Assessment, Plymouth City Council, May 2012

The Housing Requirements for Plymouth Study, Baker Associates, May 2012

The Retail and Centres Study, Roger Tym and Partners, May 2012

Update Addendum to City of Plymouth District Energy Study, ICE (UK) Ltd, May 2012

Draft Community Infrastructure Levy Charging Schedule, Plymouth City Council, May 2012

Derriford Transport Model and evidence base, Plymouth City Council

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**Sign off:**

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Originating SMT Member: Paul Barnard Assistant Director for Planning											

## **1. Background**

1.1. At its meeting on 31 January 2011, the City Council approved the Derriford and Seaton Area Action Plan (AAP) Pre-Submission draft for consultation purposes and subsequent submission to the Secretary of State. It was also resolved that following the consultation, in the event that the AAP document required significant amendment, it should be referred back to the City Council for further approval prior to its submission to the Secretary of State.

1.2. The consultation process on the Pre-Submission draft of the AAP took place between 16 February and 30 March 2011. A total of forty eight representations were received. These representations, together with a summary report of the issues raised, can be viewed on the Council's website through the following link:

[www.plymouth.gov.uk/pre-submission\\_aap\\_consultation\\_summary\\_report.pdf](http://www.plymouth.gov.uk/pre-submission_aap_consultation_summary_report.pdf)

## **2. Key Themes Arising from the Consultation**

2.1. In general, there was a substantial level of support for the overall vision and long term strategy being proposed for the Derriford and Seaton area. However, the representations also helpfully identified a number of ways in which the AAP could be improved.

2.2. Representations of support were received in relation to:

- The concept of creating a 'new heart' for northern Plymouth in the Derriford area;
- Proposals to deliver mixed use developments that integrated residential, employment, retail and social uses;
- The level of job creation proposed;
- The emphasis placed on facilitating more sustainable modes of travel;
- The proposal to deliver a Community Park that will be managed by a community trust or social enterprise.

2.3. Representations expressing concern were received in relation to:

- The uncertain future for Plymouth Airport and the potential delay this could have on finalising the AAP, should it need to be considered through the AAP process;
- Conflicting views on the best location for the new District Centre, its potential impact on the city's existing retail hierarchy, as well as the impact it will have on Crownhill Local Centre;
- The non-specific boundary line shown between the proposed Community Park and the Seaton Neighbourhood proposal.
- Transport proposals, in particular, the capacity of the highway network to accommodate the levels of growth proposed, as well as the impact of the proposed Forder Valley Link Road on wildlife;
- The deliverability of the AAP's proposals within the current economic climate.

## **3. Implications for the Derriford and Seaton AAP**

3.1. In responding to these representations there will be consequential changes to the AAP. These amendments are considered to be significant and therefore, the revised AAP is being referred back to Cabinet and the City Council to approve a further round of consultation and subsequent submission to the Secretary of State for examination.

3.2. This further period of consultation will enable the full and transparent consideration of additional evidence base documents that have been prepared in response to the representations received. In particular, it will provide an opportunity for everyone to comment on the consequential

changes that have been made to the AAP boundary, the alternative proposals that have emerged for the location of the new District Centre, as well as the changes proposed in relation to the Community Park and Seaton Neighbourhood.

3.3. The additional evidence base which informs these changes includes the Plymouth Infrastructure Needs Assessment, the Derriford Delivery Framework, the Plymouth Housing Requirement Study, an update of the city's Retail requirements, the Derriford Community Park Masterplan, the proposed District Centre Masterplanning work, together with its supporting viability appraisal. Also of relevance is the Plymouth City Airport Economic Study into Air Services for Plymouth and the associated Cabinet Report recommendations. All these evidence based studies have now been published on the city's LDF web pages to help inform stakeholders.

## **4. Summary of Proposed Changes to the Derriford and Seaton AAP**

### **Changes to the Area Action Plan Boundary**

4.1. A number of representations were received concerning the appropriateness of including Plymouth Airport, together with sites to the north of the airport, within the AAP boundary. In considering the airport, the issue is considered of such strategic significance to the City and its sub region that the appropriate policy vehicle for reviewing its future is the Core Strategy Review. In addition, the area north of the airport referred to as Buena Vista Drive is considered to impact on and better relate to neighbourhoods outside the AAP area.

4.2. During the consultation a total of six representations were received that specifically made reference to Plymouth Airport, querying the appropriateness of including the Airport within the AAP boundary. It should also be noted that no representations were received supporting draft Policy DS20: Safeguarding Land for Plymouth Airport. The point has clearly been made that any uncertainties over the future of Plymouth Airport should not impede progress towards adopting the AAP.

4.3. Representations were also received from the Glenholt Residents Association which questioned the relevance of including the parcel of land referred to as 'Buena Vista Drive', (draft Proposal DSI6) within the AAP boundary. The residents believe that because this land is within the Glenholt neighbourhood, and is located two miles from the centre of the Derriford area, its future needs to be considered within the context of areas to the north of the AAP area.

4.4. It is considered that these representations have set out cogent arguments to amend the area being considered by the AAP. In response, the boundary line detailing the extent of the AAP has been revised to exclude Plymouth Airport, together with Buena Vista Drive, as well as removing references to the future of the airport from the AAP.

4.5. It is important to emphasise that the airport site itself is not considered crucial to the overarching aim of the AAP to deliver a new heart for the north of Plymouth. The focal point for this new heart, with a major new district centre, is rightly at the commercial heart of Derriford. Therefore, although the site itself is very large, its omission can be easily accommodated without affecting the integrity of the AAP. Additionally, it does enable the consideration of the airport's future to be properly considered in the more appropriate context of the Core Strategy review (referred to as 'The Plymouth Plan'). While the Core Strategy position in relation to the airport remains unchanged, until such time as the Plymouth Plan is progressed to a stage when it becomes a material consideration, this decision enables the Derriford AAP to focus on the key developments that will help create a new sustainable neighbourhood in northern Plymouth, and avoids any undue delays that may be caused by uncertainties over the airport.

### **Changes to the New District Centre Proposal**

4.6. A number of representations expressed concern over the potential impact of the proposed new District Centre, particularly in relation to the combined amount of floorspace being proposed in



phases 1 and 2, as well as the size of the proposed non-food retail units, which if not controlled could have the potential to attract tenants away from the City Centre.

4.7. In responding to these concerns, it has to be recognised that the AAP is a strategic document that sets out a 'direction of travel' for delivering the new District Centre. Therefore, it should not be overly prescriptive and precise details should be agreed in later plans and masterplanning exercises, as well as through the planning application process. These further stages of the development process will of course be informed by more detailed demand /viability appraisals and supporting evidence.

4.8. However, given the importance of creating a form of retailing which compliments the City Centre, and does not detract from existing City Centre success or future investment, it is important to carefully examine the elements of the District Centre Proposal as set out in the AAP.

4.9. The most suitable location for the new District Centre is an area to the north of the Future Inn (i.e. the former Seaton Barracks parade ground), up to and including Derriford Business Park and bounded to the west by the A386 and to the east by Brest Road. The merits of this site as a District Centre location were first documented in the Cushman and Wakefield Report on Proposed New District Shopping Centre in 2007. At the time, the site was earmarked by the Regional Development Agency for office campus development. This report did identify some disadvantages with this site, although the same was true of all of the sites under consideration. A further report was produced by Cushman & Wakefield in 2011. This established that the site was now available, deliverable, the site is flat and serviced, it has the potential to expand (overcoming one of the main disadvantages described in the 2007 report) and it provides better access and visibility to Tavistock Road when compared to alternative District Centre sites. In addition, the report referenced the merits of delivering a District Centre on public sector owned land where the Council would be able to play a more active role in design and scheme development.

4.10. The Cushman and Wakefield Report appraises the suitability of three alternative District Centre sites in Derriford including North West Quadrant, located on the east of Tavistock Road adjacent to Derriford Roundabout, Glacis Park located on the west of Tavistock Road on the current Water Works site and Crownhill Retail Park. The report rules out land at Plymouth Airport for District Centre purposes as it is considered to be too far away from Derriford's 'centre of gravity' with regard to existing and planned residential and commercial uses.

4.11. During the consultation, representations were received from stakeholders promoting the abovementioned alternative District Centre locations in Derriford. Clearly, it is believed that the District Centre location proposed in the AAP provides the strongest combination of merits that will support the creation of the type of District Centre envisaged, within the timescales required, to best serve the greatest number of people in the most sustainable way, which makes the optimum use of resources in terms of supporting infrastructure, with the greatest flexibility to accommodate future needs in terms of the centre's potential for long term growth.

4.12. Since the consultation held in February 2011 on the draft AAP, and in response to the representations received, the Council has commissioned a city-wide Retail Study. This study identifies existing shopping patterns, provides retailing forecasts on future spend in Plymouth, and provides an indication of the further need for retail provision both in the short term (next 5 years), as well as the City's potential longer term retail needs (to 2031).

4.13. The conclusions from this study importantly confirm there is a clear need for the proposed District Centre in Derriford and the study confirms that the AAP's District Centre proposal is of an appropriate size with a suitable mix of development that will support both the existing and the proposed population of Derriford. The study also confirms that the District Centre is proposed in the most appropriate location to serve the wider northern Plymouth area.

4.14. The Retail Study, however, provides a note of caution and points out that the current recession has had a considerable impact on future expenditure forecasts, which together with a predicted increase in internet shopping implies a reduced overall current demand for new retail provision within the City. While the study fully supports the need for a new District Centre at

Derriford, it concludes that the precautionary principle should be applied. This means that while the first phase of the new District Centre should still proceed immediately, (to address existing un-met demand) it would be advisable to update the Retail Study findings in 5 years' time, when it is hoped that the effect of the current recession will be in the past. A future study therefore, would provide the appropriate guidance on how and when to progress a future phase or phases of the District Centre.

4.15. The study also confirms that by adopting this review approach, the new District Centre will not undermine the role and function of the City Centre as the primary retail destination in Plymouth, nor will it have a detrimental impact on the City's current retail hierarchy. In addition, the study confirms that the delivery of a new District Centre will also help to address the overtrading that is apparent within existing foodstores in the north of Plymouth. It concludes that there is a clear qualitative need for a foodstore in Derriford around 7,000 sq m gross floorspace by 2016.

4.16. In addition to the Retail Study, further work has been commissioned by consultants to explore a number of masterplanning options, as well as carry out soft market testing, to ensure the proposed District Centre can realistically meet the expectations set out in the AAP, including the need to provide a quality, mixed use and community orientated place, that is both viable and deliverable.

4.17. This additional masterplanning work has proved invaluable and the Council has received detailed confirmation that the:

- provision of a foodstore is the critical catalyst to delivering the new District Centre, providing the anchor for the variety of uses proposed;
- foodstore needs to be of an adequate size to compete with nearby foodstores that are currently overtrading;
- non-food retail element of the District Centre could be successfully configured, by limiting the size of units, to ensure it would not compete with the City Centre;
- site proposed in the draft AAP is of sufficient size to adequately accommodate the first phase of development, but also has the flexibility to accommodate future phases of the centre's development if /when needed in the longer term.

4.18. Based on the findings of this masterplanning work, and in response to the representations received, the AAP has now been revised to:

- Remove the prescriptive requirement for phasing the delivery of the District Centre, and replace it with a requirement to review the Centre's potential for further development in 5 years' time, when the effect of the current recession has passed;
- Provide maximum flexibility to enable a foodstore operator to specify the size of store they require, up to a maximum size of around 7,000 sq m gross floorspace, to ensure it can adequately compete with other foodstores in northern Plymouth, as well as draw in sufficient trade to support the new centre as a whole;
- Restrict the maximum floorspace of the non-food element within the foodstore, as well as control the size of other non-food retail outlets proposed within the District Centre, particularly in the early stages of the centre's development. This is intended to prevent the introduction of large fashion retail outlets, and ensure the new centre does not draw investment away that is more appropriately located in the City Centre;
- Ensure the District Centre's potential to grow is safeguarded through an appropriate site allocation that will enable it to develop into something larger when the market is appropriate.

It is believed that these changes will address a range of the issues raised in relation to the new District Centre Proposal during the consultation process.

## **Changes to the Community Park Proposal**

4.19. With regard to the proposed Community Park, representations identified the need to provide certainty regarding the boundary between the proposed Seaton Neighbourhood and the adjoining Community Park in order to deliver land use assurance. Support for development along the eastern and southern areas of the area identified for potential development within the AAP was supported in principle and the merits of this extension to the Seaton Neighbourhood proposal were documented during the consultation. Infill to the west of the Seaton Neighbourhood proposal, however, was regarded as inappropriate development within a 'green buffer' and therefore it should be resisted.

4.20. In response to these concerns, further work has now been undertaken through a masterplanning exercise, which has enabled a more detailed analysis of the design and delivery of the Community Park to ensure it becomes a significant asset for the City that is sustainable in the long term. The masterplanning work resulted in the exploration of a range of proposals that were subsequently developed into a series of projects through a process of detailed field surveys and engagement with landowners, local communities, service providers and users. The outcome of this process of engagement and consultation informed a plan for the Community Park that was then tested with stakeholders and members of the community to ensure that the proposals were realistic, desirable and deliverable.

4.21. The result of the engagement process has informed a detailed masterplan that sets out the vision for the Community Park, how it can be achieved and the contribution it will make to enhancing the north of the City. The design of the Community Park has avoided unnecessary capital and management costs and includes a range of uses that will produce revenue to support the Community Park. The masterplan is accompanied by a Business Plan which sets out the delivery model for the Community Park and takes into account the breadth and scale of the project. This document includes a phasing plan which priorities the delivery of certain areas of the Park to ensure revenue is generated from the earliest stage.

4.22. This more detailed work has been vital in moving forward the proposal for a Community Park at Derriford and providing a solution to how the Community Park and Seaton Neighbourhood proposal can function in a manner that is mutually beneficial, enabling the Proposals Map to now be definitive as to the area to be developed and the area to be reserved for the Community Park.

### **Other issues arising: Transport**

4.23. Representations were made in relation to the transport proposals within the AAP, in particular, the capacity of the highway network to accommodate the levels of growth proposed, the impediment to walking and cycling due to topographical features and the perceived difficulties in achieving a more sustainable modal shift, car parking provision and the impact of the proposed Forder Valley Link Road on highway capacity and wildlife.

4.24. In response to these transport related matters, an updated Transport Strategy for Derriford has been prepared and published, which addresses highway related concerns that have been raised and provides a greater level of detail on how modal shift will be encouraged and supported within the Derriford area. In addition, pre-application discussions have taken place with the applicant seeking to deliver the Seaton Neighbourhood to ensure the design of the proposed Forder Valley Link Road does not encroach upon the Local Nature Reserves to reduce the impact on established wildlife habitats.

### **Next Steps**

4.25. Subject to the approval of the City Council, the following actions will now take place (in accordance with the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008;

- Publication of a revised draft (Pre-submission) version of the Derriford and Seaton Area Action Plan, for the purposes of consultation;

- Implementation of a process of public consultation on the revised draft plan, to seek comments on the changes made to the original draft and the further supporting evidence base reports now available;
- Following the consultation and prior to the submission of the plan to the Secretary of State, minor changes may be made to the draft plan in response to the representations received. However, if any further major changes are needed, these will be reported back to the City Council and a further revision of the plan may need to be consulted on.
- Submission of the revised draft plan to the Secretary of State, who will appoint an independent Planning Inspector to test the soundness of the plan.

In accordance with the City Council's Local Development Scheme, the Cabinet and City Council is now asked to approve the Derriford and Seaton AAP revised Pre-submission draft for consultation purposes and subsequent submission to the Secretary of State for its examination.

## **DERRIFORD AND SEATON AAP SUMMARY OF DELIVERY OUTCOMES**

### **Increased Employment Opportunities**

c.8,000 new jobs, with some 116,000 sq m of gross commercial and healthcare floorspace

### **New Homes**

c.2,950 new homes, including some 765 affordable homes and 510 Lifetime Homes

### **New Shops and Services**

A new district shopping centre anchored by a foodstore and the provision of a range of local services and community facilities

### **Education Provision**

A new 2 form entry primary school

### **Greater Access to Quality Green spaces**

More than 146 hectares of green space, including an extensive new community park

### **Better links between Existing and Proposed Communities**

Infrastructure improvements including new link roads and the realignment of Derriford roundabout

**APPENDIX I**  
**DERRIFORD AND SEATON REVISED PRE-SUBMISSION**  
**AREA ACTION PLAN**

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## **I. INTRODUCTION AND PROCESS**

- I.1. This Area Action Plan (AAP) 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 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 and updates 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 (UCP Marjon), Plymouth International Medical and Technology Park (PIMTP), Derriford Hospital and Tamar Science Park. 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 Pre-submission draft AAP consulted on in February/March 2011.

- 1.6. This is the Revised 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 the plan is 'sound', the Council will be able to adopt it early in 2013.
- 1.7. To reach this stage, the Council has assembled a comprehensive evidence base, (see Chapter 13). 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 19 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 (2011), is consistent with the adopted Core Strategy (2007) and the Regional Spatial Strategy, 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 is the second Pre-submission AAP to be published for consultation purposes. The document responds to representations that were made during the first Pre-Submission consultation carried out in February/March 2011.
- 1.10. A total of forty-eight representations were received during the consultation and in general, there was a substantial level of support for the overall vision and strategy being proposed in the Derriford and Seaton AAP. However, the representations also helpfully identified a number of ways in which the AAP could be improved.
- 1.11. **District Centre** - Representations were made relating to the perceived optimum location for the new District Centre, its potential impact on the city's existing retail hierarchy, as well as the impact it will have on Crownhill local centre.

- I.12. In response, the city's retail evidence base has been updated and the Council has published the Plymouth Retail and Centres Study (2012). This additional work has confirmed the overall approach being taken in the AAP with regard to retailing matters, including the District Centre proposal. It is worth noting, however, that this study also concludes that in current market circumstances, a precautionary principle should be applied. The focus, therefore, should be on meeting existing retail needs (over the next five years), by making provision for a large foodstore of around 7,000 sq m gross floorspace, as well as limiting the number and size of non-food retail outlets to a size which will not compete with units in the City Centre that are designed to accommodate national retail brands. In looking to the longer term, it is recognised the AAP needs to provide flexibility for the District Centre to expand, should the review of the Retail Study in five years time indicate that further growth is warranted.
- I.13. There is also the question of whether the AAP identifies the most appropriate location for the District Centre, when compared with three alternative sites that have been identified through the consultation process. The Council has engaged with the landowner of the proposed District Centre site and evidence has been provided which assures the Council that the AAP aspirations are both deliverable and viable. The Council, therefore, believes the proposed District Centre location identified within the AAP, offers the greatest opportunity to meet the city's aspirations; the merits of this judgement will be considered by an independent Planning Inspector through the examination process.
- I.14. **Community Park boundary-** Representations were made in relation to the non-specific boundary line shown between the proposed Community Park and the Seaton Neighbourhood proposal.
- I.15. In response a further masterplanning exercise has been undertaken to establish the requirements, viability and deliverability of the Community Park proposals, along with pre-application discussions in relation to the Seaton Neighbourhood proposals.
- I.16. Additional work included a number of focussed stakeholder workshops and community consultation exercises, which facilitated more detailed analysis of the design and delivery of the Community Park. The masterplanning proposal ensures the Park will become a significant sustainable asset for the city in the long term.
- I.17. Specific change arising from this more detailed masterplanning analysis is that the land at the western end of the proposed Seaton Neighbourhood, indicated in the 2011 Pre-submission AAP as an 'area for potential development', has been confirmed as not required to support the future viability or function of the Community Park. This area of land has now been included within Proposal DS13, Seaton Neighbourhood, for the following reasons:
- it is considered that allowing development on this land would enable a number of wider benefits to be realised, including:
  - providing greater flexibility of design and massing within the Seaton Neighbourhood proposal to support the delivery of a greater mix of housing,

and to secure additional financial contributions from the overall Seaton Neighbourhood proposals that can be spent on community infrastructure requirements, which includes the delivery of a new access road from Coleborne Road to William Prance Road to serve both the existing and new communities in this area.

- opening up the opportunity to safeguard land to accommodate primary school provision, which is required as a result of the projected population increase within the Derriford area over the plan period

- I.18. In considering how this area could be developed to ensure it makes a positive contribution to the wider area, it is recognised that it would need to be delivered in a way that creates a defensible boundary, preventing further development in Forder Valley, as well as maintaining the separate identity of Seaton Neighbourhood and the existing residential communities to the west.
- I.19. It also needs to be taken into account that the area is at the western extremity of the Park and therefore it would be separated from and difficult to integrate with the hub of activity that will surround the One Planet Centre, which is to be located on the far eastern edge of the Seaton Neighbourhood.
- I.20. There needs to be a good relationship between the Park and the new Seaton community. People need to be able to easily access the Park and the development needs to enable good surveillance to discourage any anti-social behaviour. At present, the existing development to the north only provides limited surveillance to the proposed Community Park, because it is screened from view by dense tree planting. This area will become even more separated from the main body of the Park, once the Seaton Neighbourhood proposal has been delivered. Providing a limited amount of new development in this area will enable enhanced surveillance and provide a better boundary and relationship between the new community and the Park.
- I.21. The inclusion of this area as part of the Seaton Development and not as part of the Park will not significantly impact the wildlife value of the area. The trees and hedgerows around the edge of the field will be maintained and enhanced and the grasslands across the whole of the Park will be enhanced for wildlife. A new area of planting will also be incorporated to the south of development in this area to enable bats and other species to move east/west across the site. This will ensure that the development achieves a net gain in biodiversity.
- I.22. Since the 2011 Pre-submission AAP a definitive boundary has also been identified at the eastern and southern edge of the Seaton Neighbourhood. Previously, both of these areas were identified as an 'area for potential development' subject to further investigations. The production of a masterplan for the Derriford Community Park enabled further investigation into the layout and delivery options for the Park. The development of the masterplan included extensive consultation and review of the options for delivering a financially secure Park. This work concluded that certain parts of the area currently identified as an 'area for potential development' were required to enable the Park and particularly the One Planet Centre to function successfully. Other areas could be developed without being detrimental to the Park's delivery and would enable a good relationship between

the Park and the new community to be developed. A definitive boundary for the Park and the Seaton Neighbourhood is now provided in the AAP which will provide security for the delivery of both of these assets.

- I.23. **Transport matters** - Representations were made in relation to the transport proposals, in particular the capacity of the highway network to accommodate the levels of growth proposed, access onto and across the A386, as well as the impact of the proposed Forder Valley link road on wildlife.
- I.24. In response to these transport related matters, an updated Derriford Transport Strategy has been prepared and published, which addresses highway related concerns that have been raised and provides a greater level of detail on how modal shift will be encouraged and supported within the Derriford area. In addition, pre-application discussions have taken place with the applicant seeking to deliver the Seaton Neighbourhood to ensure the design of the proposed Forder Valley link road does not encroach upon Local Nature Reserves to reduce the impact on established wildlife habitats.
- I.25. **AAP Boundary** - Representations were made relating to the uncertain future of Plymouth Airport and the potential delay this could have on finalising the AAP. Furthermore, the important relationship between the airport area and the city's northern neighbourhoods was identified as a matter that extended beyond the scope of the Derriford area identified within the AAP. Representations were also received regarding the Buena Vista Drive area, which was considered to be a parcel of land within the Glenholt neighbourhood, which is beyond the extent of the area included within the AAP.
- I.26. In response, the boundary line detailing the extent of the AAP has been revised to exclude Plymouth Airport together with the proposal referred to as 'Buena Vista Drive' and references to the future of the airport have been removed from the AAP. Instead, it is considered that the airport raises issues of such strategic importance to the city and its sub-region that the appropriate policy vehicle for reviewing its future is the Core Strategy Review, which is now underway and is referred to as The Plymouth Plan. Given that the AAP is fundamentally concerned with the creation of a new heart for the north of Plymouth, focused on the strategic employment locations and new housing areas around Derriford /Seaton, the exclusion of the airport land from this AAP, because it is located some distance from this main centre of gravity, is not considered to be significant in terms of achieving the overall vision and strategy for Derriford. (This view is amplified in the supporting evidence base documents.)
- I.27. **In responding to these representations**, there have been a number of consequential changes to the AAP as well as the publication of further evidence base documents. Such amendments have been regarded as significant and therefore, the revised AAP is being published for a further round of public consultation before the document is finalised and submitted to the Secretary of State for examination.

- I.28. The Revised Pre-Submission AAP has been considered in terms of the National Planning Policy Framework (NPPF) 2012 and is in conformity with national policy advice and guidance.
- I.29. Additional and updated evidence documents that have informed the Revised Pre-Submission AAP:
- Plymouth Palmerston Forts Study, Scott Wilson, May 2011
- Draft Shopping Centres SPD, Plymouth City Council, February 2011
- Plymouth City Airport Economic Study into Air Services for Plymouth, Berkeley, Hanover Consulting Limited, August 2011
- Plymouth City Council Cabinet Report, Item 39, 23 August 2011
- Derriford Community Park and One Planet Centre Masterplan Report Consultation Draft, LDA Design, February 2012
- Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 1 One Planet Centre, LDA Design, February 2012
- Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 2 Landscape, Access and Recreation, LDA Design, February 2012
- Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 3 Biodiversity, LDA Design, February 2012
- Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 4 Community Food Growing, LDA Design, February 2012
- Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 5 Farming, LDA Design, February 2012
- Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 6 Historic Landscape and Archaeology, LDA Design, February 2012
- Derriford Transport Strategy, Plymouth City Council, May 2012
- Habitats Regulation Assessment, Plymouth City Council, May 2012
- Overview Report of the Strategic Conclusions of the Housing Requirements Study, the updated Shopping Study and the Derriford District Centre Masterplan, Baker Associates, May 2012
- Potential Gypsy and Traveller Sites Assessment, Plymouth City Council, May 2012
- Prospects for Plymouth's Priority Economic Sectors, Arup, May 2012
- Revised Pre-Submission Derriford and Seaton Area Action Plan Equality Impact Assessment, Plymouth City Council, May 2012
- Revised Pre-Submission Derriford and Seaton Area Action Plan Sustainability Appraisal, Plymouth City Council, May 2012
- The Housing Requirements for Plymouth Study, Baker Associates, May 2012
- The Retail and Centres Study, Roger Tym and Partners, May 2012
- Update Addendum to City of Plymouth District Energy Study, ICE (UK) Ltd, May 2012

Draft Community Infrastructure Levy Charging Schedule, Plymouth City Council,  
May 2012

Derriford Transport Model and evidence base, Plymouth City Council

## **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 Plymbridge Lane 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 in 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 and enable a modal shift to more sustainable forms of transport and improve the overall quality of life for those who live, work and visit the area.
- 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. While some parts of northern Plymouth provide an excellent quality of life, there are other areas which are characterised by low density housing, poor internal connectivity, as well as imbalances caused by pockets of disproportionately high concentrations of Council housing. These problems have been made worse as a consequence of locating 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 support a vibrant community and enable northern Plymouth to become more self-sufficient and sustainable.

- 2.9. In general terms, northern Plymouth is poorly served by its district centres providing limited retail and community facilities within walking distance of people's homes. This problem is made worse by some failing local centres in surrounding neighbourhoods, which have been caused by 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, making it more self sufficient, 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 forms 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 and limited formal public rights of way. In addition, the area's green space is fragmented, there is limited access to the wider countryside and long distance views to Dartmoor and the coastline have not been exploited. The challenge is to improve and integrate these historic and natural resources into the urban form so 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 could 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 that 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 isolated and poorly connected 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 city's 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 providing for a quality of life commensurate with the city's unique setting.
- 3.5. The challenge for this AAP is to bring structure and urban cohesion to this large area by respecting and 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 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 Connectivity and Permeability
  - Strategic Objective 6: Natural Environment Enhancements
- 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.
- 3.9. In terms of the City Vision, the Derriford and Seaton AAP plays an important role in delivering population growth, greater employment opportunities, an increase in the supply and mix of housing, new shopping provision, sustainable transport measures, high quality design and access to a significant amount of green space, which collectively contributes to citywide aspirations and milestones set out in the Core Strategy as set out in Chapter 10.

**DERRIFORD AND SEATON AAP 2006-21  
OVERVIEW OF DELIVERY OUTCOMES**

**Increased Employment Opportunities**

c.8,000 new jobs, with some 116,000 sq m of gross commercial and healthcare floorspace

**New Homes**

c.2,950 new homes, including some 765 affordable homes and 510 Lifetime Homes

**New Shops and Services**

A new district shopping centre anchored by a foodstore and the provision of providing a range of local services and community facilities

**Education Provision**

A new 2 form entry primary school

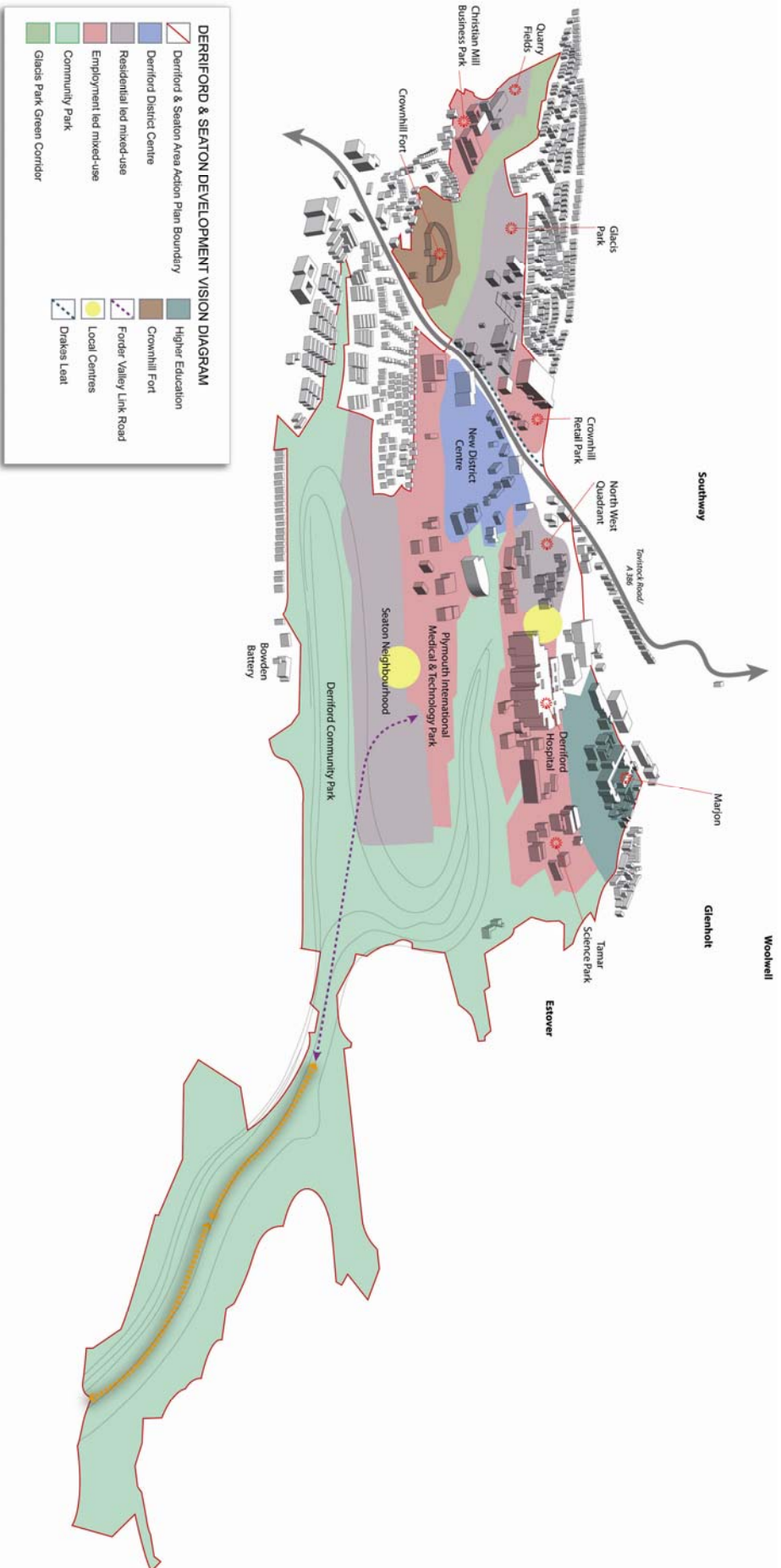
**Greater Access to Quality Green spaces**

More than 146 hectares of green space, including an extensive new community park

**Better links between Existing and Proposed Communities**

Infrastructure improvements including new link roads and the realignment of Derriford roundabout

# 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 in Plymouth and 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 connectivity 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. enhances and promotes the area’s environmental assets, supporting an increase in biodiversity, and providing access to the area’s natural spaces to deliver quality of life improvements and enhancing the value of the Derriford area.
5. supports a Combined Heat and Power (CHP) network in accordance with the government’s move towards zero carbon development.
6. improves surface water drainage systems to reduce flood risk and protect European Sites.

- 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, the historic environment, natural spaces and landscape in a sustainable way.
- 4.4. It is supported by AAP policies DS01 to DS04 and Proposal 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 within this AAP.

## 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, a 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 landmark buildings/public art in key locations.
  3. improve surface water drainage systems to reduce flood risk and protect Plymouth Sound and Estuaries European Marine site from water pollution. These measure will be specific requirements for Proposals DS08 Crownhill Retail park; DS09 Derriford Hospital; DS10 Marjon; DS12 Glacis Park and DS16 District Centre.
- 4.7. Policy DS01 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 significant proposals.

- 4.9. Full information on the Council's Validation Requirements for Planning Applications was published in July 2010. Copies are available at the Civic Centre and can be downloaded from the Council's website at the following address: [www.plymouth.gov.uk/local\\_validation\\_list.pdf](http://www.plymouth.gov.uk/local_validation_list.pdf)
- 4.10. 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 and public art, 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, 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 landmark buildings and public art 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.
- 4.11. The integration of the creative thinking of artists is encouraged throughout to help create distinctive spaces that express the history and collective values and aspirations of the communities that use them

### **Flood Risk**

- 4.12. Derriford is prone to surface water flooding and the plan spans two of the Environment Agency's Critical Drainage Areas. The water catchments are relatively short and steep, making the area susceptible to flooding from run off generated by fairly short heavy rainfall events and it is anticipated that these will become more common with projected climate change.
- 4.13. As development can reduce the ability of the ground to absorb water and give rise to a typical 10-fold increase both in the rate and volume of surface

water run-off, there is a need to ensure development proposals bring forward sustainable drainage systems that reduce these risks.

- 4.14. Sustainable Urban Drainage systems will become a requirement for all development during the course of this plan as a result of measures set out in the Flood and Water management Act. In the interim development proposals at Crownhill Retail Park, Derriford Hospital, Marjon, Glacis Park and the District Centre will be required to provide sustainable urban drainage systems because these sites are already identified as at risk from surface water flooding. The Habitats Regulation Assessment of the plan identifies a risk of pollutants from highway drainage systems impacting on Plymouth Sound and therefore new schemes need to design in measures that can mitigate this.

### **Improving Connectivity**

- 4.15. Derriford is overly car dependent; this reflects the current fragmented nature of the 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.
- 4.16. Core Strategy, Strategic Objective 14, together with Policy CS27 'Supporting Strategic Infrastructure Proposals', Policy CS28 'Local Transport Considerations' and the Derriford Transport Strategy (2012), emphasise the importance of reducing the need to travel and delivering 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 Connectivity**

**Development proposals should contribute to improving permeability and connectivity both within and to the surrounding areas, maximising accessibility by walking and cycling and public transport 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.
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 car parks would be dual use to avoid the inefficient use of land and create a better urban form.

- 4.17. 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) rationalising 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.

### **Historical Assets**

- 4.18. 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 the best advantage.
- 4.19. 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 relate and be sensitive to Derriford's historical assets and support the contribution that these assets can make to enhancing Derriford's unique character and identity by increasing their visibility and accessibility.**

- I. Crownhill Fort and Glacis is a Scheduled Ancient Monument. It provides an important focal point and opportunities for greater public access should be promoted subject to viability.



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.

### Crownhill Fort

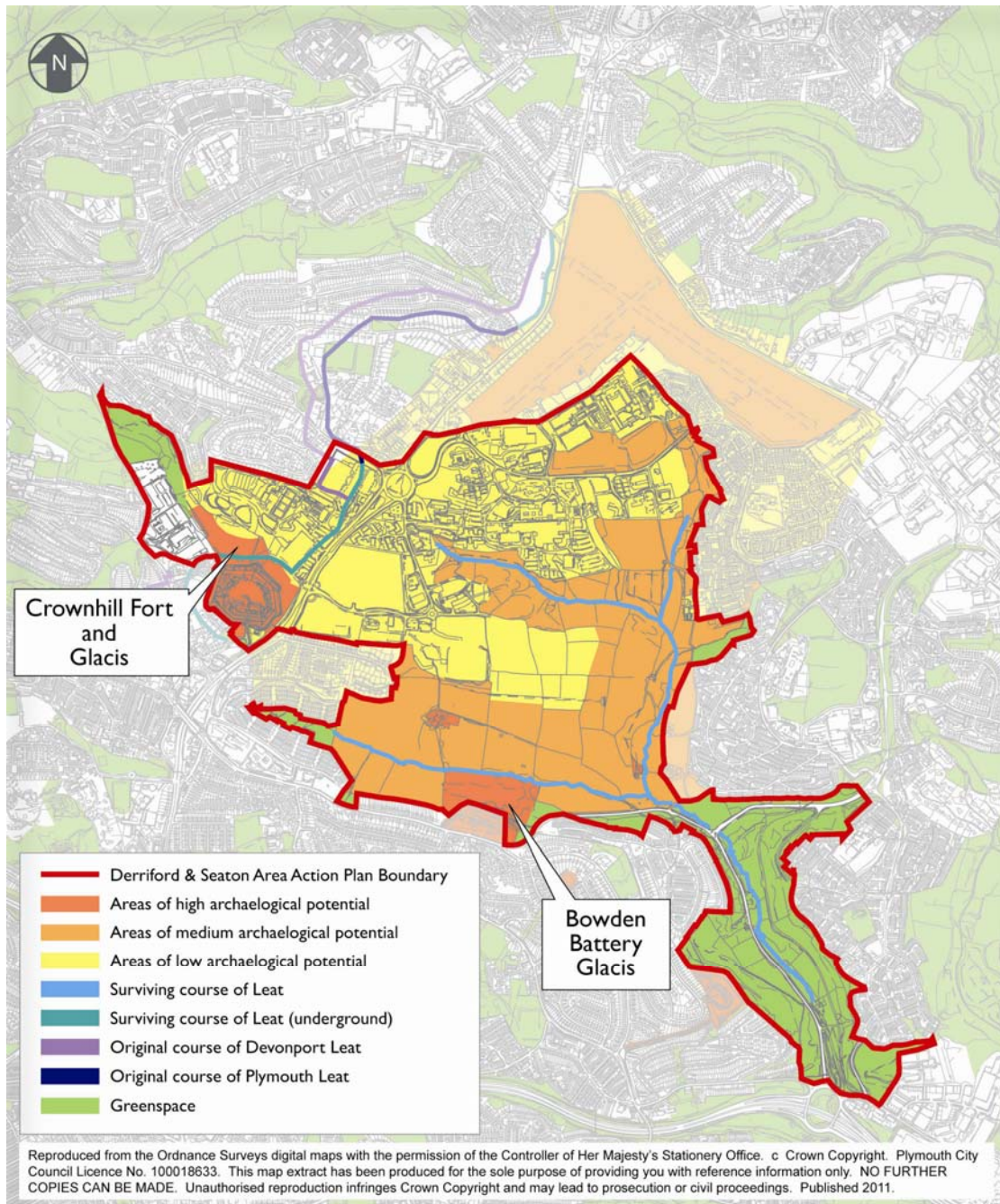
- 4.20. The Palmerston Forts are a series of defences which were built during the 1860s and 1870s to surround Plymouth and protect the Royal Dockyard. Many of the forts are Scheduled Ancient Monuments designated by English Heritage as being nationally important and worthy of preservation.
- 4.21. Crownhill 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.
- 4.22. The Landmark Trust acquired Crownhill Fort in 1987 and major work to restore the grounds, weaponry and buildings was undertaken. Public access to the Fort is available by appointment. The Fort has a diverse role and provides for weddings, parties and events, conference facilities, school tours, group visits, open days, holiday-lets, as well as office space for small businesses.
- 4.23. As a flagship site, it is likely that Crownhill Fort will continue to provide the public 'face' of Plymouth's Northern Forts. As such, there may be scope to improve interpretation of the site overtime (depending upon demand) to a level where Crownhill Fort becomes better integrated into the community and enhances 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

- 4.24. Drake's Leat, also known as Plymouth Leat, was a watercourse constructed in the late 16<sup>th</sup> 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

- 4.25. 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 (see Chapter 9) and should be managed sympathetically as part of the Community Park and the setting for Bowden Battery.
- 4.26. Historical assets and land with archaeological potential within Derriford has been identified on Map I.



**Map I Historic Assets and land with Archaeological Potential in the Derriford and Seaton Area**

### **Green Infrastructure**

- 4.27. The delivery of a high quality natural environment is an essential part of creating a sustainable future, and will ensure higher environmental standards are met in the places we develop.
- 4.28. Core Strategy, Strategic Objective II and Policies CS18, CS19 and CS20 emphasise the importance of valuing green spaces, protecting and enhancing the city's wildlife and ensuring the sustainable use of resources. Policy DS04 emphasises the role and importance of maintaining, enhancing and developing Derriford's Green Infrastructure network, as part of securing a sustainable future.

#### **Policy DS04: Green Infrastructure**

**All development proposals must contribute towards the protection and enhancement of Derriford's network of natural spaces and deliver an enhancement to the areas wildlife value, by:**

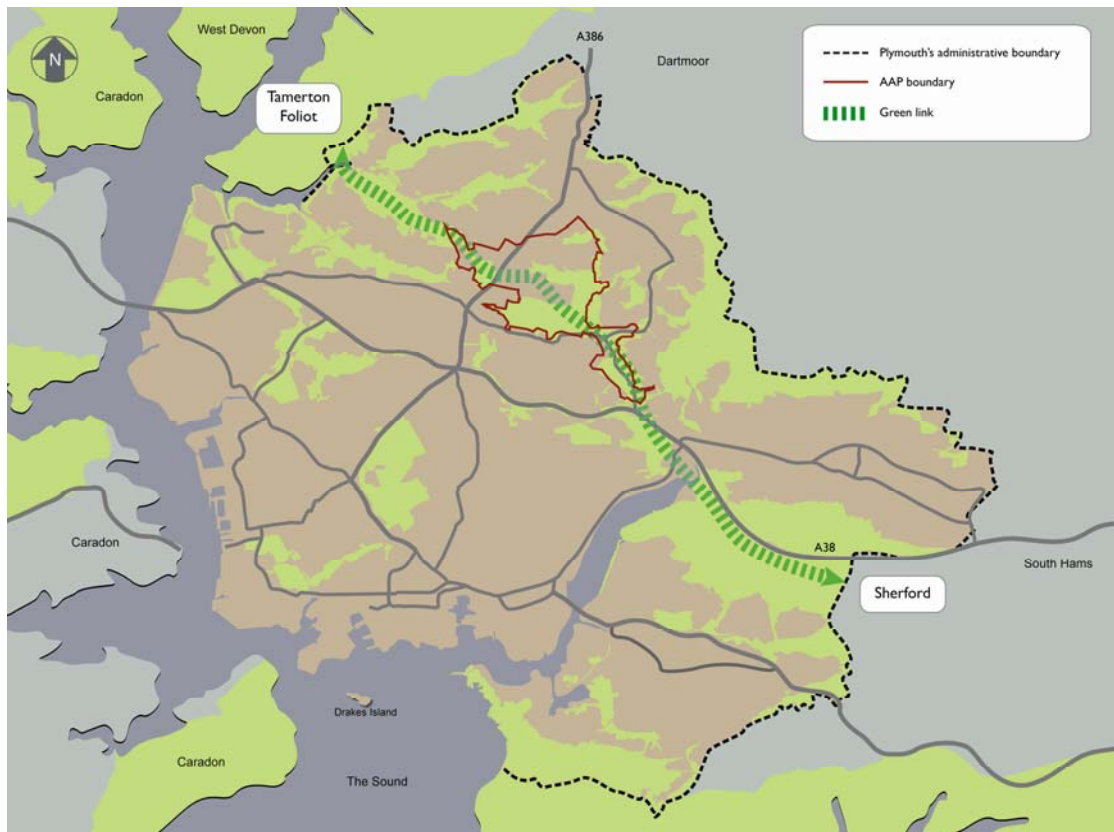
1. safeguarding and enhancing the existing strategic network of trees and hedgerows, incorporating them into the urban fabric to provide strong ecological connectivity, as well as creating new green links where appropriate.
2. ensuring green links through and into adjacent sites are enhanced for wildlife and managed in perpetuity, for the benefit of bats and other species.
3. protecting Sites of Special Scientific Interest, for species such as the Plymouth Pear.

4.29. Derriford is rich in wildlife features, with many important habitats and species including, lesser horseshoe and greater horseshoe bats and the Plymouth Pear. New development, when appropriately designed, can provide opportunities to enhance biodiversity features and improve the quality of green spaces. These features can then positively support new developments by providing unique community resources.

4.30. Because it is important that new developments have a positive impact on wildlife and natural spaces, proposals need to contribute towards the protection and enhancement of Derriford's network of natural spaces. These important green networks and wildlife features are illustrated on Map 2 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 wildlife and community resource and should be enhanced through the development of the Derriford area.

4.31. Within Derriford there is also one Site of Special Scientific Interest (SSSI). This small 0.32 hectare site is believed to support the only known wild populations of the Plymouth Pear tree species, which has special protection under the Wildlife and Countryside Act 1981.

4.32. In addition, there are two Local Nature Reserves (LNR's) within the AAP boundary; the Bircham and Forder Valleys, which form part of a network of green spaces that run, largely unobstructed, across the city from Tamerton Foliot in the west to Sherford in the east. These LNR's were designated by the Council because of the significant value they provide for people and wildlife. 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 2 Citywide green link that extends from Tamerton Foliot across Derriford and through to Sherford and the wider countryside.**

### **Educational Provision**

- 4.33. An essential requisite to creating a place where people want to live is to provide a mix of land uses that work together, as well as ensuring that the supporting infrastructure, such as shops, schools and community facilities, are provided in a timely manner.
- 4.34. Core Strategy, Strategic Objective 9 Delivering Educational Improvements, and Policy CS14 New Education Facilities, emphasise the importance of 'Planning for new education provision in response to anticipated population growth including the safeguarding of key sites where appropriate'.

### Educational Need and Requirements

- 4.35. The population of Derriford and Seaton is anticipated to increase by approximately 6,000 persons over the plan period. As part of the process of addressing the needs of this new community, there will be a requirement to increase the local educational provision in line with the projected level of growth.
- 4.36. The Council has projected that as a result of planned growth in the Derriford and Seaton area, there will be a requirement to make provision for the educational requirement of approximately 522 children of primary school age and 395 children of secondary school age

### Primary School Provision

- 4.37. In order to provide for this number of children during the plan period, there will be a need for 2.5 forms of entry at primary school age. This will include accommodating initial demand, in the short term, by making provision for an extra 0.5 form entry expansion of an existing primary school. As demand out grows this initial short term provision, a new 2 form entry primary school within the AAP boundary will also need to be provided.
- 4.38. In accordance with guidance on delivering schools, the 2 form entry primary school will require an area of 17,320 sq m, which should be well integrated into the community, easily accessible and located within reasonable walking distance to residential dwellings to encourage sustainable travel. It should be sited as close as practical to the centre of the community, in close proximity to other facilities to reduce the need for multiple trips. It should also offer the opportunity to co-locate a children's centre and health facilities, which also need to be located close to transport hubs and shops. It will be necessary to deliver a 2 form entry primary school on a site that has the capacity and flexibility to expand in the future to accommodate growth beyond the plan period; in particular, approximately 24,880 sq m of land should be safeguarded to enable the delivery of a 3 form entry primary school to cater for potential preference in the future. The site location should take into account topography, as a significant proportion of the site will be required for playing courts and playing fields and preferably single storey construction with level access to play grounds.
- 4.39. Locations considered suitable for new primary school provision within the Derriford and Seaton area include the District Centre and adjoining land and an area of land either close to, or within the new Seaton Neighbourhood. These locations are considered to have a number of merits for educational provision regarding location, accessibility, expansion potential and topographical suitability. Reference to these educational requirements has been made within the following proposals: DS16 District Centre, DS13 Seaton Neighbourhood and DS06 Plymouth International Medical and Technology Park and will be subject to further detailed assessment.

### Secondary School Provision

- 4.40. In order to provide for an increase in children of secondary school age there is a requirement to provide an additional form of entry at the following two existing local secondary schools, Tor Bridge High and Sir John Hunt, in the medium and longer term respectively.

### **Enabling Low Carbon Development**

- 4.41. 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 citywide emissions by 2013 and 60% by 2020.
- 4.42. 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.

- 4.43. 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**

**An integrated Combined Heat and Power and District Heating and Cooling (CHP/DH) network is proposed for the Derriford and Seaton area in order to enable existing and new development to achieve significant carbon savings. In order to secure the delivery of this network at the earliest opportunity the Council will:**

1. implement a procurement process to seek an Energy Supply Company to develop and operate the CHP/DH network, either as part of a wider network in the city or, at least initially, a local network with the potential to connect more widely at a later date.
2. require development proposals at PIMTP (DS06), Crownhill Retail Park (DS08), UCP Marjon (DS10), Glacis Park (DS12), Seaton Neighbourhood (DS13), North West Quadrant (DS14) and Derriford District Centre (DS16) to include space for an Energy Centre, to support a phased roll-out of the district heating network. Derriford Hospital (DS09) may also need to provide space to expand its existing Energy Centre and should seek to be connected to the network to enable use of the surplus heat when this is available.
3. require all proposals for non-residential development exceeding 1,000 sq m gross floorspace and residential developments comprising 10 or more units (whether new build or conversion) to connect to any existing, or proposed, District Energy Network in the locality to bring forward low and zero carbon energy supply and distribution. Otherwise, it will be necessary to demonstrate that it would not be viable or feasible to do so. Where this is the case, alternative solutions that would result in the same or better carbon reduction must be explored and implemented, unless it can be demonstrated that they would not be viable or feasible
4. where the district wide network is not yet operational in relation to the particular development under consideration:
  - a) Seek an offsite contribution to the establishment of the network;
  - b) Require heating and cooling systems that allow future connection to local district heating/cooling networks
5. where the district wide network is operational in relation to the particular development under consideration:
  - a) Require the development to connect to the network
  - b) Seek an offsite contribution towards completion of the network
6. incorporate district heating/cooling pipe infrastructure as a key consideration in the forward planning and delivery of all relevant transport and public realm work in the Derriford and Seaton area.

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.

- 4.44. The Plymouth City Centre and Derriford Sustainable Energy Study (2009) 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.
- 4.45. 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.
- 4.46. Gas CHP is a low carbon technology with the potential to deliver substantial reductions in Derriford and 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. Proposal DS05 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.
- 4.47. Proposal DS05 will be implemented on a phased basis and delivered by an Energy Service Company (ESCo) in partnership with the 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 and Seaton area. Further work demonstrates that the potential exists to establish a first phase of the DH network based upon existing heat and power requirements for customers around UCP Marjon or Derriford Hospital.
- 4.48. 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.
- 4.49. 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 Centre 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 safeguard land for this purpose.

- 4.50. 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 UCP Marjon, Derriford Hospital, Seaton Neighbourhood local centre and the new District Centre. Proposals in these areas will therefore need to safeguard land that could support this kind of use.
- 4.51. The Council will proactively support the establishment of a Derriford and 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 will be considered when the Council carries out transport or public realm works. Developments will be required 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. This AAP seeks to support the creation of jobs and services through the allocation of the suitable land in the suitable 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 education services, by:**

1. making provision for in the region of 8,000 new jobs over the plan period, reinforcing 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 complementary 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 to promote community well-being, social interaction, environmental enhancement and the delivery of sustainable linked communities.
- 5.3. Strategic Objective 2 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, policies/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 shown in the Table I below.

<b>Proposal</b>	<b>Location</b>	<b>Employment Floorspace Potential (gross floorspace)</b>
DS06	Plymouth International Medical & Technology Park	40,000 sq m
DS07	Tamar Science Park	20,000 sq m
DS08	Crownhill Retail Park	2,000 sq m
DS09	Derriford Hospital	20,000 sq m
DS11	Christian Mill Business Park	1,500 sq m
The following employment developments will be provided on non employment led mixed-use sites.		
DS12	Glacis Park	15,000 sq m
DS13	Seaton Neighbourhood	4,500 sq m
DS14	North West Quadrant	5,000 sq m
DS16	District Centre	8,000 sq m

**Table I: Proposed commercial floorspace provision within Derriford and Seaton.**

- 5.5. The following policies and proposals are intended to guide the future development of these sites. However, a number of transport interventions, (defined in proposals DS17, DS18 and DS19), will be required before their full development can be realised. Details concerning the delivery of these proposals is set out in Chapter 10, which has been informed by the Derriford Delivery Framework.

#### **Plymouth International Medical and Technology Park**

- 5.6. The area known as 'Plymouth International Medical and Technology Park' (PIMTP) is a 29 hectare site located on the former Seaton Barracks, situated to the east of the A386, close to Derriford Hospital and the Tamar Science Park, although separated from them by the Bircham Valley. PIMTP is currently owned and marketed by the Council following its transfer from the South West of England Regional Development Agency (RDA) in 2011. The site is of strategic importance for employment and this is its primary purpose. However, given its central location within the Derriford growth area, it is also acknowledged that the site could play a secondary role in supporting the wider objective of sustainable growth through provision of necessary community infrastructure.
- 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 and Dental Schools, put it close to the heart 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 acquired some 7 hectares of land within the site, which has been set aside for the development of a significant healthcare facility.
- 5.9. This site also accommodates a range of other organisations including occupational health specialists IMASS, HSBC, Hellermann Tyton, PDSA veterinary care and the Land Registry, which is one of Plymouth's biggest employers and hosts one of the largest databases in Europe.
- 5.10. Core Strategy Policy CS04, 'Future Employment Provision', and Proposal DS06, make provision for a further 40,000 sq m gross of business floorspace and healthcare provision, 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 2,000 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 and healthcare/medical related businesses. These developments should:**

1. provide for an additional 40,000 sq m gross of commercial office and manufacturing (B1 and B2) development and medical facilities (C1 and C2), as part of a mixed-use development.
2. contribute to an intensification and diversification of existing commercial uses, including a reduction in the current impact of car parking provision.
3. safeguard provision for the development of an Energy Centre to support the wider District Energy proposals.

In addition to meeting its primary strategic employment role, the site will also play an important role in ensuring that the overall growth strategy for Derriford is sustainable, in particular through providing for important local infrastructure to meet the needs of the growing population. In this respect, and subject to further detailed assessment, provision is made for:

4. a two-form entry primary school in the south eastern part of the site that is well connected to the proposed Seaton Neighbourhood, in order to meet with wider needs of sustainable growth.
5. consider limited residential development in the region of 100 dwellings where this relates to the adjoining residential areas in the Seaton Neighbourhood.

- 5.11. In implementing Proposal DS06, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. Due to the pivotal role this site will play in shaping Derriford's long term future, particular consideration also 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, are be encouraged.
  - 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. Due to 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 building and where appropriate a new piece of significant contemporary public art on Tavistock Road to mark the arrival point to PIMTP and define its central location on the city's northern corridor. It will also be important to consider opportunities to rationalise surface level car parking 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 required to make provision for a combined 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. The existing residential neighbourhood close to Seaton can only be accessed by vehicles directly from the A386. To improve accessibility for residents by foot, bike and car, opportunity will be sought through new developments on PIMPT land to create a highway link connecting Coleborne Road to William Prance Road.
- 5.13. 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**

- 5.14. 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.

- 5.15. The Tamar Science Park was developed in 1995 to bridge the gap between business and academia, as a partnership between the Council, the University of Plymouth and Devon and Cornwall Business Link. It is now a joint partnership between the 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.
- 5.16. 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.
- 5.17. 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 gross 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:**

- I. provide for an additional 25,000 sq m gross of BI employment floorspace, as well as associated educational uses and non-residential institutions (DI). This will be supported by the delivery of a range of business support infrastructure in line with an overall agreed masterplan.
- 5.18. This is a strategic employment site and it is an invaluable gateway for the development of new enterprises. In implementing Proposal DS07, regard needs to be had to Policies DS01 to DS04 and Proposal DS05, and particular consideration also needs to be given to:
    - a) ensuring new development supports the site's strategic employment role.
    - 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 site's 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 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) contributing to the reduction of Derriford's carbon footprint, as part of the necessary response to climate change. New development will be required to be CHP ready and able to take advantage of the proposed Derriford District Heating Network.

### **Crownhill Retail Park**

- 5.19. 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 has the characteristics of an out of town centre, which is currently occupied by four A1-A3 retail units, including a significant bulky goods warehouse of approximately 11,000 sq m, a foodstore, two fast food restaurants and a large amount of surface level car parking.
- 5.20. The intention of Policy 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 in planning terms, once the future phases of the district centre have been delivered. This site should not compete with the district centre, but instead it will have a complimentary retail, residential and employment role supporting the new district centre.

#### **Policy DS08: Crownhill Retail Park**

Development which leads to an intensification and diversification of uses, commensurate with an edge of centre location, will be supported at Crownhill Retail Park. In particular, it is anticipated that commercial led mixed-use development will be provided for, with the site offering the potential for the following:

- 1. some 80 new residential units, at least 24 of which will be affordable and 16 will be built to Lifetime Homes Standard to ensure a mix of housing type and tenure is provided to meet a range of needs.
- 2. some 2,000 sq m gross of office space that will front on to Tavistock Road
- 3. Proposals should lead to 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.

- 5.21. In implementing Proposal DS08, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. Development will need to form a quality built frontage onto Tavistock Road with a landmark feature/piece of contemporary public art 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.
- 5.22. Development needs to contribute to the creation of positive links across the A386 to improve connectivity between this site and the new District Centre.
- 5.23. In order to help reduce Derriford's carbon footprint, as part of the necessary response to climate change, new development will be required to be CHP

ready and able to take advantage of the proposed Derriford District Heating Network.

### **Derriford Hospital**

- 5.24. Derriford Hospital is located centrally within Derriford, between the North West Quadrant site and 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.
- 5.25. Derriford Hospital offers a full range of general hospital services to a population of around 450,000 people in Plymouth and parts of Devon and Cornwall. In particular, the hospital provides emergency and trauma services, maternity services, paediatrics and a full range of diagnostic, medical and surgical sub-specialities. In April 2012, Derriford Hospital was designated as the Peninsula Trauma Centre.
- 5.26. At present, the hospital employs around 5,200 full-time equivalent employees and more than 48,000 people pass through the main hospital entrance each week. In total, the hospital provides more than 900 beds, offers 1,000 public car parking spaces and is the best bus served location in the city after the City Centre.
- 5.27. The hospital is a major destination, however, it has evolved incrementally over several decades it offers limited facilities for staff and users and it can be confusing for visitors and patients to navigate and orientate themselves. 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.
- 5.28. 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 healthcare facilities. Proposal DS09 supports the continued development of this location for healthcare facilities and is intended to assist Plymouth Hospitals 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 potentially on the western side of the existing hospital building, together with an integrated public transport interchange.
2. a dedicated public transport route through the site that will enable two way bus movements between the proposed new Marjon link road and new routes through the North West Quadrant, via the hospital's public transport interchange.

3. the rationalisation of staff parking arrangements including a new multi-storey car park for patients and visitors to replace surface carparking that will be lost as a result of the redevelopment North West Quadrant site.
4. consolidation of Accident and Emergency facilities, as well as improvements to children's services (c.20,000 sq. m.) and urgent care facilities.
5. the creation of a new ophthalmology unit to integrate ophthalmic outpatient and day care services on to the main hospital site.
6. improvements to the helicopter landing facilities through the delivery of a new helipad.
7. safeguard space for an Energy Centre as appropriate to support wider District Energy proposals.

- 5.29. In implementing Proposal DS09, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. Due to 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 also needs to be given to:
- a) ensuring the predominant use of this site remains for healthcare facilities, providing in the region of 20,000 sq. m. for healthcare uses.
  - 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;
    - improving the hospital entrance to reflect 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 and integration of public art 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 and sustainability strategy to achieve carbon savings and adapt to environmental change, underpinned by energy efficient services, including where possible, integrating with the wider development of a District Energy network in Derriford and where necessary safeguarding space for an Energy Centre to support this.



### **University College of St Mark and St John (Marjon)**

- 5.30. 'Marjon' is a Higher Education facility situated between the airport site, to the north and Tamar Science Park to the South. The University 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.
- 5.31. The Core Strategy, Strategic Objective 9 'Delivering Educational Improvements' and Policy CS14, recognises the city's high quality higher and 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 assists Marjon with its plans for future developments.

#### **Proposal DS10: University College of St Mark and St John (UCP 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 provision of a public transport interchange on Plymbridge Lane, near to the new main entrance.
2. provision for development of some 400 student accommodation units.
3. a strategic public transport link to be provided on the western edge of the site between Derriford Road and Plymbridge Lane.

- 5.32. In implementing Proposal DS10, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. Due to 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 also needs to be given to:
- a) ensuring development reflects Marjon's key educational role, emphasising the University 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.
  - b) ensuring development responds to its surroundings, providing effective integration to maximise the benefits of the university college to its neighbours. In particular the relationships with nearby land uses including 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 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 relate to the new university college entrance and arrival point from Plymbridge Lane.

- d) ensuring the proposed strategic public transport link to be provided between Derriford Road and Plymbridge Lane, (the UCP 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 university college 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.
- 5.33. 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**

- 5.34. 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 of land. In addition, the Business Park provides a number of retail units and accommodates a range of community facilities including a children's play centre, independent gym, judo hall and dance studio.
- 5.35. The Plymouth Employment Land Review (2006) recognised that while this site is a secondary employment location, it has good access via Tavistock Road and fulfils 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 employment uses.**

**Opportunities will be sought which enable:**

1. provision for additional B1, B2 and B8 uses, in the region of 1,500 sq m gross floorspace leading to the intensification of uses and contributing to the site's overall improvement.
2. the rationalisation of surface car parking to open up further development opportunities that support employment provision.

- 5.36. 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, regard needs to be had to Policies DS01 to DS04 and Proposal DS05, and 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) supporting 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 to integrate 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 existing communities and takes full advantage of Derriford's unique environmental and historical assets in order to create a place where people want to live.
- 6.3. Strategic Objective 3 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, increasing the options for living and working within the area.
  - 6.4. This Strategic Objective recognises that a range of dwellings are required within Derriford and Seaton including affordable housing, homes built to Lifetime Homes Standard and a range of housing types to meet the needs of the community.
  - 6.5. Housing densities will vary across the Derriford and Seaton area. Provision will be made for a mix of dwelling types and sizes to provide balanced and sustainable neighbourhoods. Housing densities will be informed by the

location of development proposals and considered within the context of the surrounding existing and planned environment.

- 6.6. 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. Table 2 identifies key locations that will collectively deliver some 2,950 residential units within the Derriford AAP area.

<b>Proposal</b>	<b>Location</b>	<b>Development Potential</b>
DS12	Glacis Park	700 new homes
DS13	Seaton Neighbourhood	770 new homes
DS14	North West Quadrant	580 new homes
DS15	Quarry Fields	70 new homes
The following residential development will be provided on commercial led mixed-use developments		
DS06	Plymouth International Medical & Technology Park	100 new homes
DS08	Crownhill Retail Park	80 new homes
DS10	Marjon	400 student units
DS16	District Centre	250 new homes
<b>Total</b>		<b>2,950 residential units</b>

**Table 2 Proposed residential provision within Derriford and Seaton**

- 6.7. 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.
- 6.8. 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**

- 6.9. The area known as 'Glacis Park' is located to the north of an area of green space referred to as the Glacis Park Green Corridor, west of the A386 and adjacent to the housing south of Looseleigh Lane. This site has multiple uses and occupants and is currently used by the South West Water Authority for water works, by the Council for offices at Windsor House, as well as accommodating other small scale commercial businesses.
- 6.10. The intention of Proposal DS12 anticipates 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 and 140 will be built to Lifetime Home Standards, delivering a mix of tenure and housing types to meet a wide range of needs.
2. some 15,000 sq m of gross (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 within Glacis Park Green Corridor to enable supporting strategic green space, with appropriate pedestrians and cycle links across the valley connecting to Derriford Community Park.

- 6.11. In implementing Proposal DS12, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. Due to the size and the importance of this site's location on the city's northern corridor, particular consideration also 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. 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, which 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 the Glacis Park Green Corridor 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 the green corridor, 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, need to be sensitively incorporated to create character and identity as part of an integrated scheme.
  - c) the dedication of sufficient land within Glacis Park Green Corridor, (identified of Map 4) of an appropriate quality and variety, to retain this important wildlife corridor. This area of green space will include the Crownhill Fort Glacis. Pedestrian and cycleway links will need to be provided to the adjoining areas, including the local primary and secondary schools to support sustainable travel.
  - d) the requirement to contribute towards the delivery of a Derriford area District Heating Network solution. Development will be required to be

CHP ready, with the ability to connect with a future Derriford area District Heating Network.

### **Seaton Neighbourhood**

- 6.12. The area known as 'Seaton Neighbourhood' lies between Plymouth International Medical and Technology Park to the north and the proposed 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.
- 6.13. 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 city's long term growth in a sustainable way.

#### **Proposal DS13: Seaton Neighbourhood**

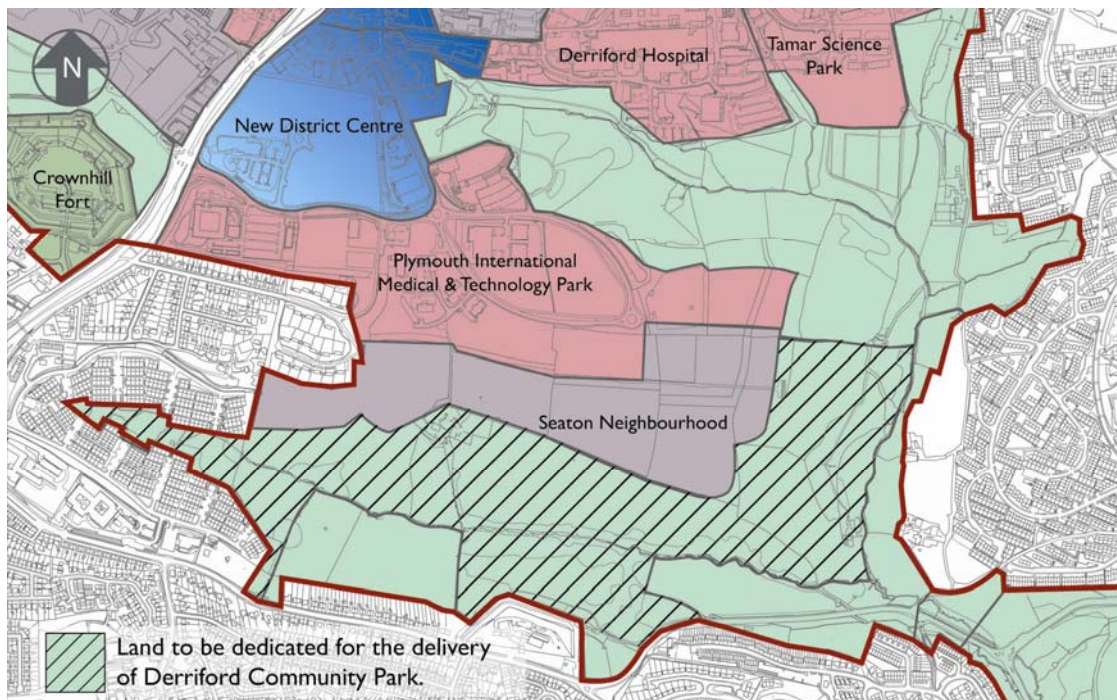
**A new residential led mixed-use neighbourhood will be developed at Seaton, providing homes with a new local centre, as well as enabling the delivery of the Forder Valley link road and Derriford Community Park.**

#### **Provision should be made for:**

1. around 770 new homes that demonstrate, at least 231 of which should be affordable and 154 built to Lifetime Homes Standard, delivering a mix of tenure and housing types to meet a wide range of needs.
2. a new vibrant local centre offering a mix of uses, which may include a small supermarket as well as a range of other shops and services, providing up to 1,500 sq m gross floorspace of A1-A5 uses before 2016 as an initial phase. Subject to future retail studies, the local centre could expand to a maximum of 2,000 sq m gross floorspace providing for a mix of A1-A5 uses that serve the local needs of the Seaton Neighbourhood and PIMTP. The centre will also include a mixture of some 4,500 sq m of associated employment provision 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. The link road is essential to enable the new neighbourhood to be accessible and sustainable. A small proportion of the 770 homes may be delivered prior to the delivery of the link road, provided that the impacts of the development on the highway network are demonstrated to be within acceptable limits.
4. dedicating the land indicated on Map 3 to enable the successful delivery of Derriford Community Park, including making provision for an environmental centre on the edge of the neighbourhood which will form the gateway to the Park.
5. a new 2 form entry primary school, subject to further detailed assessment.

- 6.14. In implementing Proposal DS13, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. In order to capitalise on the many opportunities this site offers, particular consideration also 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 higher density housing being provided to the north, adjacent to and integrated with employment uses and the new local centre. It is also anticipated that the site's southerly aspect and proximity to the Community Park will enable larger scale, lower density family homes to be provided adjacent to the valley, integrating development with the Community 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 and facilities 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 that are well integrated with Plymouth International Medical and Technology Park.
  - 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 enable the Community Park to fulfil its proposed function and provide for the intended mix of uses identified in Chapter 9. The extent of the land to be dedicated is shown on Map 3 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 educational benefits as well as community gardens, 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) the importance of maintaining and enhancing the site's 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) the requirement to contribute towards the delivery of a Derriford area District Heating Network solution. Development will be required to be CHP ready, with the ability to connect to a future Derriford area District Heating Network.





**Map 3 Land to be dedicated for the delivery of Derriford Community Park**

### **North West Quadrant**

- 6.15. The area known as ‘North West Quadrant’ is located to the east of Tavistock Road, (the A386 at Derriford roundabout), and lies immediately north-west of Derriford Hospital. This site has a limited number of uses at present, it includes large areas of surface level car parking, and it accommodates a former hospital wing, referred to as the Rowans Building which includes a nursery. Ambulance services operate from the south of this site, which also provides teaching and training facilities for the Ambulance Trust and vehicle maintenance. The site is approximately 7.4 hectares and provides a significant opportunity to transform an underutilised, low density area into a high quality, high density mixed-use urban development.
- 6.16. 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 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 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:**

- I. a mixture of high density housing types and tenures to provide some 580 homes suited to people who work in the area, incorporating at least 174

affordable homes and 116 dwellings built to Lifetime Homes Standard providing a mix of tenure and housing types to meet a range of needs.

2. some 5,000 sq m of gross 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 mixed-use 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 a number of units totalling some 820 sq m gross floorspace 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 and facilities of a local nature serving a local catchment. Provision for a number of units that deliver a total retail floorspace of no more than 1,500 sq m gross floorspace of A1 to A5 uses will be supported.

In addition to retail provision, ancillary facilities compatible with a local centre, including community and leisure uses, to meet the daily needs of local residents and hospital users will be required as part of the total local centre floorspace provision.
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 Cobham Field development.
5. the delivery of a new multi-storey car park for Derriford Hospital, which integrates active building frontages.
6. the creation of new east-west public transport, pedestrian and cycle links through the development connecting to adjoining sites.
7. the creation of a new north-south public transport, cycle and pedestrian connection through the development with the new District Centre and Community Park.
8. the development of an Energy Centre to support the wider District Energy proposals.

- 6.17. 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, helping to reduce the need for people to travel. In implementing Proposal DS14, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. In order to take full advantage of these opportunities, particular consideration also 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 needs, which are readily accessible from the surrounding areas.
  - b) the phased introduction of a local centre 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 the local centre permitted, therefore, will not exceed 820 sq m gross floorspace. Opportunities to expand the local centre to provide a total of some 1,500 sq m (gross), will be postponed until the new District Centre has at least achieved its initial phase of development set out in Proposal DS16).  
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 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 an appropriate level of 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 site's proximity to a key gateway to the city, fronting onto Tavistock Road, as well as providing strong connections 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 areas of greenscape 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) the requirement to contribute towards the delivery of a Derriford area District Heating Network solution. Development will be required to be CHP ready, with the ability to connect with a future Derriford area District Heating Network.

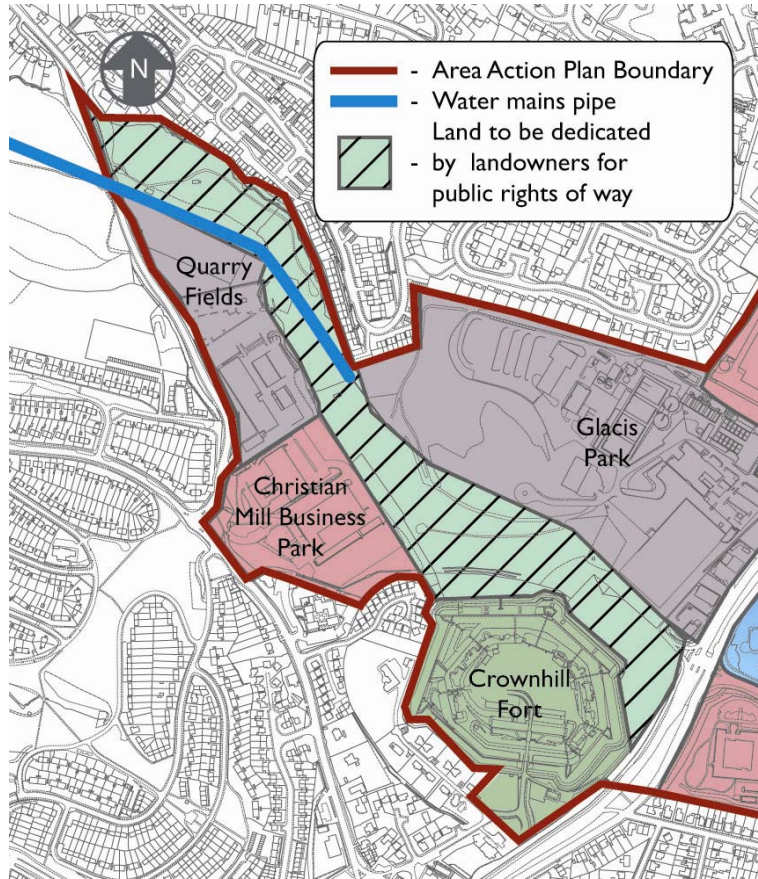
### **Quarry Fields**

- 6.18. 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.
- 6.19. This site was identified through the Strategic Housing Land Availability Assessment (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 and safeguard land for public access and thoroughfare .

#### **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 for some 70 residential units, at least 21 of which will be affordable and 14 will be built to Lifetime Homes Standard, providing a mix of tenure and housing types to meet a range of needs.
  - 2. provide public access over the remaining land to the north of the water pipe at Quarry Fields, together with the provision of a footpath and cycle link between Tavistock Road and Tamerton Foliot Road through Glacis Park Green Corridor.
- 6.20. In implementing Proposal DS15, regard needs to be had to Policies DS01 to DS04 and Proposal DS05. In order to support the sustainable development of new homes in this location, as well as open up public access between Tavistock Road and Tamerton Foliot Road, consideration also needs to given to:
    - a) ensuring that suitable linkages are provided between the development and the surrounding areas;
    - b) development overlooking the valley edge which should provide a positive frontage, providing natural surveillance.
  - 6.21. Land within the Glacis Park Green Corridor that is to be dedicated by landowners to enable public rights of access is identified on Map 4.



**Map 4 Glacis Park Green Corridor**

## **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 to consumers. Derriford, positioned at a focal point on the city's northern corridor, which includes the city's foremost 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, as well as the projected increase in the resident and employment population to be delivered through the AAP.

### **Plymouth's Overall Retail Provision**

- 7.2. The Core Strategy seeks to establish a proactive strategy for shopping, focused on directing new retail development so that it contributes to delivering the City Vision for improving retail facilities by addressing deficiencies in the retail hierarchy and planning for future growth. Key to this will be ensuring the vitality and viability of the city's retail hierarchy, ensuring the centres provide an appropriate level of choice, a quality environment and a mix of activity.
- 7.3. The Core Strategy, Policy CS07 defines the city's overall retail hierarchy, which is amplified in the draft Shopping Centres SPD (2011). While the overall quantum of future retail provision is set in the Core Strategy with reference to the city's 2006 Retail Study, these forecasts have now been revised, through a review of the city's retail needs in 2011, and provide the updated benchmark for considering future retail provision. In essence, this revised Retail Study (2012) confirms the city's overall shopping hierarchy, with the City Centre fulfilling the dominant and primary retail role within Plymouth as the priority location in terms of comparison shopping, supported by a number of district and local shopping centres. In terms of future retail provision during the plan period, the 2012 Retail Study confirms the need for a new District Centre at Derriford, but takes a more precautionary view as to how this might grow in the future, making the point that this needs to be reviewed in 5 years time when it is hoped that the impact of the current recession will be behind us.

### **Promoting a New District Centre**

- 7.4. The Core Strategy contains the vision of creating a vibrant new heart for northern Plymouth at Derriford. This new heart will comprise a mixed-use District Centre, anchored by high quality retail uses and will also include other complementary uses, which will create a true community focus for the existing and new employment areas and neighbourhoods in Derriford and across the north of the city. This aspiration is explained in the Core Strategy, Strategic Objective 7 'Delivering Adequate Shopping Provision' and through Policy CS07 'Plymouth Retail Hierarchy'. Together, this objective and policy seek to provide a new heart for northern Plymouth by delivering a new District Centre at Derriford, but importantly in a way that supports the role of the City Centre as the primary shopping destination in Plymouth. Derriford's new District Centre must compliment the City Centre, not compete with it. The Core Strategy also recognises this new District Centre

will be expected to fulfil a more strategic role in comparison to other District Centres in Plymouth. It must be closely related to the major population growth planned in the north of the city (as set out in this AAP); it must meet the qualitative need for a new supermarket in this area of Plymouth and it must support the Council's strategy for a bi-polar economy, focused on the strategic employment areas of the City Centre and Derriford.

- 7.5. 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 through a local centre within the Seaton Neighbourhood. These new local centres must complement and support the new Derriford District Centre, and it will be necessary to consider their impact carefully to ensure they do not prejudice the delivery of the spatial vision for Derriford, based on the new District Centre. All proposals will need to demonstrate they meet the tests set out in Core Strategy Policy CS08 'Retail Development Considerations'. These aspirations for a new District Centre are supported through Strategic Objective 4:

#### **Strategic Objective 4 Delivering Shops and Services**

**To deliver a major new District Centre for the north of Plymouth which will be a key component of the vision to create a 'new heart for northern Plymouth', transforming the character 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 local communities and 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 for Plymouth and its catchment.
2. delivering a genuinely mixed-use District Centre, including a large foodstore 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, commencing with delivery 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. filling the existing qualitative gap in food retail provision identified in central/northern Plymouth by 2016, and enabling the expansion of the district centre to meet potential future needs for new comparison and convenience floorspace at a time to be assessed by future revisions of the Plymouth Retail and Centres Study (2012).

- 7.6. These aspirations are summarised in the Table 3 below, setting out the expectations for retail provision in the AAP area.



	<b>Proposal</b>	<b>Initial Retail Provision permitted up to 2016</b>	<b>Total Maximum Expansion of Retail Provision*</b>
<b>Local Centres</b>	<b>DS16</b> District Centre	12,528 sq m gross (8,500 sq m net)	22,671 sq m gross (15,000 sq m net)
	<b>DS13</b> Seaton Neighbourhood	1,500 sq m gross (975 sq m net)	2,000 sq m gross (1,300 sq m net)
	<b>DS14</b> North West Quadrant	820 sq m gross (533 sq m net)	1,500 sq m gross (975 sq m net)
<p>*Any growth in retail provision that is greater than the quantum identified as the 'initial retail provision' will be subject to up to date retail evidence that will be required to demonstrate that any growth in retail floorspace (up to the maximum floorspace that is identified) will not have a negative impact on the establishment and operation of the new Derriford District Centre and City Centre as appropriate.</p>			

**Table 3 New retail provision within Derriford and Seaton.**

- 7.7. This strategic objective recognises 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 DS16, as follows:

**Proposal DS16: A new District Centre for Derriford**

**A new District Centre will be developed 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 15,600 sq m (net) floorspace, brought forward in phases as follows:
  - Initial Phase, by 2016.
    - a) The development of the District Centre will commence on the former Seaton Barracks Parade Ground, as shown on the proposals map.
    - b) The total amount of retail development to be provided on this site, by 2016, will be in the region of 8,500 sq m (net) floorspace made up of:
      - i) a food store in order of 7,000 sq m (gross) floorspace which should include at least 2,500 sq m (net) convenience floorspace, and,



ii) a further 5,000 sq m (net) floorspace comprising a mix of retail units of varying sizes.

c) Apart from the foodstore, all retail units should be limited to a floorspace of up to 500 sq m (net).

#### Further Phases

d) As shown on the Proposals Map, further phases of the District Centre will be accommodated to the north of the initial phase of development, on the Derriford Business Park site and will incorporate land to the north up to Derriford roundabout, as well as the adjacent land to the east of the Seaton Barracks site. This land will be safeguarded to accommodate the longer term expansion of the District Centre. In the short term, the current uses are expected to continue on land that is safeguarded for future District Centre expansion.

e) At the present time, the evidence suggests there may be capacity for a further 7,100 sq m (net) of non-food floorspace to be provided at the District Centre between 2021 and 2026. However, the details of the amount of additional floorspace and the timing of its delivery should be decided through future reviews of the evidence base, and in particular updates to the Plymouth Retail and Centres Study (2012), setting out need for retail floorspace in Plymouth, and consideration of the impact of further growth on the vitality and viability of the City Centre. No further phases of development should take place until these reviews of the evidence, and an assessment of the impact of initial phases has taken place.

f) The form of future phases of the district centre, and in particular the sizes of non-food retail units, should also be decided through reviews of the retail evidence base and an assessment of the impact of the district centre on the City Centre.

2. commercial development, as an integral part of the District Centre mix of uses, including 8,000 sq m of gross B1 business floorspace, as well as 3,000 sq m gross of A2, A3, A4 and A5 uses, which could include cafes/restaurants, leisure and community facilities.
3. high density residential development, integral to the new District Centre, providing some 250 dwellings, with at least 75 affordable housing units and 50 dwellings will be built to Lifetime Home Standards, delivering a mix of tenure and housing types to meet a wide range of needs.
4. the creation of a 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. other community infrastructure, which could include a 2 form entry primary school, a library and health centre subject to further detailed assessment.
6. an Energy Centre to support wider District Energy proposals.

7.8. 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.

### **Proposed Location**

- 7.9. The most suitable location for a 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 Bircham Valley. 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 William Prance Road which, with the opening of the proposed 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 easily accessible and prominent District Centre. A further advantage is that access into William Prance Road would require little in the way of improvements in order to accommodate the predicted volume of District Centre traffic as it was 'future proofed' when it was built to accommodate significant growth in trips.
  - b) the proposed District Centre location is physically well placed to serve the needs of the existing and new residential and business communities; it is central, highly prominent, easily accessible and is suitably located in terms of its proximity to existing District Centres.
  - c) 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.
  - d) the site for the initial phase of the development has already been cleared and serviced, enabling an early start to be made and ensuring delivery by 2016.
  - e) 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 Bircham Valley.
  - f) the Council's ownership of the Seaton Barracks site, along with its extensive land ownership in the wider area, supports the deliverability of the District Centre concept promoted in the AAP, for example, through facilitating any necessary relocation to accommodate the District Centre's long term development
  - g) 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.

### **Form of Development**

- 7.10. The proposed District Centre will incorporate a mix of uses. The retail 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'.

- 7.11. Derriford District Centre will be more than simply a district centre in shopping terms and 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 and;
  - d) preclude developments with disproportionately large areas of surface level car parking.

### **Phasing of Development**

- 7.12. There is a current gap in the distribution of convenience floorspace in northern Plymouth, and a clear qualitative need for a new foodstore to fill the gap. There is also a qualitative need for new non-food shopping floorspace. This requirement needs to be planned for now. The Plymouth Retail and Centres study 2012 sets out this need in more detail.
- 7.13. Once the initial phases of the district centre have been delivered and become established, there may be a need for further expansion of the retail floorspace. The Plymouth Retail and Centres Study 2012 suggests that post 2021 there may be a requirement for around 7,100 sq m (net) floorspace of new non-food floorspace, although there is no identified need for new convenience floorspace. It is, however, good practice to keep such shopping studies under review and to roll forward the need calculations every five years. This would lead to a review of the Retail and Centres Study in 2017, enabling it to take account of the initial phases of the Derriford District Centre and to suggest the amount of floorspace which could be accommodated in further phases of the district centre, the form of that floorspace and the timing of its delivery. It could also examine the impact of the new district centre on the City Centre. For this reason, these details of the further expansion of the Derriford District Centre should be set out following the completion of a review of the Plymouth Retail and Centres Study.
- 7.14. The precise timing and quantum of development making up the District Centre is therefore led by the detailed capacity analysis and impact assessment in the evidence base, following a plan, monitor, manage approach.

Retail development will be the key enabling component in delivering the new District Centre, and the Plymouth Retail and Centres Study 2012 suggests that:

- a) initial development, by 2016, would provide for one new food store, together with a level of comparison goods floorspace associated with a modest scale District Centre, of a total of some 8,500 sq m (net) floorspace.
- b) in the longer term, by 2021 or beyond, when the city's population has increased sufficiently, it is anticipated that there will be scope to increase Derriford District Centre's retail provision to a total of some 15,600 sq m (net) floorspace. However, as set out above the amount, form and timing of the delivery of this floorspace will depend upon the conclusions of future reviews of the Plymouth Retail and Centres Study.

## **Urban Form**

7.15. 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 DS16 regard needs to be had to Policies DS01 to DS04 and Proposal 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 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 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 achieving a sustainable modal shift for the site.
- h) carefully locate parking to the rear, undercroft 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) the District Centre will need to provide 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, 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 and Permeability**

**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 transport network movement that prioritises the needs of pedestrians, cyclists and public transport users, encouraging a modal shift away from high levels of car use.
  2. maintaining the function of the A386 as the city's northern corridor while reducing 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 very 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) minimise 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 travel planning, 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 travel trends to accommodate the levels of growth set out in this AAP, Proposal DS18 defines the necessary and potential improvements to the transport network, Proposal DS19 sets out the necessary provision of High Quality Public Transport Interchanges and Proposal DS17 sets out the travel behaviour measures required to help deliver a modal shift away from the current high levels of car usage. These proposals have been informed by the work of the Derriford Transport Strategy (May 2012)

#### **Proposal DS17 Changing Travel Behaviour**

**In addition to new and improved transport infrastructure, other measures will be necessary to incentivise and promote travel by sustainable modes to enable the sustainable delivery of planned developments in Derriford:**

1. developments will be required to deliver comprehensive, coordinated and well-resourced travel planning initiatives.
2. a range of parking management measures.

#### **Travel Planning**

- 8.5. Travel Plans are a package of measures to encourage people to travel to work, to school or to other destinations by non-car modes. Common travel plan measures include the provision of showers and changing facilities at workplaces to enable staff to cycle to work, and the provision of subsidised bus passes to staff, but there are many others.
- 8.6. As well as tackling congestion, carbon emissions and air pollution, travel plans offer benefits to employers and employees, such as improved health and reduced absenteeism. To reduce the transport impacts of planned Derriford developments, comprehensive, coordinated and well resourced travel planning will need to be actively undertaken and vigorously enforced in the Derriford area (and across the city) alongside delivery of new transport infrastructure. This will include Workplace Travel Plans, School Travel Plans, and Personalised Travel Plans for residential developments.

#### **Parking**

- 8.7. The availability of parking at destinations in Derriford will be one of the most powerful factors in determining future patterns of travel in the area. Controlling the supply of parking at new destination developments, and managing the way that those parking spaces are managed and charged will therefore be critical in successfully encouraging large numbers of people to travel to and from the area by sustainable modes. Application of the Council's accessibility based parking standards is likely to result in 40% to 50% fewer parking spaces being provided at new non-residential developments across the Derriford area, than under the city's previous parking standards.
- 8.8. Other parking management may include measures such as:
- Controlled Parking Zones in residential areas

- Priority parking for car sharers, low emission vehicles, short stay parking, car club cars, motorcycles, and hybrid or electric vehicles
- Car parking management strategies produced by new developments
- Limited on street parking provision on non-residential streets

### **Transport Infrastructure**

- 8.9. Development proposals within the AAP area provide an opportunity to significantly improve the transport infrastructure to deliver a more integrated and sustainable network.
- 8.10. 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 in the Derriford area to enable the delivery of the following:**

**New links**

1. Forder Valley link road – to connect Brest Road with the junction of Forder Valley Road and Novorossiysk Road.
2. Marjon link road – to connect Plymbridge Lane with Derriford Road, and the highway access point into the Derriford Hospital site.

**Potential improvements to existing highways**

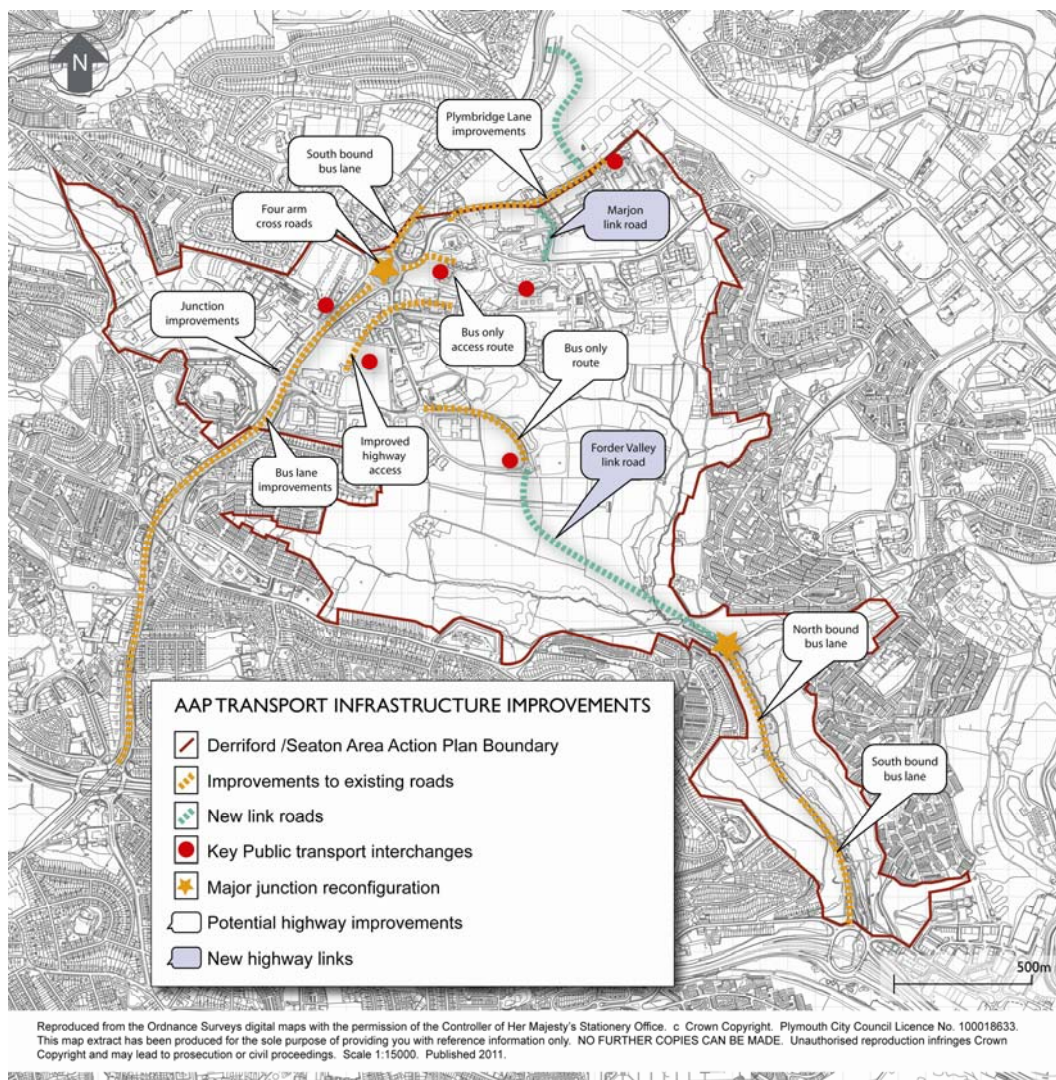
1. Bus lane improvements along the A386 between the Manadon and Derriford junctions.
2. New highway access arrangements to improve connectivity between, the new District Centre, the North West Quadrant site and Derriford Hospital. This may include changes to the way that Morlaix Drive is used, and a new access point from Brest Road, (north of the junction with Morlaix Drive), into the North West Quadrant site.
3. The provision of a single bus lane on the southbound Tavistock Road approach to Derriford junction.
4. A new four-arm signalised junction to replace Derriford roundabout.
5. The widening of Forder Valley Road to enable the provision of a single bus lane between the junction with Novorossiysk 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.
6. 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.
7. Improvements to the junction of Brest Road and William Prance Road in order to enable junction priority for buses.



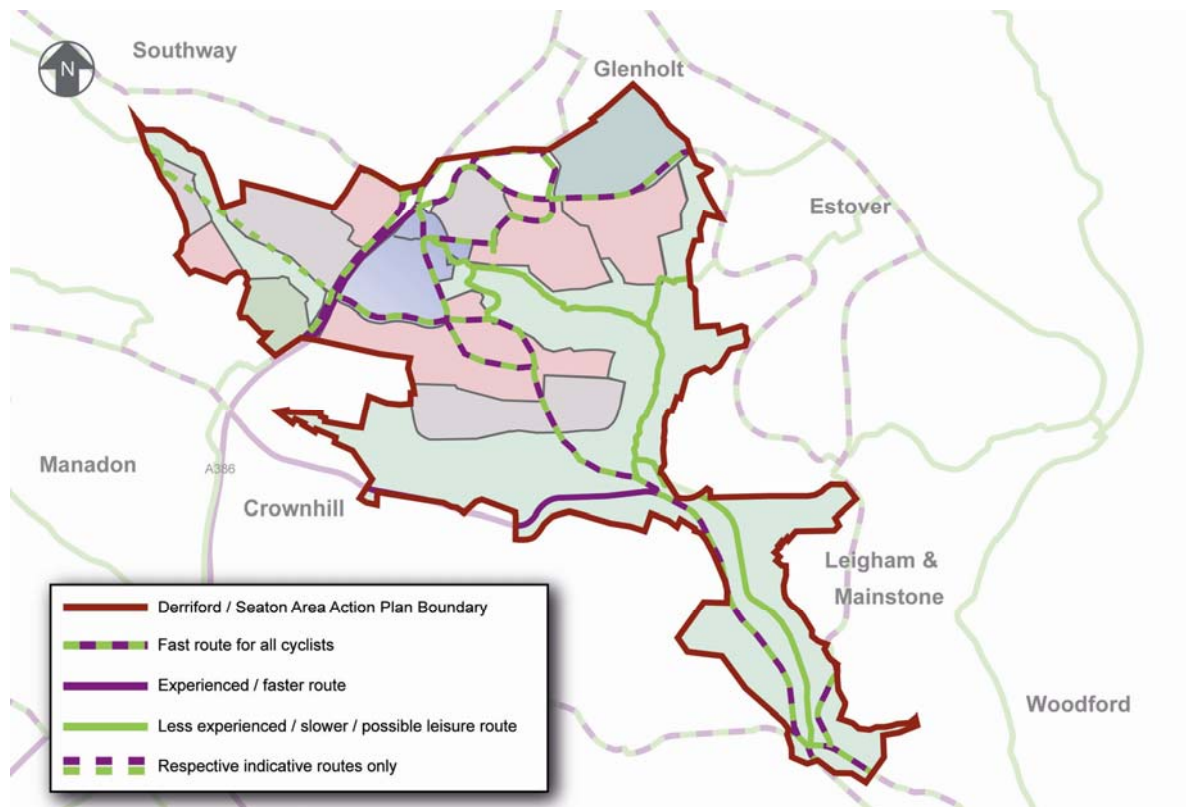
8. The provision of a bus only right turn access point from Derriford Road into the North West Quadrant site.

All new road links and potential improvements to existing highways should be designed to ensure that opportunities for increasing pedestrian and cycle connectivity and permeability in the Derriford area are maximized. If they feature on the city's Strategic Cycle Network map, they should be designed to include all appropriate high quality cycle infrastructure to enable them to perform this function.

- 8.1.1. The location of these new road links (and potential improvements to existing roads) are indicated on Map 5. The location of routes on the city's Strategic Cycle Network in the Derriford area are shown on Map 6. Creating new links and improving existing roads are essential to ensuring sustainable growth in the Derriford area, both improving transport connectivity – especially for sustainable modes of travel - in northern Plymouth as well as being required to enable certain proposals to be delivered. Improvements to surface water drainage systems to reduce flood risk and protect Plymouth Sound and Estuaries European Marine Site from water pollution will also be necessary as part of these transport schemes. Details relating to the implementation of these proposals are as follows.



**Map 5 Transport interventions in Derriford and the surrounding area.**



**Map 6 Strategic Cycle Network in Derriford and the surrounding area.**

### **Forder Valley Link Road**

- 8.12. The Forder Valley link road has been identified through the Derriford Transport Strategy (2012) as being a critical strategic requirement to enable the sustainable delivery of all planned developments in Derriford. It has been recognised as a key element in the city’s Strategic Public Transport Network since 2005 and as an integral part of the City’s Strategic Cycle Network since 2009. 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.
- 8.13. This link is considered essential to provide for increasing demands for cross city links, particularly between Derriford and the new community of Sherford, as well as the employment development at Langage. The Forder Valley link road will connect Brest Road with the junction of Forder Valley Road and Novorossiysk Road.
- 8.14. 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 Forder Valley Interchange. 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 / Novorossiysk Road. High quality cycle lanes will be provided along its entire length.

### **Marjon Link Road**

8.15. The Marjon link road will be constructed as a bus, cyclist and pedestrian only road 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.

### **Improvements to the Existing Highway Network**

8.16. 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. These improvements will also enable cyclists and pedestrians to travel more easily and quickly throughout the area. These potential improvements are outlined below. These may include the following:

- a) Bus lane improvements along the A386 between the Manadon and Derriford junctions.
- b) Improved access arrangements to the District Centre, the North West Quadrant site and Derriford Hospital 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. The exact nature of this new highway configuration will depend on how several development proposals in the immediate vicinity come forward, and their phasing.
- c) The provision of a bus lane on the southbound Tavistock Road approach to Derriford junction.
- d) Derriford Junction Reconfiguration. Derriford junction is a signalised five arm roundabout that makes inefficient use of land. Transport 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 the Derriford developments proposals. This change would also offer greater bus priority opportunities, thereby improving punctuality and journey times for the many bus services using this junction; help to reduce the severance effect of the A386; and enable land to be released for quality development that fronts onto the A386.

- e) The widening of Forder Valley Road to enable the provision of a bus lane along between the junction with Novorossiysk 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. Providing bus priority of Forder Valley Road is critical to maximizing the public transport benefits provided by the Forder Valley Link Road. This scheme may result in the loss of a small area of the Forder Valley Local Nature Reserve. In bringing forward this scheme all efforts must therefore be made to avoid, reduce and mitigate these impacts, and impacts must be monitored as part of the AAPs delivery.
  - f) 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.
  - 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.
- 8.17. These potential schemes will be subject to further appraisal through the development of the Council's Northern Corridor Whole Route Implementation Plan (WRIP). Given the potential for development plans to evolve throughout a 15 year AAP delivery period, it must be recognised that the highway modifications required to improve bus and cycle access throughout Derriford area and address severance caused by the A386 may evolve over time.

### **High Quality Public Transport Interchanges**

- 8.18. 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.
- 8.19. Core Strategy Policy CS28 'Local Transport Considerations', supports the development of new interchanges on the HQPT network, to make it more accessible. Proposal DS17 sets out measures that are intended to increase public transport accessibility, connectivity and use in the Derriford area.

### **Proposal DS19: High Quality Public Transport Interchanges**

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

- a) Adjacent to the entrance at Derriford Hospital;
- b) Integral to the District Centre;
- c) On Plymbridge Lane adjacent to Marjons main entrance;
- d) At the local centre in the new Seaton neighbourhood and;
- e) To the west of Tavistock Road adjacent to Crownhill Retail Park.
- f) Integral to the North West Quadrant development

8.20. 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 - Adjacent to the main entrance.
- 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 Marjon main entrance.
- 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 side of Tavistock Road adjacent to Crownhill Retail Park– This interchange will be improved as development comes forward ensuring that development on the west is integrated and connected with development on the east of the A386.
- f) North West Quadrant – This interchange will be delivered as an integral part of new developments at this site.

8.21. 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. 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.

## **9. IMPROVING THE ENVIRONMENT**

### **Delivering a Sustainable Environment**

- 9.1. A high quality natural environment is an essential element of a sustainable community. It provides residents, workers and visitors with interesting sites for recreation, relaxation and play, it provides an attractive setting for homes and businesses and influences the way we feel and interact with an area. Derriford has numerous natural assets that could add significant value to the area but many of these spaces are currently underused.
- 9.2. Derriford has a unique and enviable landscape with stunning views towards Dartmoor, the coast and other green spaces within the city. The area includes a network of deep wooded valleys and an extensive network of green spaces. This provides a natural resource for Derriford and it is also of city-wide importance in connecting the network of green spaces that extend across Plymouth. Enhancing these assets and incorporating them into the urban fabric will be vital to improving the quality of life of communities and increasing its offer to potential businesses and investors.
- 9.3. Derriford is particularly fortunate in having two natural assets that already play an important role in enhancing the area, the Bircham and Forder Valleys. These valleys are formally designated as Local Nature Reserves (LNR) which identifies their importance for wildlife and enable people to access a high quality natural space. Linked with the Seaton Valley, which is currently inaccessible to the public, they form part of a series of green valleys and stream structures that cross the entire city, largely uninterrupted, from Tamerton Foliot through Marsh Mills and on to Sherford, linking into the wider countryside at either end. The location of these valleys enables them to make a unique contribution to addressing a number of issues that currently impact on the general sustainability of this area. They provide an important balance between providing for the built and natural environment and provide:
  - a) the foundation for delivering an important part of the Plymouth Green Infrastructure network that will ensure the area's natural assets provide the maximum benefit to wildlife and people;
  - b) a setting for the urban fabric, allowing natural assets to become part of developments to help soften the built form and provide an attractive setting for homes and businesses;
  - c) the setting for the creation of a high quality natural resource of both local and city-wide significance, which will add significant value to the Derriford area.
- 9.4. 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 Natural Environment Enhancements**

**To deliver high quality Green Infrastructure assets in Derriford that provide important quality of life benefits, increases the value of the area, connects to the sub-regional green network and ensures important wildlife sites are enhanced. This will be implemented by;**

1. Safeguarding, enhancing and promoting Derriford's green spaces in a manner that will enable them to deliver numerous benefits and help achieve a sustainable community. Benefits will include; an attractive setting, wildlife sites, health, spaces for recreation, relaxation and play, walking and cycling routes and food growing opportunities.
2. Delivering a new Community Park in Derriford that will provide a high quality environmental, social, educational asset and natural resource for the people of Plymouth integrating into the existing Green Infrastructure network and adding value to the developments in the area.
3. Promoting a One Planet Centre at the heart of the Park that will offer exciting and diverse opportunities to learn about the natural environment and sustainable living. The Centre will provide the management and financial support for the Park.
4. Safeguarding and enhancing green corridors throughout Derriford that enable wildlife to move through the area. Where it is appropriate these corridors will also deliver walking and cycling routes to enable sustainable routes.

- 9.5. This Strategic Objective recognises the importance of Derriford's natural environments 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 will play in the city and its sub-region. These aspirations are covered in general terms by Policy DS04 'Green Infrastructure' and specifically by Proposal DS19 'Derriford Community Park', and Proposal DS20 Glacis Park Green Corridor.

### **Derriford Community Park**

- 9.6. The new Community Park is a significant opportunity to deliver an exciting and substantial green space destination. The Park will be a vibrant place where communities and visitors will enjoy a unique experience within a spectacular landscape. It will provide a much needed resource for the city's growing population and add value and aid the sustainability of new developments within the area. The Park will provide a unique element in the growth of the Derriford area and will be particularly important in supporting the development of Seaton Neighbourhood.
- 9.7. The Park will connect the existing Forder and Bircham Valley LNRs through the Seaton Valley an area of currently inaccessible farmland. By linking the three valleys and managing the natural spaces together, the opportunities to enhance the wildlife value and provide new public access routes are substantial. The Bircham, Forder and Seaton Valleys lie at the centre of the

city's green infrastructure corridors, providing the key link in the city network that runs from Tamerton Foliot through to Sherford as shown on Map 3.

- 9.8. The location of the Park is important as it will provide an important green space for Derriford's existing and new communities and it is also ideally situated to provide a resource for the city and the sub-region. This role is very important as by encouraging people to enjoy the opportunities the natural environment provides within the city, the Park will help to reduce the recreational pressures placed upon other fragile environments, such as Dartmoor National Park, as the city grows.
- 9.9. Proposal DS20 is intended to both safeguard the exceptional natural assets of the Bircham, Forder and Seaton Valleys, as well as enhance the benefits they offer through the development of a wide range of recreation, access, wildlife and educational resources that will be enjoyed by communities and visitors within Plymouth and the sub-region.
- 9.10. At the heart of the Park will be the One Planet Centre that will provide an arrival and focal point and act as a hub for activities across the Park. The building will be an inspirational example of sustainable design and living which will work closely with, and promote, the Park landscape whilst also providing a landmark presence. The One Planet Centre will form a key part of the Parks unique 'offer'. It will play a key supporting role by providing the necessary facilities and resources, by coordinating the management of the wider landscape and by supporting the Park financially.
- 9.11. Proposal DS20 sets out the key requirements and considerations for the development of Derriford Community Park.

#### **Proposal DS20 - Derriford Community Park**

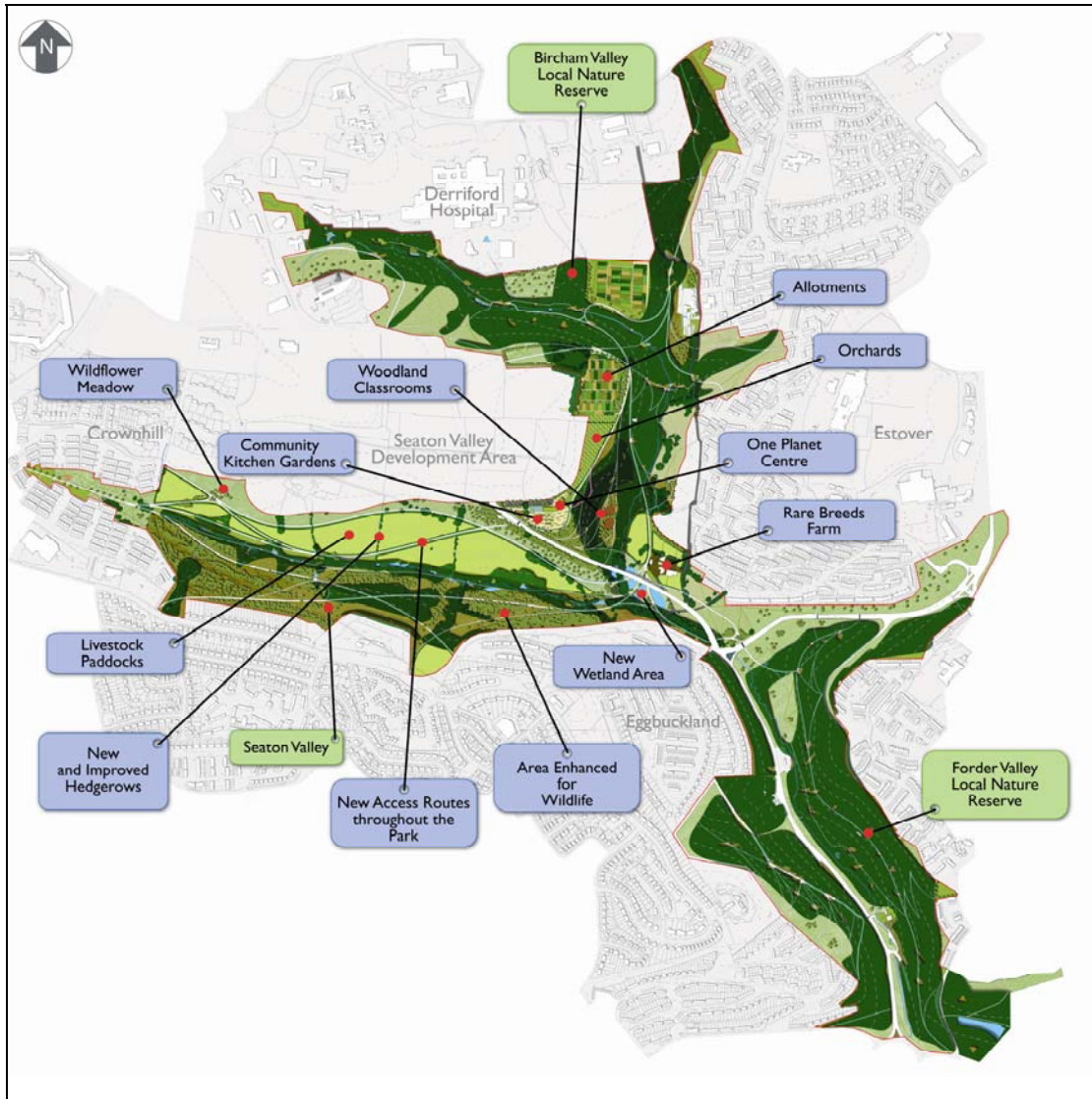
**Derriford Community Park will become an environmental, social and educational asset and resource for communities within and around Plymouth. It will set an inspirational example of sustainable living and provide numerous opportunities for people to learn about and enjoy the benefits of the natural environment. The scheme will deliver the following:**

1. A high quality, accessible, natural green space, which retains and enhances the areas unique character, safeguards landscape features and the farmsteads that are historically significant and capitalises on key views;
2. A focus for informal recreation, through the establishment of a network of pedestrian and cycle routes throughout the park connected to new and existing communities through the creation of new entranceways and access points. The routes through the Park will enhance connectivity between adjoining communities and facilities in Derriford;
3. A focus for community food growing. The Park will incorporate community gardens, orchards and allotment space.
4. The continuation of farming within the city. Grazing by livestock will play a crucial role in managing the Park and increasing the wildlife value of the



- grasslands. The Park will need to retain facilities for operational farm activities and access.
5. A landscape scale restoration of wildlife habitats which will include the incorporation of mitigation measures for adjoining developments. The wildlife restoration will include the enhancement of 30ha of flower rich grasslands, the planting of 10ha of new woodland, enhanced management of 40ha of woodland, 2km of new/enhanced hedgerows, enhancement of 1.5km of stream habitat and new wetland areas and the creation of new features for bats, birds, reptiles and insects.
  6. Support for the development of the Seaton Neighbourhood adjacent to the Park. The Park will incorporate wildlife mitigation to enable the development to deliver a net gain in biodiversity and the sustainable drainage measures associated with the new development and infrastructure, including attenuation basins and swales that are also designed for wildlife.
  7. A focus for outdoor learning, with an emphasis on wildlife, food production and farming. The Park will include opportunities for Forest Schools, and formal and informal training in countryside management, horticulture and other skills associated with the management of the natural environment;
  8. A community resource within a spectacular landscape. The Park will provide a hub for community enterprise, a location for events and meetings and a resource to help improve health and well-being by delivering spaces where people can walk, cycle, relax, play and enjoy.
  9. A new “One Planet Centre”, which is a focal and arrival point that will act as a hub for activities across the Park. The One Planet Centre will support the management and financial security of the whole Park. The building will provide a landmark presence that works with the Park landscape and is built to the high sustainability standards.
  10. A Community Park Trust, established as a ‘not for profit’ social enterprise, to manage the One Planet Centre and Community Park, with sufficient revenue generating assets or security to ensure a sustainable business plan for the Centre and Park.
- 9.12. The Community Park will cover a total of 137 hectares of land. It encompasses a large area of currently inaccessible farmland and two Local Nature Reserves (LNRs):
    - 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.
  - 9.13. 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.

- 9.14. 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 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 and meeting space and will include community gardens and orchards. 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.
- 9.15. This area currently supports a wealth of wildlife habitats and provides a diverse source for biodiversity. Protection and enhancement of these features will be key objectives for the Park, as well as the management and interpretation of these assets. It will also have a role in incorporating the wildlife mitigation and the sustainable management of water from the new development.
- 9.16. 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 landscape. To ensure connectivity across the Park is enabled, the road design will need to allow for key connections to be made for people and livestock. The provision of a sustainable drainage solution for the road will also need to be incorporated into the Park. It is important that the design of the road reduces the dominance of the highway by limiting the use of signage and lighting through the Community Park, which carefully integrates 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 that will enable livestock and people to traverse beneath the link road and gain access to all areas of the Park.
- 9.17. An indicative masterplan for the Community Park is shown in Map 7 below.



**Map 7 An indicative masterplan illustrating the range of activities and improvements proposed within the Community Park.**

### **Glacis Park Green Corridor**

- 9.18. As Derriford grows it will be important to retain a network of green spaces through the area. This network of green spaces deliver many important functions including wildlife corridors, walking and cycling routes, attractive settings for new and existing communities and businesses, and provides key links across the city's Green Infrastructure network.
- 9.19. The Glacis Park green corridor will provide an important link in the Green Infrastructure network within Derriford; linking Derriford Community Park in the east to Whiteleigh and Cann Wood Local Nature Reserves in the west. It also provides the setting for Crownhill Fort Scheduled Ancient Monument.

#### **Proposal DS20 - Glacis Park Green Corridor**

The Glacis Park Green Corridor will deliver an important link within the Green Infrastructure Network enabling people and wildlife to move between other green

spaces and providing an attractive natural feature within the urban form. The corridor will:

1. provide an important wildlife corridor linking the Community Park with existing LNR's on the west of Tavistock Road. The corridor will be designed in a manner which delivers maximum benefit to wildlife and will be managed to maintain the quality of this green space;
2. deliver a high quality walking and cycling route, which links Whitleigh with the heart of Derriford;
3. enable people to learn about the history of Crownhill Fort as they pass through the area;
4. provide an attractive natural feature within the heart of the Derriford area that will compliment and support new developments.

- 9.20. The Glacis Park green corridor identified on Map 4 will incorporate approximately 10 hectares east of the A386 between Crownhill Fort and Glacis Park. The site currently consists of woodland and grassland and these features will be safeguarded and enhanced.
- 9.21. The new pedestrian and cycle access route will utilise the green corridor to link Whitleigh to the heart of Derriford and will provide a high quality access for walkers and cyclists.
- 9.22. New developments that adjoin the corridor will facilitate the delivery of the new access corridor and the enhancement of its quality as part of the green infrastructure network. In return the corridor will support the sustainability of the new developments.

## **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, to create a sustainable heart for northern Plymouth.
- b) there are multiple land ownerships to within the Derriford area. 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 qualitative current needs, will be delivered early in 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 planned developments. The expectation is that they could 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 the 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 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 4 below.

<b>Key Milestones defined by the Core Strategy 2007</b>	<b>To be delivered through the Derriford and Seaton AAP</b>
Increasing the city's population from 251,000 to 300,000 by 2021+	An increase of some 6,000 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 2,950 homes, including 765 affordable homes and 510 homes built to Lifetime Standards.
Providing 172,000 sq m of new shopping floorspace across the city	A new District Centre delivering retail provision in the region of 22,671 sq m gross floorspace and two new local centres.
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 Providing for in the region of 116,000 sq m gross of employment floorspace, creating approximately 8,000 new jobs and 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 Derriford Community Park and associated green links providing for in the region of 146 hectares of green space.

**Table 4 Core Strategy Key Milestones to be delivered by the Derriford and Seaton AAP**

**Derriford and Seaton Delivery Scheme**

- 10.7. Table 5 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. The Derriford and Seaton Delivery Framework (2012) 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, Table 5 and the Delivery Framework set out a comprehensive picture of the delivery of the changes envisaged in this AAP. It should be noted, however, that Table 7 represents a snapshot of how the Council understands the AAP proposals will be delivered, at the time of writing. This aspect of the AAP and the Delivery Framework should be seen as living documents, which will change as more detail regarding the delivery of projects and infrastructure emerges. Progress and updates on delivery will be kept up to date through the Investment Plan, informed by the Infrastructure Needs Assessment and reported on in the Annual Monitoring Report. The Delivery Framework is also subject to future reviews as appropriate.

**Table 5 Delivery of Key Sites in Derriford**

<b>Area Action Plan Proposal/ Policy</b>	<b>Body responsible for Delivery</b>	<b>Delivery Mechanisms</b>	<b>Indicative Costs</b>	<b>Delivery Funding</b>	<b>Delivery Land Issues</b>	<b>Timescale</b>	<b>Phasing Issues</b>	<b>Risks to Delivery</b>
<b>DS06: Plymouth International Medical &amp; Technology Park</b>	PCC and development partners	Planning applications	n/a Implementation up to 100% private sector investment.	Private development/ grants	Land in ownership of PCC	2013- 2022	Ongoing	
<b>DS07: Tamar Science Park</b>	Tamar Science Park/ PCC/ University of Plymouth	Planning applications	n/a	Private development/ grants	Land in ownership of Tamar Science Park	2014- 2023	Phases 4- 6 proposed.	Dependant on public funding.
<b>DS08: Crownhill Retail Park</b>	Private Developer	Planning application	n/a Implementation up to 100% private sector investment.		Land in ownership of Henderson	2022- 2024		
<b>DS09: Derriford Hospital</b>	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.
<b>DS10: Marjon</b>	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.
<b>DS11: Christian Mill</b>	Private developer	Planning applications	n/a	Private development	Land in private ownership	2016- 2018	Ongoing	
<b>DS12: Glacis Park</b>	SWW/ frontage sites/ PCC	Planning application/	n/a Implementation	Private development	Land in various ownerships-	2018- 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.
<b>DSI3: Seaton Neighbourhood</b>	Hawkins Trust	Planning application	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of Hawkins Trust	2014- 2022	Delivery of full development reliant on Forder Valley Link	
<b>DSI4: North West Quadrant</b>	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		
<b>DSI5: Quarry Fields</b>	BT	Planning application	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of BT	2014-2015		
<b>DSI6: District Centre</b>						Overall 2014-2020		
<b>Initial Phase</b>	PCC and development partners	Planning applications/ potential use of CPO	n/a Implementation up to 100% private sector investment.	Private development	Land in ownership of PCC.	Retail elements 2014- 2017		
<b>Further Phases</b>	PCC and development partners	Planning applications/ potential use of CPO	n/a Implementation up to 100% private sector investment.	Private development	Land in PCC and other land ownerships.	2018- 2025	Full District Centre to be delivered in two phases	Relocation of TA facility.

<b>Area Action Plan Proposal/ Policy</b>	<b>Body responsible for Delivery</b>	<b>Delivery Mechanisms</b>	<b>Indicative Costs</b>	<b>Delivery Funding</b>	<b>Delivery Land Issues</b>	<b>Timescale</b>	<b>Phasing Issues</b>	<b>Risks to Delivery</b>	<b>Priorities (infrastructure)</b>
<b>DSI8: Transport Infrastructure</b>									
<b>Forder Valley Link</b>	Hawkins Trust/ PCC	Planning application/ potential use of CPO	£12.4 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
<b>Marjon Link</b>	PCC/ University College	Planning application/ partnership	Approximately £1m	S106, Planning Obligations, Local Transport Plan (£450,000 secured through 504K planning S106).	University College control	2012- 2014	Should be provided in conjunction with Airport Link	Currently no legal security re provision of land by Marjon	Critical
<b>Derriford junction</b>	PCC	Planning application	£7.3million	Planning Obligations/ PCC	Small amount of NWQ land might be required.	2019- 2022		Funding	Necessary
<b>Improvements to Plymbridge Lane</b>	Developer/ PCC	Planning application (approved)	£50,000 in addition to other improvements as part of planning applications.	Planning Obligations/ PCC		2018- 2022			Desirable

<b>DSI9: HQPT Infrastructure</b>									
<b>Forder Valley Road bus lanes</b>	PCC	Planning application	£3.4m - £4.9 million	Planning Obligations, Local Transport Plan	Highway Land, plus land take (partly from Local Nature Reserve)	2013- 2016	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
<b>A386 bus priority measures, Manadon junction to Woolwell</b>	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
<b>Brest Road &amp; junction bus priority</b>	PCC, adjoining landowners	Planning application	Between £400K and £600K (approximate estimate)	Planning Obligations/ PCC	Highway Land/ PCC, private land	2016- 2019	Careful integration with CCE and Planned Car Centre works.		Necessary
<b>Derriford Hospital Interchange</b>	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.	2015	To coincide with development of Derriford Hospital entrance.	Funding (NHS)	Necessary
<b>District Centre Interchange</b>	Private Developer	Planning application	n/a Implementation up to 100% private sector investment.	Private development		2015	To coincide with development of District Centre.		Necessary
<b>Airport site/ Marjon Interchange</b>	Private Developer/ Marjon	Planning application (approved)	Implementation mainly by private sector investment. £10,000 additional costs.	Private development		2012- 2014	To coincide with development of Airport Link Road.		Necessary

<b>Seaton Interchange</b>	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
<b>DS20: Derriford Community Park</b>	PCC; Derriford Community Park Management Entity; Hawkins Trust, NHS.	Planning application procedure/PCC education/partnerships.	£8 million Park (part of which can be delivered through direct mitigation).  £2.5 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.		Necessary
<b>DS21: Glacis Park Green Corridor</b>	Private Developer/ Landmark Trust	Planning application procedure	n/a Implementation up to 100% private sector investment.	Planning Obligations, existing S106, private development	Private land/ Landmark Trust.  Part is Scheduled Ancient Monument	2022	Park Management Entity needs to be in place in parallel with development of proposals.		Necessary
<b>Primary and Secondary Expansion</b>	PCC	Planning application procedure	£950,000,000	Planning Obligations/ PCC	PCC land (at an existing school site)	2016-2020	Additional primary school provision required on completion of 800 <sup>th</sup> dwelling.  Additional secondary school provision required on completion of 1100 <sup>th</sup> dwelling.		Critical
<b>New build 2 FE</b>	PCC	Planning application procedure/ potential use of CPO	£6,500,000 million plus land	Planning Obligations/ PCC	Land acquisition required.	c.2020	To be provided at completion of 2000 dwellings.		Critical

<b>DS05 CHP &amp; District Energy</b>	Energy Services Company (ESCo)	Direct provision of infrastructure, in partnership with Council, Plymouth NHS Trust and developers.	Contributions, where required, to facilitate extension of network (est £500K).	Private investment; S106; private development; PCC; NHS; grants.	PCC controlled highway land that will come forward for adoption through developments for pipe infrastructure. Energy Centre to be accommodated in relevant developments.	ESCo procurement 2011-2013 Implementation 2013-2027	Phased link to delivery of key development projects	Co-operation of a range of stakeholders required.	Necessary
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## Community Impacts

- 10.10. Almost all development has some impact on the need for infrastructure, services and amenities. Policy CS33 of the Core Strategy sets out the Council's policy for ensuring that these impacts are properly dealt with through the planning process. Amongst other things, it sets out that planning obligations will be used to ensure that developments meet the reasonable cost of new infrastructure made necessary by the proposal, and to secure contributions to the delivery of strategic infrastructure to enable the cumulative impacts of development to be met. These provisions are necessary to ensure that the growth of Plymouth takes place in a sustainable way and contributes to the Core Strategy vision of building a city of sustainable linked communities.
- 10.11. The Planning Obligations and Affordable Housing Supplementary Planning Document explains how this policy will be implemented. This provides for the negotiation of planning obligations to address policy requirements, such as affordable housing, and for the mitigation of development impacts, including cumulative impacts upon local and strategic infrastructure. All planning obligations must be fairly and reasonably related in scale and kind to the development proposal and must otherwise meet the requirements set out in Regulation 122 of the CIL Regulations 2010 (as amended).
- 10.12. The Council is currently preparing to introduce a Community Infrastructure Levy (CIL). When the Council's CIL Charging Schedule comes into effect (this is currently anticipated to be in April 2013), the extent to which infrastructure contributions can be negotiated to mitigate the cumulative impacts of development will be constrained by Regulation 123 of the CIL Regulations. This is because CIL will become the primary means for securing infrastructure contributions, and the Regulation prevents the double counting of planning obligations and CIL. The Council has yet to determine which infrastructure it will seek to fund through CIL and which it may still seek funding for through planning obligations. However, whichever mechanism is preferred, the issues that will need to be addressed in the Derriford area are likely to remain the same. The highest priorities for the Derriford and Seaton Area Action Plan are outlined below in Table 6.

Requirement	Justification	Delivery
Transport Infrastructure (potential delivery mechanisms: direct delivery, Development Tariff, bespoke planning obligations, CIL)	Identified as a priority in the Core Strategy, the LTP, the Infrastructure Delivery Plan, and this AAP	This will enable the creation of 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 Sectors identified in the Local Economic Strategy (potential delivery mechanisms: direct delivery, bespoke planning obligations, CIL).	Identified as a priority in the Core Strategy and Local Economic Strategy.	This will consolidate and expand the role of Derriford as a strategic economic centre, particularly in relation to the Medical and Technology sectors.
Affordable Housing (potential delivery mechanisms: bespoke planning obligations)	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.
Derriford Community Park and Green Infrastructure (potential delivery mechanisms: direct delivery, Development Tariff, bespoke planning obligations, CIL)	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.
District Energy & Combined Heat and Power (potential delivery mechanisms: direct delivery, bespoke planning obligations)	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.

**Table 6 Infrastructure to Mitigate Community Impacts**

## **11. MONITORING**

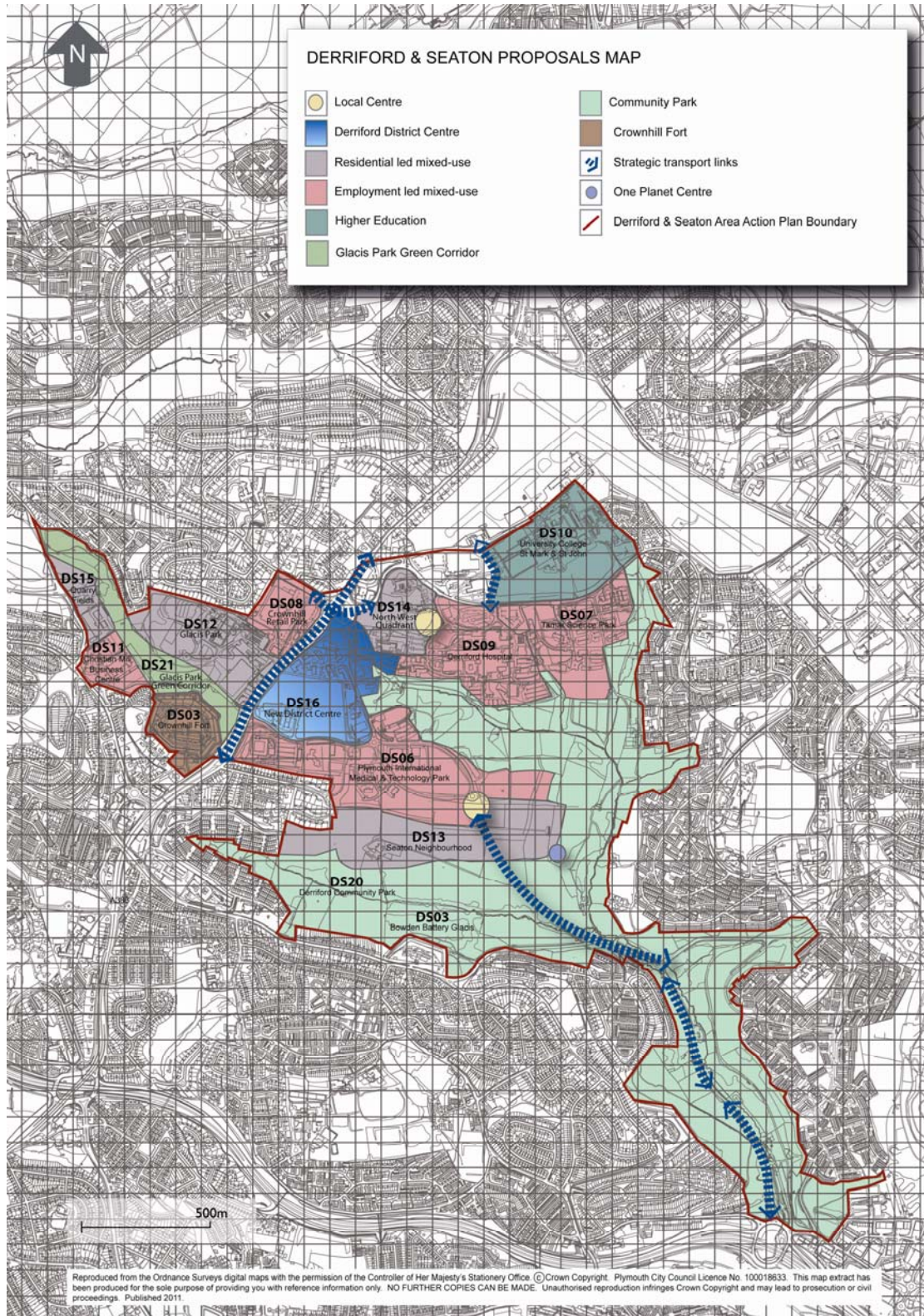
- 11.1. Review and monitoring is an important aspect of evidence based policy making and it is a key factor of the “plan, monitor and manage” approach to planning. A key part of the development planning system is the flexibility to update components of the Local Development Framework and respond quickly 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. The Council publishes an Annual Monitoring Report (AMR) which is regularly updated and which assesses the implementation of the Local Development Scheme and the extent to which policies in local development documents are being 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 including those identified within the sustainability appraisal will also be monitored through this 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.
- 11.5. 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 inform revisions to the Derriford and Seaton 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 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 sustainable 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 and;
  - 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.
- 11.6. 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.
- 11.8. The AMR is produced as a series of web pages and is available to view on the Council's website: <http://www.plymouth.gov.uk/amr.htm>

## 12. PROPOSALS MAP



### **13. EVIDENCE BASE**

- Vision for Plymouth, Mackay, Zogolovich and Haradine, 2004
- Plymouth Sustainable Growth Study, Llewelyn Davies, 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
- Rapid Urban Character Study, Alan Baxter Associates, 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 2007
- 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 and Derriford Sustainable Energy Studies, Centre for Sustainable Energy/Wardell Armstrong, June 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
- Design Guidelines Supplementary Planning Document, Plymouth City Council, July 2009
- Development Guidelines Supplementary Planning Document, Plymouth City Council, April 2010
- 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, January 2011

Plymouth Palmerston Forts Study, Scott Wilson, May 2011

Draft Shopping Centres SPD, Plymouth City Council, February 2011

Plymouth City Airport Economic Study into Air Services for Plymouth, Berkeley, Hanover Consulting Limited, August 2011

Plymouth City Council Cabinet Report, Item 39, 23 August 2011

Derriford Community Park and One Planet Centre Masterplan Report Consultation Draft, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 1 One Planet Centre, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 2 Landscape, Access and Recreation, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 3 Biodiversity, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 4 Community Food Growing, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 5 Farming, LDA Design, February 2012

Derriford Community Park and One Planet Centre Delivery Plan Topic Paper 6 Historic Landscape and Archaeology, LDA Design, February 2012

Derriford and Seaton Revised Pre-submission AAP Equality Impact Assessment, PCC, May 2012

Derriford and Seaton Delivery Framework, PCC, May 2012

Derriford and Seaton Revised Pre-submission AAP Sustainability Appraisal Addendum, PCC, May 2012

Derriford Transport Strategy, Plymouth City Council, May 2012

Draft Community Infrastructure Levy Charging Schedule, Plymouth City Council, May 2012

Habitats Regulation Assessment, Plymouth City Council, May 2012

Overview Report of the Strategic Conclusions of the Housing Requirements Study, the updated Shopping Study and the Derriford District Centre Masterplan, Baker Associates, May 2012

Potential Gypsy and Traveller Sites Assessment, Plymouth City Council, May 2012

Prospects for Plymouth's Priority Economic Sectors, Arup, May 2012

Revised Pre-Submission Derriford and Seaton Area Action Plan Equality Impact Assessment, Plymouth City Council, May 2012

The Housing Requirements for Plymouth Study, Baker Associates, May 2012

The Retail and Centres Study, Roger Tym and Partners, May 2012

Update Addendum to City of Plymouth District Energy Study, ICE (UK) Ltd, May 2012

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.

### **Biomass**

A renewable energy source comprising of biological material derived from living, or recently living organisms

### **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.

## **Combined Heat and Power (CHP)**

A plant designed to produce both heat and electricity from a single heat source.

## **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.

## **cSAC (Candidate Special Area of Conservation)**

These are sites which have been submitted to the European Commission for designation as Special Areas of Conservation because of their wildlife interests.

## **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 (until they are formally abolished) 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)

## **District Centre**

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

## **District Heating**

The supply of heat or hot water from one source to a district or a group of buildings.

## **Energy Service Company (ESCo)**

Delivery mechanism for the design, build and management of the District Energy network.

## **European Marine Site (EMS)**

This is shorthand for two European designated sites comprising the Plymouth Sound and Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Complex Special Protection Area (SPA)

## **Evidence Base**

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

## **Glacis**

A gentle slope which extends outwards from a fort, constructed for military purposes (for example, the glacis of Crownhill Fort and Bowden Battery).



## **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.

## **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 Centre**

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

## **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**

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.

## **Modal Shift**

In the context of this Area Action Plan, this term relates to the implementation of measures which will enable communities to use more sustainable ways for travel into and out of the neighbourhood, as opposed to using private cars.

## **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.

## **National Planning Policy Framework (NPPF)**

This document provides the national planning policy framework. It replaces previous Planning Policy Statements and Planning Policy Guidance notes and forms a key part of the Coalition Government's reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

## **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 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.

## **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. See National Planning Policy Framework (NPPF).

## **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

- **A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- **A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
- **A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- **A4 Drinking establishments** - Public houses, wine bars or other drinking establishments (but not night clubs).
- **A5 Hot food takeaways** - For the sale of hot food for consumption off the premises.
- **B1 Business** - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- **B2 General industrial** - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- **B8 Storage or distribution** - This class includes open air storage.
- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short

term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.

- **C3 Dwellinghouses** - this class is formed of 3 parts:
  - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
  - C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
  - C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.
- **C4 Houses in multiple occupation** - small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
- **D1 Non-residential institutions** - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- **D2 Assembly and leisure** - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
- **Sui Generis** - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.