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PLYMOUTH & SOUTH WEST DEVON JOINT LOCAL PLAN 2014-2034

EDUCATION & LEARNING

HEALTH & WELLBEING

GETTING AROUND

LIVING & HOUSING

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Plymouth and South West Devon Joint Local Plan

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1 Introduction

What is the Plymouth and South West Devon Joint Local Plan?

1.1 The Joint Local Plan (JLP) is part of a ground-breaking strategic planning process for Plymouth and South West Devon which looks ahead to 2034. It sets a shared direction of travel for the long term future of the area, within the context of wider integrated strategic plans. In this respect it integrates with and completes work that was previously being undertaken separately on the 'Plymouth Plan' (Plymouth City Council and its strategic partners), 'West Devon: Our Plan' (West Devon Borough Council) and 'South Hams: Our Plan' (South Hams District Council).

1.2 The key purpose of the JLP is to establish an over-arching strategic framework for sustainable growth and the management of change, providing the statutory development plan for Plymouth, South Hams and West Devon.

1.3 The JLP excludes policies for Dartmoor National Park Authority. This is because the National Park Authority is preparing a separate local plan. However both plans will be based on joint evidence.

Why a joint local plan?

1.4 The Localism Act requires local planning authorities (LPAs) to cooperate closely with neighbouring authorities to identify cross boundary issues and identify solutions to those issues in their plans. This requirement is known as the 'duty to cooperate'. The LPAs of Plymouth, South Hams and West Devon see this 'duty' as an opportunity to produce a plan which for the first time sets out a strategy and key policies for the city and the wider area, bringing together the vision for the growth and transformation of Plymouth with the approach of fostering sustainable, thriving towns and villages in the surrounding rural areas. The aspirations for each area are complementary but need to be planned together in order to ensure that growth takes place in a sustainable manner.

1.5 The government supports the use of joint local plans because they enable a coherent and mutually agreed planning approach to be delivered to a wider area which bears more of a resemblance to the way people live their lives. The JLP is able to look at the requirements for homes and jobs across the whole of the Plymouth Housing Market Area and its Functional Economic Market Area, showing how the full objectively assessed need for housing and employment development can be met.

1.6 The three councils formally agreed to work together on a joint local plan through a series of council resolutions between December 2015 and February 2016.

What documents have informed the preparation of the Joint Local Plan?

1.7 **Plymouth**: Prior to the joint plan process being agreed, Plymouth City Council was at an advanced stage in the production of the Plymouth Plan. Plymouth Plan Part One was approved by the City Council in September 2015 following an extensive period of community engagement, setting out an overarching strategy for future change and growth in the city. Plymouth Plan Part Two was then to set out detailed

policies for different areas of Plymouth and site-specific policies for the development, improvement or conservation of land in the city. Once completed the Part Two work was to be integrated into the approved Part One Plymouth Plan and the single plan submitted to for public examination.

1.8 **West Devon**: Prior to the joint plan process being agreed, West Devon Borough Council was preparing its development plan separately in a document called 'West Devon: Our Plan'. The plan went through its initial engagement in May-June 2014, which sought to establish the overall content and priorities. This was followed by consultation on detailed proposals under the formal Regulation 19 stage in February 2015. This included a proposed land use strategy, housing numbers, distribution and strategic allocations. During 2015 the Borough Council reviewed the preferred way of moving forward and agreed to pursue 'West Devon: Our Plan' as a corporate document setting out community focused priorities for the area along with a delivery plan shared with South Hams District Council.

1.9 **South Hams**: Prior to the joint plan process being agreed, South Hams District Council was preparing its development plan separately in a document called 'South Hams: Our Plan'. The plan went through its initial engagement in May-June 2014. As with West Devon, this sought to establish the overall content and priorities for the plan. During 2015 the District Council reviewed the preferred way of moving forward and alongside West Devon agreed to adopt 'South Hams: Our Plan' as a corporate document setting out community focused priorities for the area along with a delivery plan shared with West Devon Borough Council.

1.10 Clearly all three councils have undertaken a considerable amount of work in the preparation of their respective planning documents. All of this work has been taken forward into the JLP process, and helped to inform the development of its strategy and policies. In particular, comments received during previous engagements and consultations on any of the three pre-existing plan processes have helped with the development of the JLP.

What statutory planning status will the Joint Local Plan have?

1.11 The JLP has been formally by the LPAs and is therefore their statutory development plan documents. It has replaced the following Local Development Plan Documents:

1.12 **In Plymouth:**

- Plymouth Core Strategy, Adopted 2007.
- North Plymstock Area Action Plan & Minerals Development Plan Document, Adopted 2007.
- Devonport Area Action Plan, Adopted 2007.
- Millbay & Stonehouse Area Action Plan, Adopted 2007.
- Waste Development Plan Document, Adopted 2008.
- Sutton Harbour Area Action Plan, Adopted 2008.

- Central Park Area Action Plan, Adopted 2008.
- City Centre & University Area Action Plan, Adopted 2010.

1.13 **In West Devon:**

- West Devon Local Plan Review, Adopted 2005.
- West Devon Core Strategy, Adopted 2011.

1.14 **In South Hams:**

- South Hams Local Plan, Adopted 1996 – Saved Policies.
- South Hams Core Strategy, Adopted 2006.
- Sherford New Community Area Action Plan, Adopted 2007.
- Affordable Housing Development Plan Document, Adopted 2008.
- Development Policies Development Plan Document, Adopted 2010.
- Dartmouth Site Allocations Development Plan Document, Adopted 2011.
- Ivybridge Site Allocations Development Plan Document, Adopted 2011.
- Kingsbridge Site Allocations Development Plan Document, Adopted 2011.
- Totnes Site Allocations Development Plan Document, Adopted 2011.
- Rural Areas Site Allocations Development Plan Document, Adopted 2011.

How the Joint Local Plan is structured?

1.15 The JLP has seven sections:

- Section 1 introduces the JLP.
- Section 2 describes the vision for the Plan Area.
- Section 3 sets out the high level spatial strategy for growth, including the overall housing and employment need that the plan needs to meet and how this is to be distributed.
- Section 4 sets out the Strategy for the Plymouth Policy Area (which includes Plymouth's administrative area and the urban fringe within South Hams), considering Plymouth's strategic role, area-specific strategies for the city's three growth areas, as well as site allocations.

- Section 5 sets out the Strategy for Thriving Towns and Villages Policy Area (which includes all of South Hams and West Devon, excluding Plymouth's urban fringe and Dartmoor National Park) - explaining how the vision will be implemented, including identifying site allocations.

- Section 6 sets out shared development policies that relate to the entire Plan Area.

- Section 7 sets out how the plan will be delivered and how its implementation will be monitored and kept on track.

1.16 The JLP also uses the following structure to explain what we are seeking to achieve (outcomes and objectives), how we will achieve it (the policies), and how we will know if the plan is succeeding (measures of success).

- **Strategic Outcomes** identify the headline changes that the JLP seeks to achieve in order to make the plan's vision a reality.

- **Strategic Objectives** set out in greater detail what the JLP is seeking to deliver and how.

- **Policies** identify specifically what the councils, and where appropriate, partners will do in order to meet the strategic objectives.

- **Measures of success**, supported by a range of indicators, identify those measures that will be monitored in order to know whether or not the specific parts of the plan are on track.

1.17 In relation to site allocation policies, it should be noted that only sites of greater than 0.25 hectares have been identified. Additionally, housing or employment floorspace numbers are only expressed where they are being counted towards the overall supply targets of the plan. The figures included are based upon assessments undertaken during the plan preparation process and are potentially subject to change through the detailed design work associated with a planning application. Where no figure is expressed this does not necessarily mean that the site allocation policy will not yield a housing or employment outcome. For some of these sites, housing or employment use is a desired or acceptable outcome as part of an overall mixed use development. However, figures are only shown where there is a high degree of confidence that there will be a housing or employment outcome and where this is able to be quantified at this time.

1.18 In addition to the JLP the LPAs will prepare supplementary planning documents (SPDs) for both the Plymouth Policy Area and the Thriving Towns and Villages Policy Area. These SPDs will build upon and provide more detailed advice or guidance on the policies in the JLP where appropriate.

What is the relationship between the Joint Local Plan, the Plymouth Plan and the Our Plan's of South Hams and West Devon?

1.19 The three councils are all committed to more integrated and holistic plan making. In this respect, the JLP is seen by each authority as the spatial expression of a wider strategy for their areas.

1.20 The 'Plymouth Plan' is the City of Plymouth's single, integrated and holistic strategic plan, owned by the City Council and its partners. It is an interactive web-based plan. Once the JLP is adopted, its policies that relate to Plymouth will be joined to the rest of the Plymouth Plan so that all policies (spatial and otherwise) that relate to the city can be read in one place.

1.21 For South Hams and West Devon, the JLP will sit alongside their 'Our Plan' corporate policy documents.

When will the plan first be reviewed?

1.22 The plan's effectiveness will be monitored on an ongoing basis, with a full review of key parts of the plan such as the development strategy to be undertaken at least once every five years. More information relating to monitoring of the plan is set out in Section 7.

How can I use the plan interactively?

1.23 The plan is published in interactive form on the following website:

1.24 www.plymswdevonplan.co.uk

1.25 The following symbols, which are identified in each policy, will be able to be used to group policies around particular themes.



1.26 Symbols are also identified to help identify which policies relate to each LPA area.



2 Vision

How Plymouth and South West Devon will be in 2034

Vision for Plymouth and South West Devon

Plymouth and South West Devon will be a highly successful sub-region, whose people and businesses benefit greatly from having both a major city and a network of high quality market towns and sustainable rural settlements, set within beautiful countryside and natural environments. It will have made the most of its economic, social, cultural, heritage and natural assets, and its settlements will play complementary and mutually beneficial roles for the urban and rural economy. Development will be delivered proactively, meeting the needs of its people for new homes, jobs and services, and will recognise the diversity in characteristics between our urban, sub-urban and rural areas. We will be a good neighbour to neighbouring areas and play a key economic and social role both in the region and beyond. In particular:

1. Plymouth will be one of Europe's most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone and where the following outcomes have been met:

    - Plymouth's strategic role is fulfilled as a regional city and a major economic driver for the heart of the south west.
    - Plymouth as a healthy city, where our people live in happy, healthy, safe and aspiring communities.
    - Plymouth as a growing city, where we have used our economic, social, environmental and cultural strengths to deliver quality and sustainable growth.
    - Plymouth as an international city, renowned as the UK's premier marine city and famous for its waterfront, maritime heritage and culture.

2. South West Devon's Thriving Towns and Villages will be thriving rural communities where the following outcomes have been met:

    - Residents are empowered to create strong communities.
    - Places are created for enterprise to thrive and business to grow.
    - Homes have been built to meet local needs.
    - The services and facilities which meet the needs of our communities have been secured.

- The built and natural environment has been protected, conserved and enhanced.
- The past is celebrated and our heritage for the future is protected.

2.1 The Plan Area covers 2,126 sq.km., nearly 55 per cent of which is in West Devon, with over 40 per cent in South Hams and just 4 per cent in Plymouth's administrative area.

2.2 In contrast Plymouth's administrative area has nearly 70 per cent of the share of the Plan Area's population of 401,567 (ONS 2015). With a population of 262,712, economic output of £5.2 billion (ONS Income Based, 2015) and 130,000 total jobs (107,800 employee jobs) (ONS 2015), it is the most significant urban area on the south west peninsula and the economic engine of the Plan Area. The market and coastal towns of West Devon and South Hams, together with a wider network of towns, villages and hamlets provide homes for 138,855 people, 54,385 in West Devon and 84,470 in South Hams. West Devon is one of the most sparsely populated local authority areas in England ranking 316th out of 326 which a population density of 47 people/km^2 compared to a density of 95/km^2 in South Hams and 3,284/km^2 in the city.

2.3 The population of the Plan Area is predicted to grow over the plan period from 399,914 (2014) to 434,900 (2034).

2.4 Plymouth grew from a maritime economy, with its naval heritage being a major factor in its early prosperity. Notwithstanding a reduction in employment in the defence sector and Devonport Dockyard over many years, these facilities still provide significant employment for the region. However, positively, the city's economy is becoming increasingly diverse. The city is now a centre of excellence for marine science and manufacturing, it hosts the largest science park and hospital on the south west peninsula, and has a unique set of competitive advantages upon which to build in its transition to a more competitive and thriving knowledge-based economy. Its high quality educational infrastructure, including three universities and a substantial pool of young talent, continues to grow, playing an ever increasing role in supporting economic growth initiatives.

2.5 Within rural South West Devon the economy is diverse. In 2012 the top employment sectors were retailing, public sector services, tourism, construction and manufacturing. A key issue impacting on the economy of West Devon and South Hams is the relatively low wage rates of those who work within the area, contrasting with higher resident wage rates and high skills levels amongst people who live in the area. Consequently, the Thriving Towns and Villages area experiences significant levels of out-commuting to work and below national average employment levels. It is important therefore that, within this part of the area, the plan drives opportunities to raise productivity and wage levels as well as the creation of jobs.

2.6 Whilst Plymouth forms a hub and focus for activity, employment and higher level services, Exeter also plays a significant role for the communities to the north and east of the Plan Area. But outside the cities, the plan encourages the rural towns

and villages to become more sustainable, with access to housing, employment, services and facilities that meet their needs, and which are resilient and safe and where local communities are able to make choices about their future.

2.7 The essential context for the plan's growth aspirations is its superb natural and historic environment. The Plan Area is characterised by important landscape designations, including the neighbouring Dartmoor National Park, the Tamar Valley and the South Devon and Cornwall Areas of Outstanding Natural Beauty, and heritage coast. Additionally there are number of European protected wildlife sites, designated and protected under the Conservation of Habitats and Species Regulations. These sites form part of a wider European network of sites known as Natura 2000 sites. The area's rich and diverse historic environment provides important cultural, economic and environmental benefits for the local communities. This includes over 1,100 scheduled monuments, 5,900 listed buildings and 86 conservation areas, as well as registered parks and gardens, a World Heritage Site and, in Plymouth's waters, an historic wreck. A key role of the plan is establishing and maintaining the character and distinctiveness of the area, as this plays an important role in regeneration, the local economy, leisure, recreation, tourism and community life.

2.8 Plymouth's vision to be 'one of Europe's most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone' was conceived through an extensive period of partnership working and engagement in the early part of the 2000s, during which time the so-called 'Mackay Vision' was prepared (*A Vision for Plymouth: A Past with a Future*, Report of MBM Arquitectes with AZ Studio, 2003). It was initially integrated into the city's planning policy in 2004 and then formally adopted into the Plymouth Local Development Framework Core Strategy in April 2007. Since then it has been at the heart of policy and plan-making within the city. As part of the partner and community engagement process for the Plymouth Plan during 2014, work was undertaken to amplify what this vision means for Plymouth. In addition to identifying the role of the city within its wider hinterland and the city's strategic role in the region (see Section 4 of the plan), three strategic themes were identified to capture the essence of Plymouth's future and build upon the city's unique assets of people and place:

- Plymouth as a healthy city.
- Plymouth as a growing city.
- Plymouth as an international city.

2.9 West Devon's and South Hams' vision of 'supporting Thriving Towns and Villages and enhancing the quality of life for individuals and communities' was arrived at after widespread public consultation with local communities, building upon the values of both councils and the approaches set out in their Core Strategies. The work on the 'Our Plans' for West Devon and South Hams went further in explaining how this vision applied to the communities in South West Devon, detailing how the vision would be achieved under a number of distinct aspects of life in the Thriving Towns and Villages.

2.10 Taken together, a picture is painted of a major city with an ambitious programme of growth and regeneration sitting within an extensive rural area, full of opportunity, high quality landscape and history, with a wide diversity of communities and a broad range of urban and rural issues that need to be considered and addressed. The vision therefore aspires to a mutually supportive relationship between urban and rural areas, building on the character and strengths of the local area. The prosperity of Plymouth and the rural communities are closely linked. A successful Plymouth will be beneficial to rural Devon (and indeed Cornwall too). It is equally true, though, that Plymouth's success as a regional city is dependent on the environmental, social and economic well-being of the wider rural area.

2.11 The JLP demonstrates how the vision will be turned into reality through identifying twelve Strategic Objectives, each of which is related to a series of policies as set out in the sections of the plan that follow. These Strategic Objectives are listed below;

The Strategic Objectives of the plan

1. Delivering the spatial strategy: To meet the needs of Plymouth and South West Devon for new homes, jobs and services through an integrated approach to the strategic planning of the Plan Area as part of the wider region.

2. Strengthening Plymouth's role in the region: To consolidate and strengthen Plymouth's role as the major regional city in the south west peninsula of England, enhancing its contribution to the economic and social wellbeing of the south west and providing the major commercial, service and employment centre.

3. Delivering growth in Plymouth's City Centre and Waterfront Growth Area: To realise the potential of the City Centre and Waterfront Growth Area as a regionally significant growth hub.

4. Delivering growth in Plymouth's Derriford and Northern Corridor Growth Area: To realise the potential of the Derriford and Northern Corridor Growth Area as a regionally significant growth hub.

5. Delivering growth in Plymouth's Eastern Corridor Growth Area: To realise the potential of the Eastern Corridor Growth Area as a regionally significant growth hub.

6. Delivering a prosperous and sustainable South West Devon: To reinforce and protect the settlement pattern of South West Devon as the key driver of the prosperity and sustainability of the area, set within the diverse rural economy and an outstanding natural environment.

7. Maintaining a strong network of Main Towns: To promote locally distinctive and sustainable development in the main towns, with sufficient new homes, jobs, services and infrastructure provided to improve their level of self containment and to meet local needs.

8. Maintaining vitality and viability of the smaller towns and key villages: To promote the provision of homes, jobs, services and community infrastructure sufficient to enable the smaller towns and key villages to continue to play their important role as local service centres for their surrounding areas.

9. Maintaining the viability of the many sustainable villages in the rural area: To enable the development of new homes, jobs and community infrastructure sufficient to meet the local needs of the sustainable villages identified in the area and the village networks they serve.

10. Maintaining a naturally beautiful and thriving countryside: To protect, conserve and enhance the natural beauty of South West Devon's countryside, and to avoid development in unsustainable locations.

11. Delivering high quality development: To deliver development in Plymouth and South West Devon which is sustainable and of the right type for its location and of good quality.

12. Delivering infrastructure and investment: To take a proactive and co-ordinated approach to delivering the infrastructure and investment needed to realise the plan's vision and deliver its strategic objectives and policies.

3 Spatial Strategy

What we are trying to achieve - The Spatial Strategy for Plymouth and South West Devon.

Strategic Outcome

Plymouth and South West Devon will be a vibrant, thriving and well-connected sub region, where its housing needs are met, and where there is an economy driven by both the growing city of Plymouth and by rural areas characterised by sustainable market towns and villages set in high quality natural environments.

3.1 The spatial strategy of the local plan is driven by the need to fully meet the demands for new homes, jobs and services within the Plan Area in the most sustainable manner, where Plymouth is the primary focus of growth and the sustainability and prosperity of South West Devon's towns, villages and countryside are supported.

3.2 The starting point for defining the level of need for housing and employment land is what is known as the 'Objectively Assessed Need' (OAN). This includes for the Plymouth Housing Market Area (HMA), excluding Dartmoor, between 2014 and 2034:

- An OAN for housing of at least 26,700 new dwellings.
- An OAN for employment floorspace of at least 312,700 sq.m., providing a further 13,200 jobs in uses within the B1, B2 and B8 Use Classes (Town and Country Planning Use Classes Order).

3.3 The spatial strategy operates at three different spatial levels:

1. **The Plan Area**. This includes the Plymouth HMA, which is made up of Plymouth, South Hams and West Devon local authority areas and part of the Dartmoor National Park. The Dartmoor part of the HMA is excluded from this plan, as it is being considered through the Dartmoor local plan.

2. **The Plymouth Policy Area.** This incorporates the administrative area of Plymouth along with Plymouth's urban fringe. Locations that are part of the wider urban area (e.g. Woolwell, Langage) and where major development is committed (e.g. the new community at Sherford), as well as the city's landscape setting, fall within this policy area.

3. **The Thriving Towns and Villages Policy Area**. This incorporates rural South Hams and West Devon, including its market towns, settlements and villages.

3.4 These spatial levels represent an appropriate structure for organising the plan, acknowledging the inter-relationships between Plymouth, its urban fringe and South West Devon, and the inter-relationships between the main towns, villages and rural

areas of South West Devon. These spatial levels guide key principles and policies for development that are set out through the plan, as well as proving a context for the preparation by local communities of neighbourhood plans, and the monitoring of the plan (which will also be undertaken at local authority level).

3.5 The Plan Area sits within the context of the Dartmoor National Park and four other HMAs and local plan areas. This is shown on Figure 3.1.

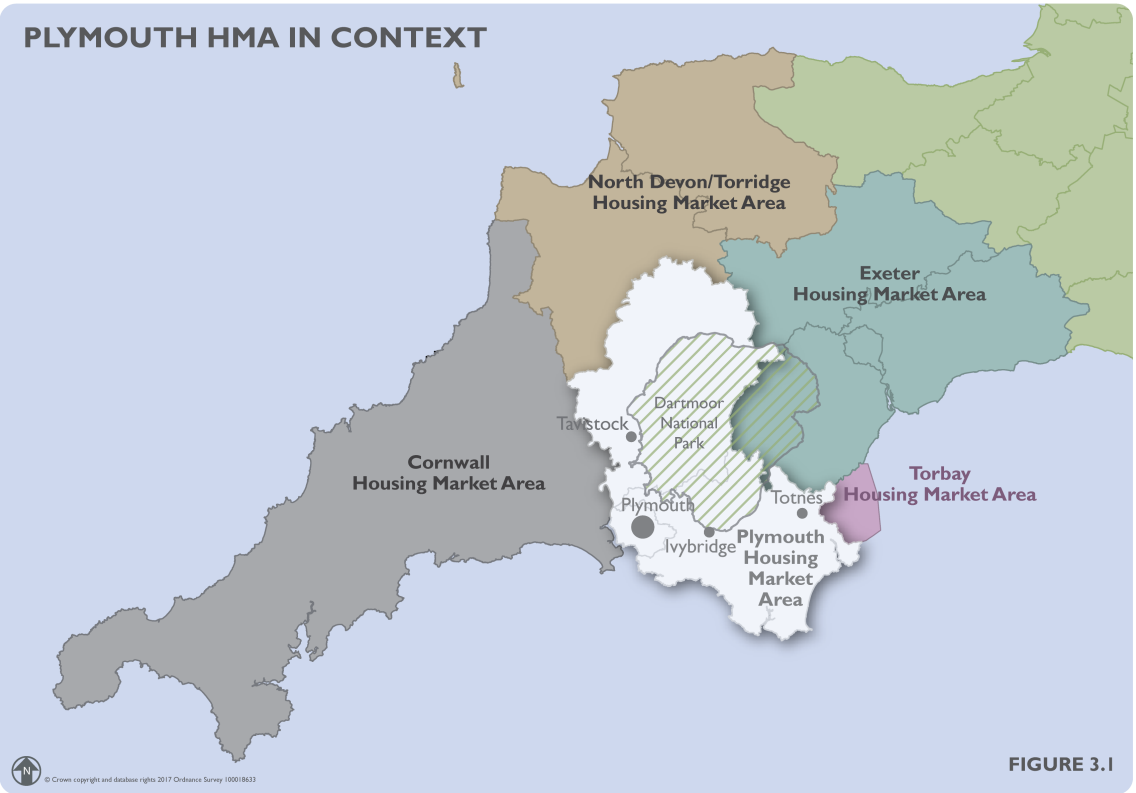

FIGURE 3.1

Strategic Objective SO1

Delivering the spatial strategy

To meet the needs of Plymouth and South West Devon for new homes, jobs and services through an integrated approach to the strategic planning of the Plan Area as part of the wider region which:

1. Maximises growth at Plymouth, recognising its position as the most sustainable location for major development, reinforcing its position as one the main centres of growth in the South West and acknowledging the need to prioritise the use of brownfield sites and regeneration.

2. Gives priority to delivering major growth in Plymouth's primary economic nodes of the City Centre / Waterfront and Derriford / Northern Corridor, as well as the Eastern Corridor, in order to drive a step change in the economy and housing delivery and to focus growth on accessible transport corridors where genuine sustainable transport choices can be provided to support growth.

3. Focuses growth in the Thriving Towns and Villages Policy Area on the six main towns - Dartmouth, Ivybridge, Kingsbridge, Tavistock, Totnes and Okehampton - reinforcing the role of these towns as sustainable service centres serving wide rural hinterlands, providing a range of facilities and services, and enabling them to meet the needs of residents.

4. Provides for levels of development in the towns and larger rural villages sufficient to enable them to continue as important local service centres for the surrounding areas.

5. Supports new homes and jobs by delivering the infrastructure needed to provide for strong strategic connectivity to the rest of the country and to ensure that local communities have the capacity to support new development.

6. Minimises development in sensitive locations where the high quality natural environments could be harmed, and positively protects, conserves, enhances and celebrates the Plan Area's high quality natural and historic environments.



3.6 Strategic Objective 1 sets the overarching principles for meeting and distributing development and other needs within the Plan Area. It acknowledges the importance of taking a strategic and integrated approach to growth, which reduces the need for travel and places sustainable development at the heart. It describes a strategy of prioritising major growth in Plymouth, whilst also providing sufficient growth in the market towns and villages to meet their local needs, whilst protecting the special character and unique function of rural South West Devon. This is in preference to alternative strategies that might seek to locate all development in the city or which might seek to disperse growth equally across the entire HMA, as discussed and appraised in the 'Deciding upon the distribution of development Topic Paper' (November 2016).

3.7 Plymouth is the most sustainable location for significant growth within the Plan Area. As a major city it provides the most efficient place to locate major growth, providing the maximum opportunity for genuine sustainable transport choices. Plymouth is the place where the most new jobs will be created over the lifetime of the plan and also has the potential for regeneration to take place using brownfield sites.

3.8 The Plymouth Core Strategy (Adopted 2007) identified three growth areas as the spatial priorities for change and growth, namely: the City Centre / Waterfront; Derriford / Northern Corridor; and the Eastern Corridor (which includes the new community at Sherford). These were identified because of their strategic importance from an economic perspective and their great potential for change and growth, as well as being the most sustainable locations in terms of their relationship to key transport corridors and public transport accessibility. They remain the areas of Plymouth with the greatest opportunity for significant growth.

3.9 Outside of Plymouth, Ivybridge and Tavistock are key settlements with close relationships with and good public transport links to the city. These towns are identified as locations for sustainable development which will also contribute to the economic success of the city. Together with Ivybridge and Tavistock, Dartmouth, Kingsbridge, Totnes and Okehampton are important market towns which service extensive hinterlands where sustainable development can be accommodated. Such development can be located in places served by facilities, public transport and access to local jobs. Okehampton and Totnes also benefit from close links to Exeter and Torbay respectively.

3.10 Across the HMA, there are rural towns and villages which together with the market towns form a network of sustainable rural settlements. These locations can support an appropriate and proportionate level of growth over the plan period. It is anticipated that most development in these locations will come forward through the strategic allocations both within the JLP and through neighbourhood plans, as appropriate.

3.11 Within the countryside and its small settlements it is anticipated that only limited development will come forward, guided by the plan's policies. A limited amount of development will also be brought forward in Dartmoor through the Dartmoor Local Plan.

What we are going to do - our policies to deliver the spatial strategy

Policy SPT1

Delivering sustainable development

The LPAs will support growth and change that delivers a more sustainable future for Plymouth and South West Devon. Development and change will be planned for and managed in accordance with the following principles of sustainable development:

1. A sustainable economy where:
    i. Opportunities for business growth are both encouraged and supported.
    ii. Environmentally conscious business development takes place.
    iii. Strategically important economic assets are protected for the purpose of economic activity.
    iv. A low carbon economy is promoted.

2. A sustainable society where:
    i. Neighbourhoods and communities have a mix of local services and community assets, and accessible greenspace, that meet the needs of local people.

ii. Sustainable and health promoting transport options are available to access local education, services and jobs.

iii. Important cultural and heritage assets are protected for the benefit of current and future generations.

iv. Resilient communities and developments are delivered, which are able to accommodate the impacts of climate change and do not cause detrimental impacts to other communities and developments, for example through increasing flood risk.

v. Demand for energy is reduced and opportunities for the use of renewable energy increased.

vi. Equality of opportunities, freedom from discrimination and fair access to facilities and services are provided for all.

3. A sustainable environment where:

i. The effective use of land is made for development through optimising reuse of previously developed sites, therefore reducing the need for greenfield development, protecting natural assets and creating opportunities for viable low carbon energy schemes.

ii. Overall gains in biodiversity are achieved by protecting and enhancing species, habitats and geological sites.

iii. Pollution and adverse environmental impacts of development are minimised and effectively mitigated where unavoidable.

iv. The best and most versatile agricultural land is protected for agricultural use.

v. Local distinctiveness and sense of place is respected, maintained and strengthened through high standards of design.



3.12 At the heart of the spatial strategy of the JLP is the need to use sustainable development as the framework for growth and change.

3.13 The United Nations General Assembly has defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy *Securing the Future* set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound

science responsibly. The National Planning Policy Framework (NPPF) (paragraph 7) amplifies this further by identifying three dimensions of sustainable development, and three key roles for local plans in delivering sustainable development:

- An economic role – contributing to building a strong, responsive and competitive economy;
- A social role – supporting strong, vibrant and healthy communities; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment, including moving to a low carbon economy.

3.14 NPPF para. 8 says 'to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.' Policy SPT1 explains how these principles of sustainable development will particularly be sought jointly and delivered through the planning process. It is set at a high level to provide a framework for the more detailed policies that are identified later in the plan. It serves to embed the principles of sustainable development in the JLP from the outset.

Policy SPT2

Sustainable linked neighbourhoods and sustainable rural communities

The LPAs will apply the following principles of sustainable linked neighbourhoods and sustainable rural communities to guide how development and growth takes place in the Plan Area. Development should support the overall spatial strategy through the creation of neighbourhoods and communities which:

1. Have reasonable access to a vibrant mixed use centre, which meets daily community needs for local services such as neighbourhood shops, health and wellbeing services and community facilities, and includes where appropriate dual uses of facilities in community hubs.
2. Provide for higher density living appropriate to the local area in the areas that are best connected to sustainable transport, services and amenities, as well as appropriate opportunities for home working, reducing the need to travel.
3. Have high levels of digital connectivity, supporting local communities and businesses and enabling data to be open, shared and used to better understand the area.
4. Have a good balance of housing types and tenures to support a range of household sizes, ages and incomes to meet identified housing needs.
5. Promote resilience to future change by ensuring a well balanced demographic profile with equal access to housing and services.
6. Are well served by public transport, walking and cycling opportunities.

7. Have a safe, accessible, healthy and wildlife-rich local environment, with well designed public and natural spaces that are family friendly and welcoming to all.

8. Have services and facilities that promote equality and inclusion and that provide for all sectors of the local population.

9. Have the appropriate level of facilities to meet the identified needs of the local community, including provision of education and training opportunities, employment uses, health care, arts, culture, community facilities, open space, sport and recreation, and places of worship.

10. Provide a positive sense of place and identity, including through the recognition of good quality design, unique character, the role of culture, and the protection and enhancement of the natural and historic environment.

11. Explore opportunities for the use of renewable energy, including community energy schemes where appropriate, and reduce the use of energy through design and energy efficiency.

12. Provide positive outcomes in relation to the characteristics, aspirations and measurable standards set out through any supplementary planning document linked to this plan.



3.15 Sustainable communities are about creating the kinds of places where people of all ages and circumstances want to live. The JLP aims to support local communities in improving their neighbourhoods and provide avenues for direct investment so that it strengthens communities. Whilst many of our neighbourhoods and communities already provide attractive living environments with good access to local facilities, there are some areas that are more disadvantaged and where improvement is needed.

3.16 Whether or not a local community is sustainable is not a precise science and indeed will vary depending on context (for example, whether it is an urban or rural community). However, the following general characteristics of sustainable communities can be identified:

- **A sufficient number and demographic mix of people** to engender a sense of belonging, vitality and safety, as well as support the range of services that people need in their daily lives.

- **A mix of land uses** that works well together, with 'dead spaces' avoided that are a hindrance to sense of community and safety. To achieve this will mean concentrating a range of public facilities and commercial activities in the centres towns, villages and neighbourhoods, to ensure a good level of access to all residents.

- **Good accessibility and is walkable**. The centre of the community will be the most accessible location, connecting the community to the rest of the local area. Around the centre will be predominantly residential areas, as well as parks, play areas and playing fields, with facilities in walking distance along safe, accessible and convenient routes.

- **Good digital connectivity** where digital, information and communication technologies are used to enhance the quality and performance of services, reduce costs, share resources, and to engage more effectively and actively with local people and businesses.

- **Character and sense of place**. Many parts of Plymouth and South West Devon are steeped in history, containing important buildings providing character and identity, located within superb natural settings. All these elements need to be respected; they are key assets in reshaping our neighbourhoods, making places where people want to live.

- **Social inclusion** where the needs of all sections of the local population for housing, transport, employment, leisure, safety and accessibility are recognised and provided for. This includes the needs of young and older people, all race and faith groups, people with disabilities and women and men (for example, the needs of parents / carers with dependent children). People also need to be able to travel by sustainable transport between communities.

3.17 Figure 3.2 below sets out a series of measures that the LPAs will use in implementing Policy SPT2 and the other policies of the plan. The measures are aspirational, in the sense that they represent sustainability outcomes that are aspired to for an area. The measures are not intended to be applied through an inflexible 'tick box' exercise to determine the acceptability or otherwise of development, given that such an approach could restrict development that is fundamentally sustainable and makes a significant positive contribution to delivering the vision and strategy of the plan. However, the measures do contribute to the overall planning judgement, including the need for appropriate mitigation. Some of these figures will be updated during the life of the plan. The most up to date standards will always be available in the evidence base documents informing the plan and the accompanying Supplementary Planning Documents.

3.18 It should be noted that the measures in Fig 3.2 do not relate to the sustainable villages of the TTV Policy Area. This recognises the more remote rural context of such settlements, which are characterised by limited provision of physical services and amenities, and may depend on a wider networks of villages to the meet their wider service requirements. Local communities are able to produce evidence and develop local policies as part of their neighbourhood planning processes to support the delivery of sustainable development in these villages.

Figure 3.2. Measures of sustainable neighbourhoods and communities

Measure	Plymouth Policy Area	Thriving Towns & Villages Policy Area - Main Towns, Towns & Key Villages	Reason for difference in standard across Plan Area
Walking distance to nearest bus stop	400m	600m	Different levels of opportunity for public transport in urban / rural contexts
Walking distance to nearest local convenience store	800m	800m	
Walking distance to nearest primary school	800m	800m	
Walking distance to nearest local accessible natural space	400m	300m	Informed by separate open space studies
Walking distance to nearest local playable space / LEAP	400m	400m	
Walking distance to nearest neighbourhood/strategic playable space	1,000m	1,000m	
Allotments / community food growing space	0.15ha per 1,000 people	0.15ha per 1,000 people	
Urban local nature reserves	1ha per 1,000 people	n/a	Urban local nature reserves have specific role in city environment
Accessible natural greenspace	5.09ha per 1,000 people	1.91ha per 1,000 people	City standard reflects urban context and need for major greenspaces to achieve liveable city
Playing pitch standard	0.79ha per 1,000 people	1.27ha per 1,000 people	City standard reflects the greater ability to achieve more intensive use of playing pitches given population densities
Access of broadband	min 25Mbps to all premises	min 25Mbps to all premises	

Policy SPT3

Provision for new homes

The LPAs will plan, monitor and manage the delivery of housing from 2014 to 2034 in accordance with the apportionment between Policy Areas, the spatial strategy and the site allocations set out in this plan. Housing provision will be made for at least 26,700 dwellings (net) in the Plan Area during the plan period 2014 to 2034, comprising the Policy Area totals and the related market housing and affordable housing provision as follows:

1. Within the Plymouth Policy Area - at least 19,000 new homes, of which 4,550 should be affordable.

2. Within the Thriving Towns and Villages Policy Area - at least 7,700 new homes of which 2,050 should be affordable.

The Policy Area housing requirements are separate and non-transferable. Only housing proposals within each Policy Area will be considered to contribute to meeting the housing requirement for that Policy Area. Any shortfall in the supply of housing sites in a Policy Area must be made up within that Policy Area, and cannot be remedied in the other Policy Area.



3.19 The provision of new homes is one of the most important elements of the JLP. At the heart of the delivery of the plan's vision is our understanding of how the population will grow and change, and what the need for new homes will be.

3.20 The NPPF sets out that local plans must contribute to meeting the objectively assessed needs (OAN) of their HMAs in full. The starting point for calculating the OAN is to use the latest national population and household projections, which are the Office of National Statistics (ONS) latest 2014 based Sub National Population Projections (SNPP May 2016). These suggest that between 2014 and 2034, population will increase across the Plymouth HMA by 35,000 people. However, the official projections only look at short term trends which include a significant period of economic recession related to the recent global economic downturn. Furthermore, they do not take account of policy-led growth aspirations such as the established growth agenda of Plymouth. It is therefore more appropriate to examine longer term trends in population growth.

3.21 For calculating the Plymouth HMA's OAN, a 10 year trend (from 2005) is considered appropriate, helping to account for different economic cycles and also the period from when Plymouth's growth agenda had become firmly established following the 'Mackay' vision for Plymouth of 2004. The projections show a growth in population of 42,800 people between 2014 and 2034 across the HMA, which equates to 20,500 households.

3.22 In order to turn this household figure into an OAN for new homes, we have also included an allowance for second homes and vacant properties, and a market uplift to allow for the high house prices in parts of the HMA and the difference between these house prices and average incomes. These lead to an OAN for the Plymouth HMA of 27,300 new homes. Dartmoor National Park Authority has indicated that its contribution to meeting the needs of the HMA will be around 600 dwellings over the plan period, and is committed to delivering this figure through its Local Plan Review. The housing requirement for this plan is therefore 26,700 dwellings.

3.23 Full details of the OAN calculation, and the approach taken by the LPAs to meeting the need for housing, are set out in the Strategic Housing Market Needs Assessment 2017 (SHMNA) and the Revised Housing Topic Paper, January 2018 and the Addendum, October 2018.

3.24 The overall housing distribution as set out in Policy STP3 has been derived having regard to the supply of sites and the principles of the spatial strategy. As a consequence, about 71 per cent of growth is directed to the Plymouth Policy Area and 29 per cent to the Thriving Towns and Villages Policy Area, consistent with the sustainability appraisal of strategic alternatives for the plan.

3.25 The housing land supply for the JLP is set out in Figure 3.3. It includes:

- A figure for dwellings already completed during the first three years of plan period (April 2014 to April 2017), the number of dwellings under construction at April 2017 and the number of outstanding committed planning permissions not started at April 2017. This information was sourced from the councils' annual residential land availability surveys undertaken in April each year.

- Sites allocated in this local plan. This only includes sites over a 0.25 hectares threshold.

- A Sustainable Villages allowance for the Thriving Towns and Villages Policy Area, which are anticipated to be delivered primarily through neighbourhood plans. At the end March 2017, 40 neighbourhood plans were being prepared in South Hams and West Devon. Some of these plans will contain site allocations, so an assessment has been made of the potential number of new homes which could come forward through these plans over the plan period, taking account of the sustainability characteristics of the villages and available sites identified in the Strategic Housing Land Availability Assessment (SHLAA) or sites proposed in neighbourhood plans. The assessment of supply excluded sites at settlements in the AONB unless the sites had received consent or were proposed in neighbourhood plans that had reached an advanced stage.

- Windfall sites. This includes sites below the site allocation threshold of 0.25 ha. as well as unallocated sites that come forward during the plan-period. The figure has been calculated to ensure that no double counting with neighbourhood plan sites has occurred.

- An allowance for planned demolitions in the Plymouth Policy Area, where large regeneration schemes will result in demolition of existing housing stock.

- An allowance for student Houses in Multiple Occupation being released back into general housing as a result of the construction of purpose built student accommodation in Plymouth.

Figure 3.3. Overall housing supply

	Plymouth Policy Area	Thriving Towns and Villages Policy Area	Plan Area
Completions 2014-17	2,705	1,394	4,099
Under construction Apr 2017	901	371	1,272
Outstanding commitments Apr 2017	8,523	3,337	11,860
Identified supply 2017-34 (site allocations)	8,412	2,861	11,273
Sustainable Villages allowance	0	550	550
Windfall allowance	602	796	1,398
Allowance for student Houses in Multiple Occupation being released back into general housing	397	0	397
Demolitions	-872	0	-872
Total supply	20,668	9,309	29,977

3.26 Local Plans must demonstrate that a five year land supply of specific deliverable sites is available at the point of adoption of the plan, measured against their housing requirements. The JLP sets out a housing requirement figure for the Plan Area as a whole as well as for the Plymouth Policy Area and the Thriving Towns and Villages Policy Area.

3.27 Detailed information on the 5 year land supply calculations is set out in the Revised Housing Topic Paper, January 2018, and the Addendum, October 2018. The target for the five year land supplies is made up of five years worth of the annualised plan requirements, plus any shortfall, or minus any residual surplus relating to the years since the start of the plan period plus an allowance of 5 per cent or 20 per cent to take account of persistent under delivery previously. Past under delivery has resulted in a buffer of 20 per cent being applied to the Plymouth Policy Area calculations in Figure 3.4. For the Thriving Towns and Villages Policy Area, a

buffer of 5 per cent is appropriate for the calculations in Figure 3.4, as no under delivery has occurred. Figure 3.4 uses these components to set out the five year land requirements for the two policy areas at the anticipated point of plan adoption.

Figure 3.4. The five year land requirements from point of adoption (April 2019 estimate)

	Steps in five year land supply calculation (forecast for 5 year period 1 April 2019 to 31 March 2024)	Plymouth Policy Area	TTV Policy Area
A	JLP requirement	19,000	7,700
B	Annualised requirement	950	385
C	Housing completions (net) 1 April 2014- 31 March 2019	4,997	2,344
Di	Shortfall/surplus against requirement since 1 April 2014 (Bx5) - C	-247	-419
Dii	Residualised surplus for next 5 years (Surplus/Remaining years) x 5 years (Di/15)x5	-82	-140
E	Five year requirement (Bx5)	4,750	1,925
F	Five year requirement with shortfall/ surplus	4,668	1,785
G	F with 20% buffer (for Plymouth Policy Area) / 5% buffer (for TTV Policy Area)	5,601	1,874
H	Deliverable supply 1 April 2019- 31 March 2024	6,050	3,416
I	Five year land supply position (20% buffer / 5% buffer) (G/ (H divided by 5))	5.4 years	9.1 years

3.28 Figure 3.4, supported by the evidence set out in the Revised Housing Topic Paper, January 2018 and Addendum, October 2018, shows that a five year land supply of specific deliverable sites can be demonstrated across the Plan Area, and for the two policy areas at the point of adoption.

3.29 The councils have also set out in the Revised Housing Topic Paper, January 2018 and the Addendum, October 2018 detailed housing trajectories. These trajectories show that a rolling five year land supply can be demonstrated for each

policy area for the remainder of the plan period. Annex 5 provides plan-monitor-manage graphs illustrating the 2017 Monitoring Point trajectories for the whole plan and policy areas.

3.30 The analysis summarised above and set out in detail in the Revised Housing Topic Paper, January 2018 and the Addendum, October 2018 shows that:

- At the point of adoption of the JLP, five year land supplies can be demonstrated against the housing requirement targets for the Plan Area (6.1 years), the Thriving Towns and Villages Policy Area (9.1 years) and the Plymouth Policy Area (5.4 years), including a 5 per cent and 20 per cent buffer respectively.

- Trajectories setting out projected housing delivery for the plan period up to 2034 show a rolling five year land supply can be demonstrated each of the two policy areas.

- The JLP shows a total supply of 29,977 dwellings against the plan requirement of 26,700 dwellings - a surplus of 3,277 dwellings demonstrating a flexible supply which will meet the target in full. When this supply is considered against the OAN of the Plymouth HMA, and taking into account the commitment of Dartmoor National Park to deliver 600 new homes over the plan period, this demonstrates a flexible and deliverable supply of new homes which will meet the needs of the HMA in full.

3.31 The housing land supply set out above will provide a significant amount of growth which will assist in delivering a supply of affordable housing to meet needs across the Plan Area. The SHMNA also sets out that there is a need for 6,600 affordable homes across the Plan Area, which is distributed across the Plan Area, with 4,550 affordable homes in the Plymouth Policy Area and 2,050 affordable homes in the Thriving Towns and Villages Policy Area.

3.32 The LPAs will monitor housing delivery against the strategy set out in the JLP, and particularly against the five year land supply and housing trajectory calculations. These trajectories reflect information from developers and the building industry about anticipated delivery rates on a site by site basis.

3.33 **The JLP's Housing Implementation Strategy:** In addition to the strategy set out in the JLP, the LPAs will undertake proactive actions to assist developers to bring sites forward as effectively and efficiently as possible. For example, these could include:

- Working with house builders / landowners, to identify the main causes of supply problems and where appropriate to act on feedback received to remove obstacles to delivery.

- Production of planning briefs or site planning statements to increase certainty for developers on the progression of sites through the planning process.

- Regular meetings with stakeholders using an 'account manager' approach to drive delivery of the major developments.

- Working with developers and the councils' own viability specialists to find innovative solutions to viability issues on major sites.
- Continuing to use proactive pre-application discussions with developers, landowners and their agents to increase certainty in the development management process.
- Prioritising the use of public sector land and the proactive use of the councils' powers to acquire land, as has been done effectively in Plymouth through the Plan for Homes and One Public Estate programme.
- Seeking public sector intervention and potential funding streams through the Homes and Communities Agency.
- Maximising the use of Starter Homes funding to bring forward difficult to deliver sites.
- Ensuring the effective and efficient passage of applications through the development management process across all three LPAs.

3.34 The JLP will be reviewed every five years, enabling a regular examination of housing delivery against up to date assessments of need and updated plan targets. In addition, should monitoring reveal significant under delivery against targets, a full or partial local plan review could be triggered to bring forwards a new approach.

Policy SPT4

Provision for employment floorspace

The LPAs will provide for a net increase of at least 375,208 sq.m. of employment floorspace land within the plan period (equating to approximately 82 ha. of land) to ensure that land is available in sufficient quantity and of the right quality to drive the economic growth of the city and support the prosperity of rural South West Devon.

Within the Plymouth Policy Area provision will be made for at least:

1. B1a offices - 111,600 sq.m., with the City Centre as the primary location for new office development and Derriford as a secondary location.
2. B1/B2 industrial - 61,100 sq.m.
3. B8 storage and distribution - 118,700 sq.m.

Within the Thriving Towns and Villages Policy Area provision will be made for at least:

1. B1a offices - 28,900 sq.m., with town centres identified as the primary location for new office development.

2. B1/B2 industrial - 21,700 sq.m.

3. B8 storage and distribution - 33,100 sq.m.

Langage Strategic Employment Site will continue to play a strategic role in meeting the employment land needs of the Plan Area in relation to B1b,c, B2 and B8 employment uses.



3.35 Economic forecasts which have been prepared alongside the review of the OAN for housing and the preparation of the SHMNA suggest that around 13,200 additional jobs will be generated in B-use class industries in the period up to 2034. It should also be noted that significant numbers of jobs will also be created by businesses and organisations that are not classified as traditional industrial 'B use' classes. For example, retail and service businesses, the health sector and residential institutions will all come forward during the plan period and create jobs which will be available to people living in the area. Policy SPT4 does not make provision for these developments, but the jobs created, currently estimated at about 7,200 jobs, will clearly contribute to the growth and creation of sustainable communities across the Plan Area. In total, the plan supports the creation of an additional 20,400 jobs.

3.36 There is inevitably a level of uncertainty over such a long time period and it is possible that the level of new homes being provided may support more jobs or that the economy grows faster than expected. It is also possible that the economy will grow at a slower rate. Nevertheless, the employment forecasts show that the amount of housing being planned through the JLP enables Plymouth to continue to grow, whilst also enabling the development of local employment opportunities and the creation of sustainable rural communities in the Thriving Towns and Villages. Accommodating these jobs will require land to be allocated and the plan sets a requirement of at least 312,700 sq.m. of employment floorspace across the Plan Area.

3.37 The minimum employment floorspace requirement has been distributed between the policy areas based on the following principles:

- Ensuring that employment land is available to provide employment opportunities for people living in the new homes.

- Focusing employment growth on the Plymouth Policy Area, recognising the City's ambitions for economic transformation and growth, and that Plymouth provides the largest concentration of employment and housing growth opportunities in the HMA.

- The need to maintain the vitality and viability of and a level of self containment for the main towns and villages. In town centres this will ensure that the centres remain successful hearts for their communities, and in smaller rural

communities ensure that sites of an appropriate scale exist for employment opportunities to come forward, providing choices for people to work without travelling to the larger settlements.

3.38 Policy STP4 further breaks down the employment land targets reflecting the different characteristics and requirements of businesses in each category. In relation to B1a offices, the plan supports a centres-first approach, to optimise the wider regeneration value of office development and the support that it provides to the viability and vitality of centres. There is greater flexibility over the location of B1b and c uses given their greater compatibility with residential locations, although much of this development will be in business park formats. B2 and B8 uses tend to be best located on traditional industrial estates, and large scale uses (especially B8) often require locations with good access to transport links including the strategic trunk road network.

3.39 Figure 3.5 summarises the assumed employment land supply totals across the Plan Area. It should be noted however that Langage, which has potential to provide at least 243,000 sqm of B1b,c, B2 and B8 employment floorspace (see Policy PLY51), is not included in this table. This is in acknowledgement of the unique strategic nature of the site to the Plan Area, with the plan's primary aim for Langage being to identify and protect the opportunity for strategic employment investment. The site is considered to be in a category of its own, supporting the Plan Area as a whole rather than either particular policy area.

3.40 At face value there appears to be a surplus of potential new employment of sites, with the possible exception of B8 land in Plymouth if Langage is excluded from the calculation. However, it should be noted that many of the planning consents in the supply chain are not restricted to particular employment Use Classes, so where this is the case an equal distribution of floorspace across the categories has been assumed. This is particularly significant in relation to the planning consent for the Sherford new community, which provides for 67,000 sq.m. of employment floorspace unrestricted across the B Use Classes.

3.41 The supply side figures also need to be interpreted with caution for the following reasons.

- There is a need to allow for likely vacancies and churn in the supply, and for a supply of sites in terms of location, quality and suitability to allow for market choice.

- Much floorspace is tied up in planning consents relating to the delivery of developments which will take place over many years, including Sherford, Seaton Neighbourhood, Millbay and Saltram Meadow in the Plymouth Policy Area.

- Non-delivery of consented employment consent needs to be allowed for.

- Langage itself is a complex project to deliver needing major infrastructure investment to realise its full potential.

3.42 Careful monitoring of employment land delivery is therefore going to be of importance to ensure that employment land delivery keeps pace with demand for new sites.

Figure 3.5 - Employment Land Supply (sq m)

	Plymouth Policy Area			Thriving Towns and Villages			Plan Area
	B1a office	B1/B2	B8	B1a office	B1/B2	B8	All B uses
Completions 2014-17	5,587	4,130	15,728	1,351	6,479	4,443	29,728
Outstanding Permissions Apr 2017	35,249	82,957	26,355	2,302	12,715	4,730	164,308
Allocated Sites	96,366	38,160	9,540	28,910	64,630	56,310	293,916
Total supply	137,473	116,987	51,623	32,563	83,824	65,482	487,953

Note: To prevent double counting, any completions and outstanding permissions relating to allocated sites are included in the Allocated Sites row.

Policy SPT5

Provision for retail development

Proposals which meet compelling 'qualitative' needs for retail development will be considered favourably. In particular these types of need include:

1. In support of the principle of sustainable linked neighbourhoods and sustainable rural communities, allowing for a small scale local convenience shop in locations where there is no other such shop within a reasonable walking distance of a residential area.

2. Within the Plymouth Policy Area:

    i. Continued improvement of the overall provision of retail floorspace within the City Centre, to protect and strengthen its regional shopping role.

ii. New food retail and complementary non-food retail within the proposed Derriford district centre, to meet an identified gap in food shopping in the city, provide services which support the wider economic, education and health role of Derriford, and be a catalyst to the creation of a new heart and focal point for the communities in the north of Plymouth.

iii. New food retail on the western side of the city, to meet an identified gap in food shopping in the city.

Limited objectively assessed 'quantitative' need for new retail floorspace exists within the Plan Area until after 2026. No sites are allocated in this plan to meet this limited need. Instead, applications for new retail floorspace will be considered as brought forward by the market in accordance with the provisions of policies SPT6, DEV15, 16, 17 and 18.



3.43 The findings of the Plymouth 2017 Retail Study and the South Hams and West Devon Retail and Leisure Study 2017 show a limited quantitative need for new retail floorspace across the Plan Area until after 2026. Figure 3.6 breaks the calculated quantitative need over the plan period into 5 year periods. It shows that there is either negative or limited quantitative need until 2026 for both convenience goods and comparison goods over the whole Plan Area. Quantitative need only becomes available at 2026 and is still relatively limited at that point particularly for convenience goods. (Please note that the reduction in 2021 capacity figure for Thriving Towns and Villages is due to retail commitment being factored into future years in the retail study rather than from the base 2016 figure).

3.44 Advice from the studies sets out that retail needs forecast for more than 10 years from the date of the assessments are unreliable and should not be used as a basis for planning future provision. These documents take account of population growth forecasts, detailed surveys of the retail catchments the centres and stores serve, shopping patterns, and the impacts of recent planning consents for retail development. Clearly, retail trends can change dramatically over relatively short periods of time - as has recently been seen over the past 10 years, when retail needs assessments have drastically reduced as a result of the recession and changes in the industry. Shopping patterns can also change fundamentally, as has been seen with the changes to the food retail sector and the rise of the discount operators.

3.45 The JLP does not therefore specifically allocate sites to meet these longer term, less reliable quantitative figures, but instead relies primarily on policies to assess retail proposals on their merits in accordance with the retail and other policies of the plan. Retail capacity studies will be updated every 5 years to ensure that the LPAs have an up to date understanding of needs and can respond to any changes in short term requirements at the next review of the JLP.

3.46 Consideration is also given to where there is a qualitative justification for development. This is most notably the case in relation to access to main food shopping facilities and local convenience stores, but also to ensure that wider retail and planning objectives are delivered, including most significantly protecting and strengthening the City Centre's regional shopping role as well meeting the new for a new heart for the north of Plymouth at Derriford (see also Policies SPT6 and PLY38).

3.47 Furthermore, it is important that everyone has access to good quality shopping facilities and in particular good quality food. Access to fresh food within neighbourhoods and local communities is an important determinant of health as well as contributing to sustainable patterns of movement and the creation of strong communities. A sustainable community should have good access to a local convenience store within reasonable walking distance of residents and an appropriate level of provision of shops and non-retail services.

Figure 3.6. Retail capacity (sq.m. floorspace, net)

Convenience	2016	2021	2026	2034
Plymouth	-1,220	-480	244	1,923
South Hams	250	180	380	410
West Devon	950	-270	-20	310
Total Thriving Towns and Villages	1,200	-90	360	720
Total Plan Area	-20	-570	604	2,643
Comparison	**2016**	**2021**	**2026**	**2034**
Plymouth	-16,495	-13,731	386	26,161
South Hams	1,900	1,690	3,550	6,900
West Devon	1,550	2,150	3,930	7,100
Total Thriving Towns and Villages	3,450	3,840	7,480	14,000
Total Plan Area	-13,045	-9,891	7,866	40,161

Policy SPT6

Spatial provision of retail and main town centre uses

The provision of new retail floorspace and other main town centre uses will be positively planned for having full regard to the following sequential hierarchy of centres.

1. Plymouth City Centre is a regional centre and the primary centre for the Plan Area in relation to major comparison goods shopping and town centre uses.

2. For the Plymouth Policy Area:

   i. A new mixed use district centre proposed at Derriford - which is complementary with the role of the City Centre.

   ii. Existing district centres - primarily main food / convenience shopping and other retail and services as appropriate to role of the centre.

   iii. Existing and proposed local centres - primarily for top-up food shopping and local services.

3. For the Thriving Towns and Villages Policy Area:

   i. The town centres of the Main Towns - primarily main food / convenience shopping and other retail and services as appropriate to role of the centre.

   ii. Retail and community centres of the smaller towns and larger villages - primarily for top-up food shopping and local services.



3.48 The policy identifies a centres-first approach to retail and other town centre uses. The NPPF contains a definition of 'main town centre' uses which includes retail but which also extends to uses such as leisure, entertainment uses, offices, arts and culture and tourism development.

3.49 The starting point for locating new development is the hierarchy of centres. This does not preclude all forms of out-of-centre development, but it does set in place a strong policy direction that will help underpin the viability and vitality of centres and deliver development which is in the most sustainable and accessible locations.

3.50 The policy gives overall primacy to the regional and sub-regional shopping role of Plymouth City Centre.

3.51 Within the Plymouth Policy Area, the hierarchy is then built around district and local centres. The primary function of a district centre will be to provide a range of shopping needs to a district of the city, with provision especially for weekly shopping trips. A local centre will serve a neighbourhood or group of neighbourhoods to meet daily and top-up shopping needs. Additionally, a shopping centre will also have the function of providing a social heart for its community, where a range of facilities are provided to encourage visitors to the centre and enhance the vibrancy and vitality of the area.

3.52 The proposed new district centre at Derriford has a particular place in the retail hierarchy. This is considered to be a strategically significant opportunity as part of the wider growth plan for Plymouth. It will address a gap in shopping provision,

respond to major population growth planned for in the north of the city and over trading of nearby superstores, provide important services to support existing employment uses and help attract new businesses to the Derriford area, and be a catalyst for wider regeneration to put a new heart into the north of Plymouth.

3.53 The centres which make up the retail hierarchy in the Thriving Towns and Villages follow the settlement hierarchy which is explained in more detail in Section 5. The higher level centres are the Main Towns which form the highest level of the settlement hierarchy, and these town centres include a wide range of facilities and shops which meet most needs of the residents of the towns and their hinterlands. The next level of the retail hierarchy represents the centres of the towns and larger villages, where the smaller centres still provide shops and facilities which meet day to day needs and which underpin the role and health of these settlements. Although many smaller settlements will also have village centres, and some local shops, these are not of a sufficient size to be designated as retail centres.

3.54 The retail hierarchy for the Plan Area is shown in Figures 3.7 and 3.8, while the distribution of centres across the Plymouth Policy Area is illustrated in Figure 3.9. Other policy principles for guiding the location of retail and town centre uses, including in relation to out-of-centre development, are set out in Section 6.

Figure 3.7. Retail hierarchy in Plymouth Policy Area centres

City Centre (regional / sub-regional)		
Plymouth City Centre		
District Centres (main food / convenience shopping and other retail and services as appropriate to role of the centre)		
Estover	Mutley Plain	Plympton Ridgeway
Plymstock Broadway	Roborough	St Budeaux
Transit Way	Derriford (Proposed)	Sherford town centre (proposed)
Local Centres (daily / top-up food / convenience shopping and local / neighbourhood level services)		
Albert Road	The Barbican (part of core tourism area)	Chaddlewood
Colebrook	Crownhill	Cumberland Street
Delamere Road	Ebrington Street	Efford
Elburton	Embankment Road	Ernesettle
Glenholt	Ham Green	Higher Compton
Honicknowle Green	Hooe	Hyde Park Road

Leigham	Marlborough Street	North Prospect
Oreston	Peverell Corner	Peverell Park Road
Salisbury Road	Southway	Stoke Village
Stone Barton	Tamerton Foliot	Union Street
Upland Drive	Victoria Road	West Hoe
West Park	Whitleigh Green	Wolseley Road
Seaton neighbourhood (proposed)	Woolwell	Millbay (proposed, part of core tourism area)
Plymstock Quarry (proposed)	Keyham (proposed)	Sherford local centres (x3) (proposed)

Figure 3.8 Retail hierarchy in Thriving Towns and Villages Policy Area Centres

Town centres of Main Towns (main food/convenience shopping and other retail and services as appropriate to role of the centre)		
Dartmouth	Ivybridge	Kingsbridge
Okehampton	Tavistock	Totnes
Retail and community centres of the towns and larger villages* (daily/top-up food/convenience shopping and local/neighbourhood level services)		
Bere Alston	Dartington	Hatherleigh
Modbury	North Tawton	Salcombe
Yealmpton		

*Retail and community centres of the towns and larger villages are Local Centres in the retail hierarchy

PLYMOUTH POLICY AREA - SHOPPING CENTRES (ILLUSTRATIVE)

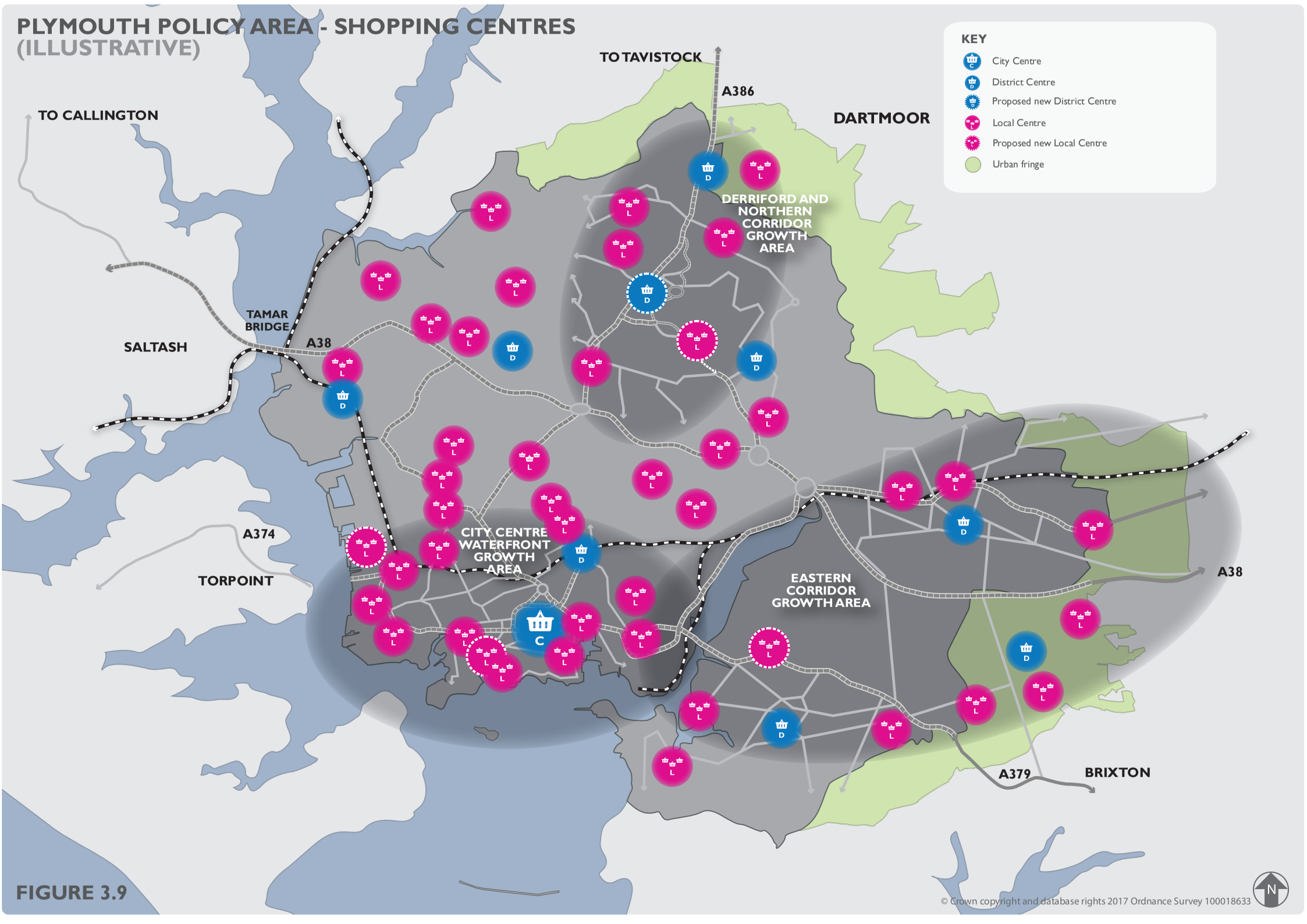

FIGURE 3.9

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Policy SPT7

Working with neighbouring areas

The LPAs will work closely with neighbouring local authorities to ensure that opportunities for economic growth and the creation of sustainable patterns of development are realised across boundaries, and that infrastructure needs are planned for collaboratively and effectively. In particular, we will:

1. Cooperate with Cornwall Council in ensuring that the strong links between South East Cornwall and Plymouth are recognised in relation to transport and infrastructure planning, and that the towns in South East Cornwall are planned to maximise the benefits brought by the economic growth of Plymouth.

2. Cooperate with the Greater Exeter Authorities to draw out the complementary economic strengths of Plymouth and Exeter in the delivery of local plans for both areas and recognising that Okehampton is located within the Exeter Travel to Work Area.

3. Cooperate with Devon County Council to ensure strategic cross boundary issues in relation to education, transportation, minerals and waste are appropriately planned for, and to ensure the infrastructure requirements of South West Devon as reflected in the local plan are delivered.

4. Cooperate with Dartmoor National Park to ensure delivery of the needs of the HMA whilst protecting the special qualities of the National Park.

5. Cooperate with Torbay to recognise the close relationship between Totnes and Torbay, and to keep under review the potential for the future development needs of Torbay to be accommodated in parts of South Hams.

6. Enhance links with the North Devon / Torridge Joint Local Plan to ensure that any future cross boundary issues are identified.

7. Cooperate with the Marine Management Organisation to ensure that decisions affecting the marine environment have due regard to the Marine Policy Statement and the emerging Inshore and Offshore Marine Plans for the South West and South.



3.55 Plymouth and South West Devon do not exist in isolation. They have close relationships with neighbouring areas to the north, west and east. In fact, it is recognised that the definition of the HMAs of Devon and Cornwall do not always reflect some of the 'real world' relationships between places in Devon and Cornwall. For example, there are five Travel to Work Areas in the Plymouth HMA:

- Plymouth (covering the city as well as large parts of South Hams, including Ivybridge, large parts of West Devon, including Tavistock and west Dartmoor, and parts of Cornwall including the Rame Peninsula, Torpoint and Saltash);

- Exeter (covering northern parts of West Devon, including Okehampton and small parts of South Hams south-west of Newton Abbot);

- Torquay and Paignton (covering some eastern parts of South Hams, including Totnes, Marldon and Kingswear);

- Kingsbridge and Dartmouth (covering the remaining parts of South Hams, south of Totnes and between the Dart and Erme estuaries); and

- Launceston (covering some western parts of West Devon, including Lifton).

3.56 It is clear that residents living in Okehampton and surrounding areas have close links with Exeter, and that residents living to the east of Totnes have close links to Torbay. Conversely, it is also clear that there are similar close links between Plymouth and the towns and settlements of South East Cornwall, as set out in the Baseline Transport Conditions report.

3.57 Particular challenges exist in relation to links from Cornwall. Movements across the Tamar are constrained by the capacity of the bridges and the ferries. Capacity on the Tamar road bridge is managed through the use of a traffic flow system, but this means that capacity out of the city in the mornings and into the city in the evenings is sacrificed to accommodate commuter flows into Plymouth in the mornings and out of Plymouth in the evenings. The bridge is currently coping, as is the ferry link, but it and the wider strategic road network is vulnerable to incidents and increases in demand, which have implications for the role South East Cornwall is able to play in supporting sub regional growth and particularly in regards to accommodating new homes and jobs to meet the needs of the HMA. This will need continual monitoring through the strategic planning processes in Cornwall, Plymouth and South West Devon. Additionally, provision will need to be made for further transport investment on Plymouth's western approaches, including potentially new park and ride and park and rail sites and a co-ordinated sustainable transport programme in Cornwall and Plymouth which provide genuine sustainable alternatives to single occupancy car travel.

3.58 Positive engagement has taken place between the LPAs and adjoining authorities over many years, including through the Devon Structure Plan, the South West Regional Spatial Strategy, Plymouth and South East Cornwall Transport Strategy group, which continues through the Transport Strategy Working Group, and later through the local development frameworks and local plans. The JLP seeks to be supportive of the aspirations of neighbouring areas which are summarised below:

- **Dartmoor National Park** – Balance conservation of the protected environment with the provision of housing to meet local needs.

- **Cornwall** – Supporting economic development in South East Cornwall to meet the area's own needs and recognise the opportunities from the growth of Plymouth as a major urban centre.

- **Torbay** – To secure balanced economic growth and recovery, improving connectivity, protecting and enhancing the superb environment and creating sustainable communities

- **Greater Exeter Authorities (Exeter, Teignbridge, East Devon, Mid Devon) -** Coordinating the strategic planning of the Greater Exeter area and delivering the best possible outcome for the provision of homes, jobs, and infrastructure.

- **North Devon and Torridge HMA** - To enable the delivery of infrastructure, jobs, accessible local services and housing for future generations while supporting the world-class environment of the Biosphere Reserve.

3.59 Additionally, the LPAs will cooperate with the Tamar Valley and South Devon AONB Partnerships in the implementation of the plan's policies for conserving the landscape and scenic beauty of the AONBs. Furthermore, given its roles and responsibilities for planning and infrastructure in the Plan Area - especially for the TTV Policy Area and the Plymouth urban fringe within South Hams - Devon County Council has played a key role in the preparation of the plan and will continue to do so in relation to its implementation.

3.60 Given its coastal character, the LPAs will work with the Marine Management Organisation to implement the requirement under the national Marine Policy Statement to integrate marine planning and terrestrial planning in particular to support the development and delivery of the Inshore and Offshore Marine Plans for the South West and for the South. The LPAs will also work across boundaries with the MMO to ensure the delivery of the objectives of the South Devon Heritage Coast which includes areas of terrestrial coast and coastal waters out to 2km. The objectives of the South Devon Heritage Coast are set out in the South Devon AONB Management Plan.

Policy SPT8

Strategic connectivity

The quality and resilience of Plymouth and South West Devon's transport and digital connectivity to the rest of the country and to global markets will be protected and enhanced as set out below:

1. Safeguarding until the five-year review of this plan the opportunity for the potential future re-use of Plymouth airport as a general aviation airport, whilst at the same time strengthening transport links to Exeter and Bristol airports.

2. Supporting the expansion of port activities in Plymouth with modernised and accessible port infrastructure, and safeguarding the existing port infrastructure, including the mineral wharves and fishing industry facilities.

3. Supporting investment that enhances the resilience of the rail network to extreme weather events and delivers improvements to capacity, frequency and journey times from London and the rest of the country. Measures will include:

   i. Delivering major improvements to Plymouth railway station to enhance its capacity and attractiveness as a regional hub station and gateway to the city.

   ii. Improving connectivity and supporting the development of future rail freight opportunities between Cornwall, Plymouth, Exeter and the rest of the country.

   iii. Supporting an additional route between Exeter and Newton Abbot that improves resilience and journey times and the re-opening of the Northern Route between Plymouth and Exeter via Tavistock and Okehampton.

   iv. Supporting improvements to local rail connectivity and links between Tavistock and Plymouth and Okehampton and Exeter.

4. Supporting investment in the strategic road networks that connect Plymouth and South West Devon to wider markets, both to the east and to the west, into Cornwall, including in the Plan Area:

   i. Delivering major improvements on the intersections of the city and the A38 including Deep Lane, Marsh Mills, Forder Valley, Manadon and St Budeaux.

   ii. Ensuring the A38 is modernised to be as well designed as motorways and which is able to offer the same standard of journeys to users.

5. Building upon Plymouth and South West Devon's digital connectivity ensuring that growth and change reflects the need to create high quality and technologically advanced methods of communication for businesses and residents as well as a network of shared and open data, which enables strategic decision making and unlocks barriers to strategic connectivity with the rest of the world.



3.61 The strategic connectivity of Plymouth and South West Devon to the wider economy of the UK and indeed to global markets is vital to delivering a strong economy. A multifaceted approach is needed. This includes addressing connectivity at all levels - including air, sea, rail, road and digital.

3.62 The importance of strategic connectivity to the wider region has been highlighted by both the Heart of the South West Local Enterprise Partnership (HoSW LEP) and the Cornwall and Isles of Scilly Local Enterprise Partnership. By 2030 the HotSW LEP's Strategic Economic Plan (SEP) aims to have improved the resilience of the region's road and rail infrastructure to bad weather events, and to achieve full dualing of the A303/A30 corridor, rail journey times from London to Plymouth of less than 2 hours 30 minutes and 100 per cent coverage of superfast broadband and mobile. The strategic connectivity routes and key issues highlighted in the HotSW LEP's SEP are shown in Figure 3.10.

3.63 Aviation remains an important element of strategic connectivity looking into the future. Plymouth Airport closed in 2011, but the policy safeguards the opportunity for the re-opening of Plymouth airport for general aviation until the next plan review when the site will receive a specific land use allocation. This time limit is identified to provide sufficient time for a private-sector led business plan to be finalised and put into action to deliver aviation use at the site. This is considered a reasonable approach to such a significant strategic asset for the city and the region. Once a unique site and facility of this nature is gone, it is gone forever with no prospect of air services being restored to Plymouth in the future. It is therefore incumbent upon the City to provide the maximum opportunity to restore aviation use to the site. Current evidence provides the LPA with sufficient confidence that a deliverable proposition can be achieved, but the time limit will guard against any long term risk that the site is left unused for the entirety of the plan period. This local plan will be reviewed on a five-year cycle, providing an early opportunity to consider progress. Regardless of the final outcome, it will also be important to improve links to other regional airports - particularly Exeter, as the closest and most accessible significant airport, and Bristol, as the major regional airport for the south west.

3.64 The Port of Plymouth is comprised of four separate harbour authorities – Cattewater, Sutton Harbour, Millbay and Devonport – and collectively they represent one of the South West's and UK's largest and most diverse ports. Whilst the harbour authorities act independently they do have inter-related roles which have a significant combined impact on local, regional and national economic development and transport and, in the case of Devonport, also on national defence capability.

3.65 Plymouth's ports handled over 2.2 million tonnes of cargo in 2015, up from 2.09 million tonnes in 2014. Plymouth's fishing fleet landed more fish than any other port in England, bucking the national decline. In 2015 13,378 tonnes of fish and shellfish, worth £15.461 million was landed in Plymouth. International ferry services operate from Plymouth's Millbay Docks, with a one or two services per day to Roscoff in Northern France and a weekly service to Santander in Northern Spain. 449,000 ferry passengers travelled through Plymouth in 2015, making it the UK's eighth most important passenger ferryport,

3.66 There are three Harbour Authorities in the South Hams: South Hams District Council for the Salcombe-Kingsbridge Estuary; Dart Harbour and Navigation Authority (DHNA) for the Dart Estuary; and the The River Yealm Harbour Authority (RYHA) for the Yealm Estuary. Their jurisdictions lie within the South Devon AONB. The South Devon Heritage Coast also covers the more coastal extents of all these Harbour Authorities' jurisdictions.

3.67 The Salcombe-Kingsbridge Estuary is a Site of Special Scientific Interest and is also the Plan Area's only Marine Local Nature Reserve, which is a statutory designation. Salcombe is predominantly a leisure harbour with an active shellfishing fleet but there are no commercial shipping movements. Dart Harbour, also within the South Devon AONB, is a Trust Port used by local fishing vessels and naval shipping. It is also a stopover for smaller cruise ships and private luxury yachts. The Yealm Estuary is part of the Plymouth Sound and Estuaries Special Area of Conservation (SAC). The Yealm Harbour is predominantly a leisure harbour, although there are commercial shellfisheries interests operating in the estuary.

3.68 The need to enhance resilience of the rail network, to reduce journey times and increase capacity is a particular challenge for the entire region. Work undertaken by Network Rail predicts that the line at Dawlish will be subject to significant closure once in every four years by 2065 if no action is taken, compared with once in 10 years in 2016. In relation to journey time, mainline rail journeys to London from Plymouth are slower than to all other English cities with over 100,000 population, and clearly this is an issue for the entire Plan Area. Independent academic research by the University of Bath and verified by the University of the West of England has estimated that for every one hundred minutes of travel time from London, productivity reduces by six per cent. On that basis, a package of measures to reduce average rail journey times to the capital by 45 minutes could add about £1 billion to the peninsula economy. The value in rail investment is corroborated by Peninsula Rail Task Force research which shows that a 26 minute reduction in journey time to Penzance can realise £7.2bn in GVA and and £1.1bn in direct transport benefits (over 60 years). Rail travel in the South West has seen passenger growth of over 133 per cent over the last 21 years (The Office of Rail and Road footfall data), twice the national average and consistently outstripping rail industry forecasts, meaning that future planning for capacity is inaccurate. Combined with the 32 years old (average age) rolling stock in use locally that will not meet interoperability regulations by 2020 there is a real need for investment in new trains for the region.

3.69 The opportunity exists to make better use of the rail networks in the sub region, through the realisation of the Plymouth Metro, with the city at its hub, within a wider Devon Metro strategy and including taking advantage of plans to re-open the local rail link to Tavistock as an initial step to reinstating the Plymouth to Exeter route via Tavistock and Okehampton. For example, a particular benefit could be a new Tavistock to Newton Abbot, via Plymouth, service, which not only mirrors the principles of the improvements seen on the comparable Devon Metro Paignton to Exmouth, via Exeter, service but also connects the two networks at Newton Abbot. These new and improved links could open up the opportunity to explore funding options for new stations both to the east and west of the city. As part of developing a Plymouth Metro service the feasibility of new stations at locations such as Plympton and East Cornwall could be assessed. Large numbers of people in the region work in Plymouth, and improving opportunities for them to travel by rail will reduce road congestion and benefit the economy of the wider area. Additionally, Cornwall Council, Cornwall & Isles of Scilly LEP and Network Rail investment in signalling and through a franchise commitment, will enable stations in Cornwall to be connected to Plymouth by two trains an hour from December 2018.

3.70 To support the planned growth of the JLP area and maintain its competitiveness both regionally and nationally there needs to be resilience in the strategic road network, a reduction in journey times and improved journey time reliability. This, however, is a challenge for the entire region.

3.71 Key to the realisation of growth, is the role of the A38, part of the strategic road network managed by Highways England, which provides a vital link for Plymouth from the rest of the country, particularly the South East the Midlands and on into Cornwall. To ensure that goods and services can be delivered efficiently and reliably, and therefore crucial to the growth of the city, the JLP seeks partnership working between all the relevant highway authorities to bring forward the modernisation of the A38 providing improved standards of performance that can be relied upon to be as well-designed as motorways and which are able to offer the same standard of journey to users. The A38 through Plymouth is the second busiest section on the route and also the least reliable in terms of journey time reliability and therefore major improvements on the interchanges within the JLP area are needed including: Deep Lane, Marsh Mills, Forder Valley, Manadon and St Budeaux.

3.72 The LPAs will support and work in partnership with the local highway authorities, and with Highways England which has a national commitment to 'support economic growth, providing the conditions that help businesses to succeed and grow, facilitating new development around the network, and supporting investment and trade. This will take place alongside maintaining a safe and efficient Strategic Road Network'. (*para. 8, Planning for the future – working with Highways England 2015*)

3.73 High speed digital connectivity has been, and will continue to be, an increasingly important facility for business and residential property occupants as well as those on the move. It is important therefore that growth and change, in the built environment in particular, fully reflects this.

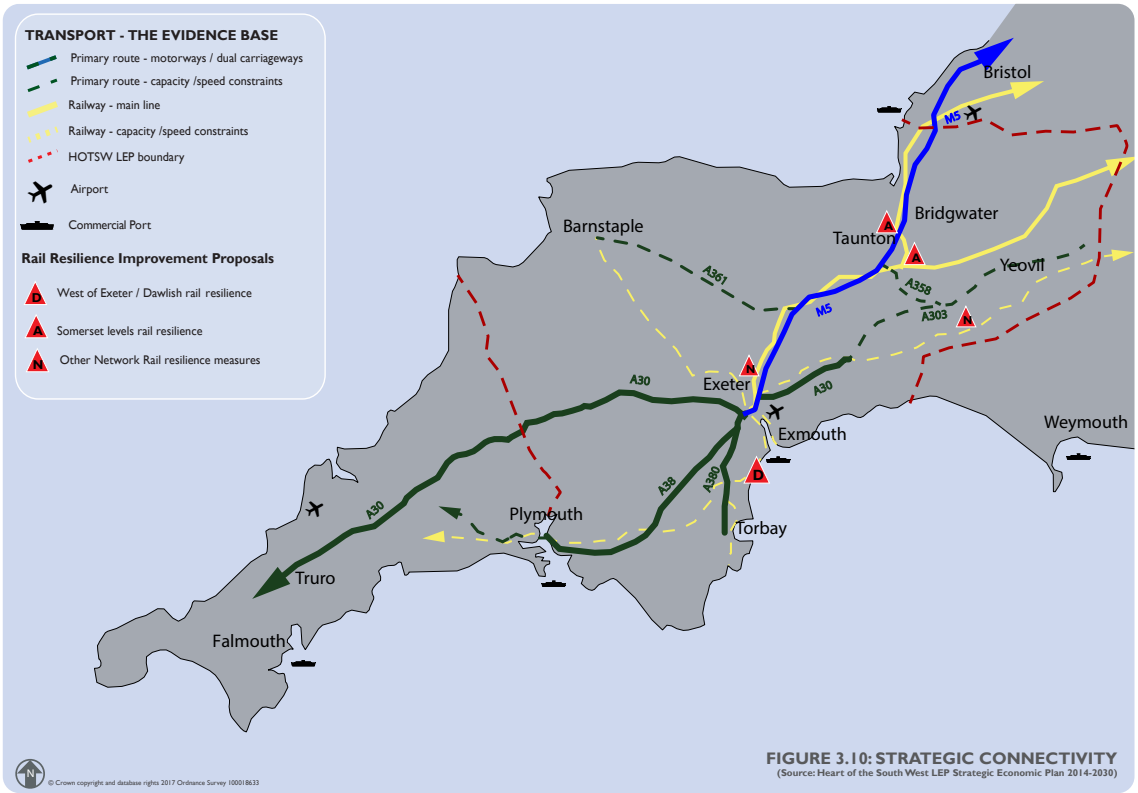


FIGURE 3.10: STRATEGIC CONNECTIVITY
(Source: Heart of the South West LEP Strategic Economic Plan 2014-2030)

Policy SPT9

Strategic principles for transport planning and strategy

The LPAs and the local highway authorities of Plymouth and Devon, working with key transport stakeholders, will deliver an integrated approach to transport and planning, based upon the following key principles.

1. Sustainable growth as a key driver behind the transport strategy, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner.

2. Focussing major growth on accessible locations, where high quality sustainable travel can be more effectively promoted, with clear priorities for routes to and from the city's three Growth Areas to balance the competing demands for highway space.

3. Managing the need to travel, by having a balanced distribution of land use within the city and towns.

4. Seeking to reduce the impact of severance caused by transport networks, enabling more journeys by walking, cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities.

5. Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.

6. Getting the most out of existing transport networks, through measures that improve network efficiency and encourage behavioural change, with major infrastructure projects only where there are no better alternatives.

7. Supporting economic and housing growth with major transport infrastructure projects where there are proven benefits, so that transport links are not a barrier to planned development and pinch points on the network are alleviated.

8. Adopting a hierarchy of transport modes and routes based upon different spatial settings.

9. Delivering transport projects which provide a safe and effective transport system, as well as supporting place shaping and healthy community objectives, as guided by the hierarchy.

10. Taking local control of our transport future, embracing localism, generating independent resources to transform transport investment, and embracing changes in travel technology.

11. Partnership working, with local and regional partners, realising greater benefits over the life of the plan and beyond.



3.74 The policy recognises that transport and planning needs to be undertaken in an integrated way in order to support sustainable growth, which is not just an important local objective but is a national priority, particularly in relation to tackling the UK's major shortfall in housing delivery.

3.75 There are many detailed objectives that an area transport system should seek to satisfy, and it is important to set out in policy the overarching strategic principles that will drive the approach taken.

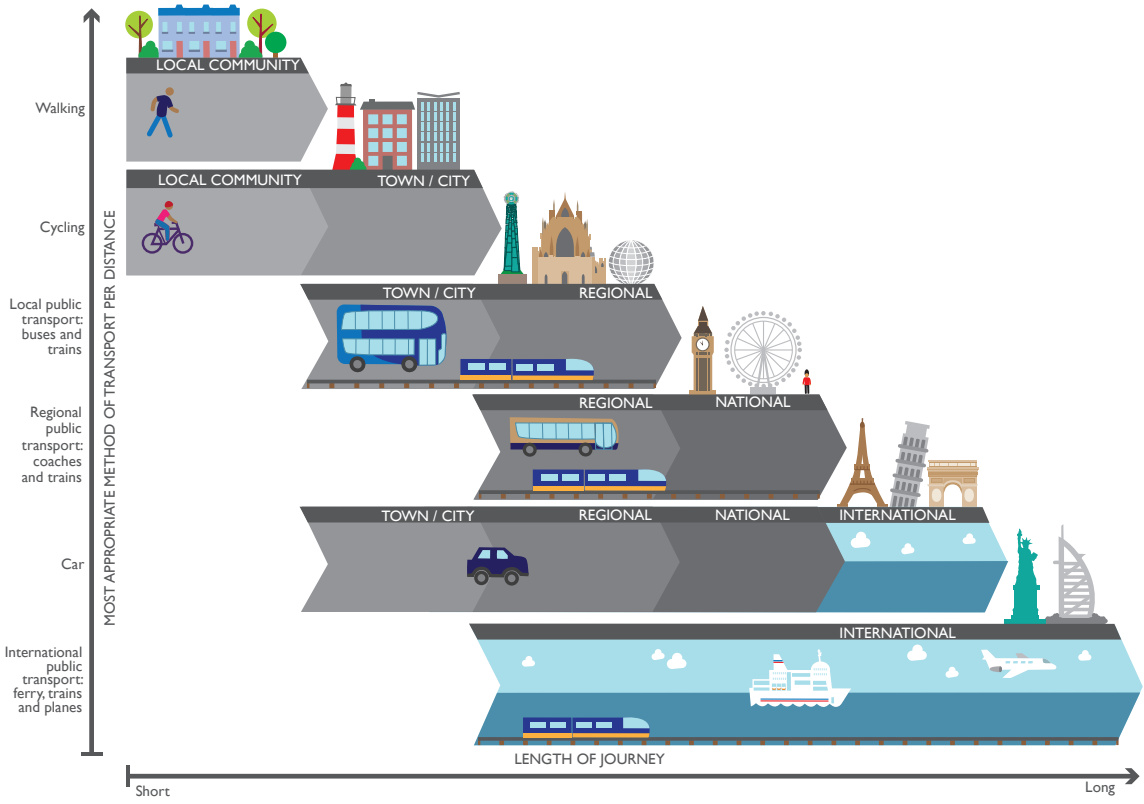
3.76 The policy recognises that local communities are well placed to identify transport issues and solutions for their area. One way this can be done is through neighbourhood plans. The framework established by the policy seeks to guide local communities in identification and promotion of appropriate sustainable transport options for their communities. It also seeks to ensure that development takes place in the most sustainable and efficient locations in relation to supporting sustainable transport choices, and delivers balanced growth that minimises the need to travel by providing easy access to community amenities, leisure opportunities and our high quality natural environment by sustainable transport.

3.77 Plymouth and the main towns provide the most sustainable locations for major development. They offer the greatest potential to provide genuine choice for people to travel by a range of modes. By delivering most growth in the city and towns rather than in the countryside, the overall impacts of travel are minimised by shortening the length of journeys.

3.78 The policy also gives support for a robust process to identify and protect opportunities which could be critical in developing infrastructure to widen transport choice. By prioritising focus on the provision of realistic sustainable transport, people will be given a wide range of travel choices and options which will help encourage mode shift for some journeys and will free up capacity on our existing networks, helping deliver growth, as well as facilitating access to local employment, education and training and building a strong economy. Through the JLP we will look to deliver a seamless, integrated transport network, in accordance with the Government's Door to Door Strategy, which meets the needs of the JLP community regardless of age, gender, wealth and physical mobility.

3.79 An important element of implementing the policy will be the hierarchy of transport modes, which considers the diverse transport priorities as they relate to different spatial settings. This is set out and explained below:

FIGURE 3.11: ILLUSTRATIVE HIERARCHY OF MODES



3.80 The policy also seeks to ensure that transport serves the wider sustainable growth agenda set out in the JLP through how infrastructure projects are designed, not just to deliver a viable, safe and effective transport system but also to support place shaping, sustainable communities and healthy environments. In this sense, the aim will be to achieve win-win outcomes through transport projects.

3.81 The challenge of resourcing is acknowledged. Many major projects, both behavioural change and infrastructure based, are dependent on a significant level of external funding. However, the LPAs will work with the local highway authorities and other partners to seek the most effective ways to generate local funds, including where appropriate the use of Section 106, the Community Infrastructure Levy and integrated investment planning.

Policy SPT10

Balanced transport strategy for growth and healthy and sustainable communities

The LPAs and the local highway authorities of Plymouth and Devon, working with key transport stakeholders, will deliver a high quality transport system for the Plan Area, supporting the plan's growth strategy and the need for healthy and sustainable communities. A range of transport and planning measures will be delivered according to the hierarchy of modes in Policy SPT9, including (for people and freight where appropriate):

- Walking.

- Cycling.
- Local bus and coach services (including park and ride and Plymouth's High Quality Public Transport Bus Network).
- Regional coach services.
- Local and international ferry services.
- Local rail services.
- Community transport.
- Private car, taxis and motorcycles.

In addition to those measures identified in other policies of the plan, a balanced programme of measures, consistent with the strategic principles for transport and planning, will be set out in the delivery plans of the Plymouth and Devon local highway authorities. This will include measures that will be delivered within the first five years of the plan, as well as identifying potential medium and long term measures that will be developed to manage increased demand for travel.

The measures will seek to encourage and facilitate greater modal shift toward sustainable modes of transport, and where infrastructure investment is needed, to support the improvement of sustainable transport choices for local people and businesses.

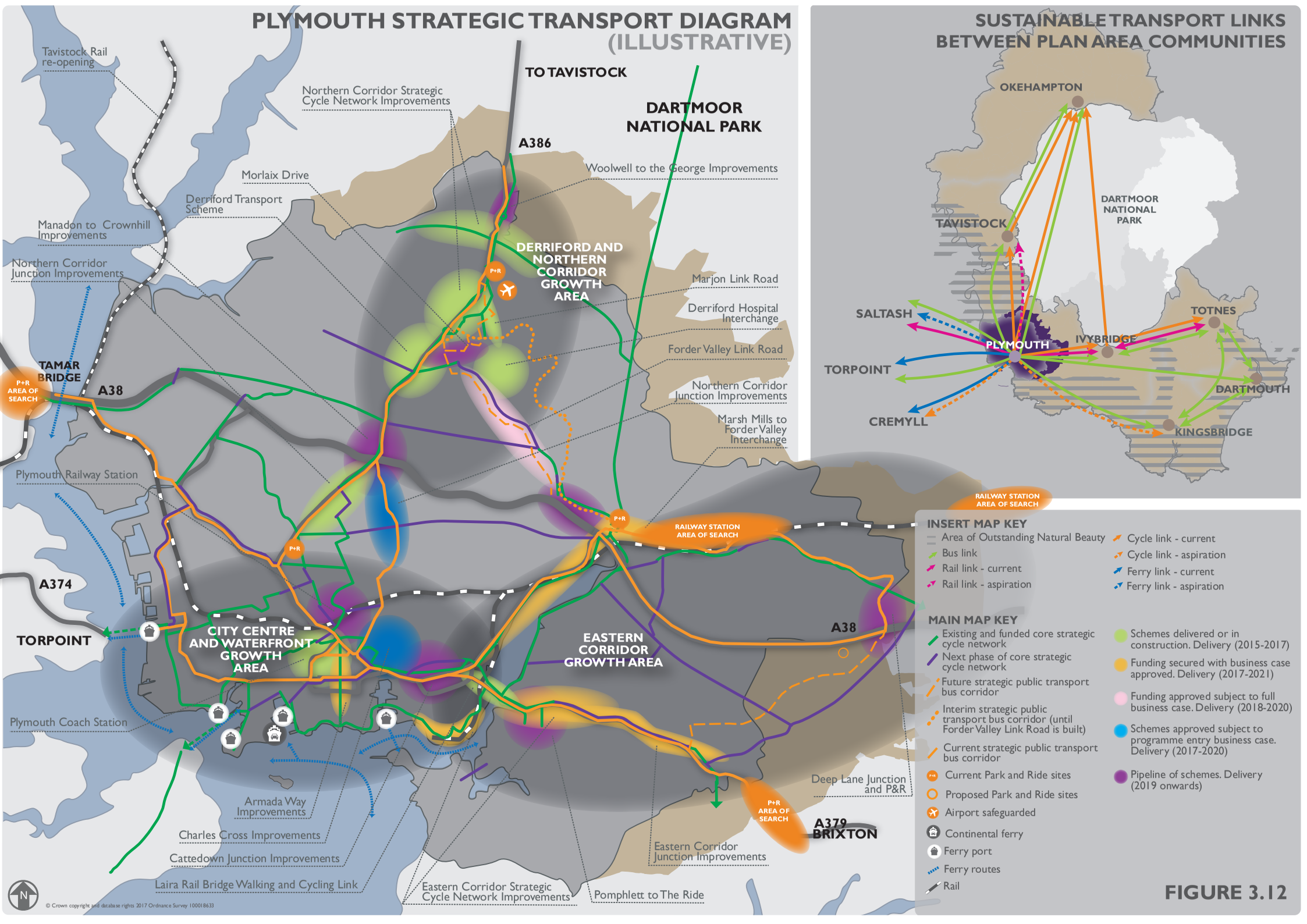


3.82 A combination of targeted infrastructure investment and complementary behavioural change programmes is required in order to meet the growth aspirations of the plan in a sustainable way. 'Smarter Choices' is the umbrella term applied to such 'soft' transport policy initiatives. The balanced approach seeks to give better information and opportunities, aimed at helping people to choose to reduce their car use while enhancing the attractiveness of alternatives and includes activities such as: travel plans; personalised travel planning; travel awareness campaigns; public transport information and marketing; improved smart, multi operator and inter modal ticketing options; car clubs and car sharing schemes; and teleworking, teleconferencing and home shopping. Such measures will help to provide genuine modal choice.

3.83 Behavioural change programmes are most effective when delivered in combination with other measures and over a sustained period of time. Choice is paramount to their success, as no one mode meets the needs of everyone. To be successful a good level of public transport provision, walking and cycling routes and access to a comprehensive suite of smarter travel opportunities such as community transport is required. This suite of measures will be set out in the Plymouth Plan for Transport and the Devon Local Transport Plan.

3.84 The HotSW LEP also recognises the role that active travel has in supporting the local economy. Its SEP has a commitment to improving walking and cycling links, particularly in urban areas, to allow journeys for employment, education and shopping to be made by non-motorised modes. The SEP also identifies the importance of revenue support, through programmes such as the Department for Transport's Local Sustainable Transport Fund, to support the capital investment and achieve high value for money.

PLYMOUTH STRATEGIC TRANSPORT DIAGRAM (ILLUSTRATIVE)



SUSTAINABLE TRANSPORT LINKS BETWEEN PLAN AREA COMMUNITIES

INSERT MAP KEY

- Area of Outstanding Natural Beauty
- Bus link
- Rail link - current
- Rail link - aspiration
- Cycle link - current
- Cycle link - aspiration
- Ferry link - current
- Ferry link - aspiration

MAIN MAP KEY

- Existing and funded core strategic cycle network
- Next phase of core strategic cycle network
- Future strategic public transport bus corridor
- Interim strategic public transport bus corridor (until Forder Valley Link Road is built)
- Current strategic public transport bus corridor
- Current Park and Ride sites
- Proposed Park and Ride sites
- Airport safeguarded
- Continental ferry
- Ferry port
- Ferry routes
- Rail
- Schemes delivered or in construction. Delivery (2015-2017)
- Funding secured with business case approved. Delivery (2017-2021)
- Funding approved subject to full business case. Delivery (2018-2020)
- Schemes approved subject to programme entry business case. Delivery (2017-2020)
- Pipeline of schemes. Delivery (2019 onwards)

FIGURE 3.12

Policy SPT11

Strategic approach to the historic environment

The LPAs will pursue a proactive and solution-orientated approach for the conservation and, where appropriate, enhancement of the historic environment, ensuring that it is promoted as a key element of local character and distinctiveness, forms a strategic context for regeneration and development, and is conserved or enhanced as part of the area's cultural offer, including in relation to:

- Scheduled monuments (or an archaeological site of national importance), listed buildings, registered parks and gardens, conservation areas, the World Heritage Site and archaeological remains (including protected wreck sites marine archaeology).
- Non-designated heritage assets, including areas of archaeological interest, unregistered parks and gardens and landscapes positively identified as having significance in terms of the historic environment.

In particular they will support proposals for heritage-led regeneration and working with developers and investors to encourage them to see historic and culturally led regeneration as the first choice method to achieve a quality legacy. In this respect, development should make a positive contribution to local character and the enhancement of local distinctiveness.



3.85 The historic environment is part of our everyday lives. It gives us a sense of place, wellbeing and cultural identity. The way we value and nurture our historic environment has the potential to bring economic, social and environmental benefits to Plymouth and South West Devon.

3.86 The plan seeks to celebrate and strengthen the unique quality and inherent value that heritage assets and culture offer, as well as sharing and communicating the content contained within those assets. It is important to understand the significance of the quality of the historic environment so that its additional and ancillary benefits are fully considered in decisions that affect, and are supported by, heritage assets. Heritage assets might also include intangible assets (e.g. memories), portable assets (e.g. film, photos and objects) and future assets (e.g. tomorrow's heritage).

3.87 In implementing this policy, encouragement will be given to communities to embrace their local heritage assets in terms of understanding their significance and valuing their contribution to local distinctiveness. The LPAs will also seek to ensure that the owners and those responsible for the management of all heritage assets are

aware of their responsibilities in terms of caring for the assets, including keeping them well maintained and, where appropriate, using them for the benefit of the community.

Policy SPT12

Strategic approach to the natural environment

The distinctive characteristics, special qualities and important features of the natural environment of the Plan Area will be protected, conserved and enhanced. This will be through a strategic approach which protects the hierarchy of international, national and locally designated sites, commensurate with their status, and takes account of the natural infrastructure functions of different sites, habitats and features. Key principles include:

1. Avoiding harmful impacts on existing features as a first principle, and where harmful impacts are unavoidable, to ensure that such impacts are adequately and proportionately mitigated or as a last resort fully compensated.
2. Protecting sites of European significance for biodiversity and conservation. These include existing and potential Special Protection Areas, existing possible and candidate Special Areas of Conservation, existing and proposed Ramsar sites and sites identified, or required, as compensatory measures for harmful impacts on European sites.
3. Protecting sites of national significance for biodiversity and conservation. These include Sites of Special Scientific Interest, National Nature Reserves, Ancient Woodlands and Marine Conservation Zones.
4. Conserving and enhancing the landscape and scenic beauty of the South Devon and the Tamar Valley Areas of Outstanding Natural Beauty, and the adjacent Dartmoor National Park.
5. Protecting and enhancing the distinctive landscapes of the Undeveloped Coast, particularly within the South Devon Heritage Coast, with support for improvements to public access to and enjoyment of the coast.
6. Safeguarding the landscape setting of the Cornwall and West Devon Mining Landscape World Heritage Site.
7. Supporting innovative and sustainable solutions within the North Devon Biosphere Transition Zone in accordance with the Biosphere Strategy for Sustainable Development.
8. Conserving and enhancing a functional network across the Plan Area of greenspace and geodiversity sites that meets the needs of communities and wildlife.
9. Improving links to and along regional and national walking and cycling routes, including the South West Coast Path national trail and the National Cycle Network.
10. Protecting and extending the Public Rights of Way and bridleway network as an essential element of the enjoyment of the natural environment.



3.88 The quality of the natural environment is one of the strongest assets in the south west. It is a unique selling point which draws millions of visitors to the region every year. Rightly, the LEPs have given safeguarding the environment a central place in their SEPs, understanding that the environment has huge potential to attract high quality inward investment and support business growth. A healthy natural environment is also an important part of enhancing the health and wellbeing of communities, and plays an important role in protecting water quality and managing flood risk.

3.89 The policy identifies a strategic approach for protecting and enhancing the natural environment, based upon a hierarchical approach that acknowledges the different legal and national policy status that different types of site hold.

3.90 At the top of the hierarchy are those sites identified in the policy which have an international designation, followed by national designations.

3.91 European sites include:

- Special Protection Areas (SPAs);
- Special Areas of Conservation (SACs);
- Possible or candidate SACs or potential or proposed SPAs;
- Sites which have been adopted by the European Commission but not yet formally designated by the government, known as Sites of Community Importance (SCI); and
- Sites identified, or required as compensatory measures for adverse effects on European Sites.

3.92 European Sites designated as SAC or SPA in the Plan Area include:

- Plymouth Sound and Estuaries SAC;
- Start Point to Plymouth Sound and Eddystone SAC;
- South Dartmoor Woods SAC;
- Dartmoor SAC;
- Blackstone Point SAC;
- Lyme Bay and Torbay SAC;
- South Hams SAC;
- Culm Grasslands SAC;
- South Devon Shore Dock SAC;
- Tamar Estuaries Complex SPA.

3.93 The Plan Area area also includes many sites that are nationally protected. These designations include:

- National Nature Reserves (NNRs).
- Sites of Special Site of Scientific Interest (SSSI).
- Ancient Woodlands.
- Marine Conservation Zones.

3.94 The protection and enhancement of these sites is a key priority in delivering the biodiversity network that crosses the Plan Area.

3.95 The natural beauty, landscape character, scenic beauty and cultural heritage of sites are also recognised as requiring protection. These designations and policy protections include the Tamar Valley and South Devon Areas of Outstanding Natural Beauty (AONBs) and Dartmoor National Park as protected landscape areas which receive the highest degree of protection owing to their national significance, and the South Devon Heritage Coast and undeveloped coast. AONBs and National Parks are International Union for Conservation of Nature (IUCN) protected landscapes. The Cornwall and West Devon Mining Landscape World Heritage Site (WHS) is designated by UNESCO for it international landscape significance. In respect of the National Park, although the park lies entirely outside of the boundary of the Plan Area, it is important that decisions taken within the Plan Area take account of its special status.

3.96 Policies relating to local environmental designations and the wider network of green spaces are covered in Section 6 of the plan (see particularly Policies DEV4-5 and DEV23-DEV28).

3.97 Map 1 (Statutory Designated Sites) shows all of the statutorily designated sites that lie wholly or partly within the Plan Area.

3.98 Map 2 (Biodiversity Network) shows the network of sites that will be protected for wildlife across the Plan Area.

Policy SPT13

Strategic infrastructure measures to deliver the spatial strategy

The LPAs will work in partnership with key funding partners and investors in order to ensure that the infrastructure needed to deliver the spatial strategy is delivered. Any land required to deliver these infrastructure measures will be safeguarded. Investment will be guided towards these priorities to ensure their timely delivery, and where schemes need to be delivered in advance of development, financial contributions will be sought retrospectively through the Section 106 process where appropriate. This includes strategic infrastructure measures to unlock the sustainable growth potential of Plymouth's three Growth

Areas and the Thriving Towns and Villages, as identified in other policies of this plan and listed in the schedule in Annex 1 of this plan. Infrastructure categories provided for include:

1. Strategic transport improvements for all modes of transport, alongside complementary transport behaviour programmes.
2. Strategic economic infrastructure.
3. Strategic public realm improvements.
4. Strategic sports sites and specific sports and local facilities that meet the sporting needs of the of the area.
5. Strategic green infrastructure sites and a functional network of greenspaces which meet the needs of local communities and help to avoid recreational impacts on European Sites and enhance the natural environment.
6. Community, education and health infrastructure.
7. Strategic drainage and flood defence.
8. Utilities infrastructure.
9. Burials and cremation services.



3.99 The successful delivery of the spatial and growth strategy set out in the plan will to a large extent be dependent on significant improvements to and investments in infrastructure, some of which will be required in any case to meet statutory obligations (for example, in relation to helping avoid recreational impacts to European Sites). The measures and projects set out in the JLP have been identified in tandem with the preparation of the plan.

3.100 Although much can be achieved through making more efficient use of existing infrastructure such as transport systems and schools, the plan's potential to deliver economic growth and quality of life improvements will be constrained without the delivery of some targeted programmes and projects. The policy focuses on the key strategic interventions that need to be delivered by different agencies over the plan period in order to realise the spatial strategy. These will be in addition to many smaller scale interventions which will often take place at a neighbourhood and village level which help drive quality of life improvements.

Policy SPT14

European Sites – mitigation of recreational impacts from development

Mitigation measures for recreational impacts on European Sites will be required where development is proposed within the identified zones of influence around those European Sites that are vulnerable to adverse recreational impacts. Residential development, student and tourist accommodation within these zones of influence will be required to provide for appropriate management, mitigation and monitoring on site, and/or financial contributions towards off site mitigation and management. This will need to be agreed and secured prior to approval of the development. Mitigation measures will include:

1. On-site access and management.

2. Off-site provision of suitable alternative recreational facilities.



3.101 Map 1 shows all of the statutorily designated sites that lie wholly or partly within the Plan Area. Of these sites, the Plymouth Sound and Estuaries SAC and the Tamar Estuaries Complex SPA have been identified to have potential risk of significant effects from recreational pressure. Each has an agreed Management Plan in place.

3.102 Visitor surveys elsewhere indicate that large coastal (particularly estuarine) sites tend to have considerably larger catchments than inland sites, and that typically at least 50 per cent of the visitors to coastal or estuarine sites live within 10km of the site, whilst 50 per cent of visitors to inland sites live within 5km of the site.

3.103 A recreational impacts study has been undertaken to assess access, types of use, qualifying features and visitor survey data in order to establish an up to date baseline confirming levels of recreational use and to identify where regular users travel from in order to define a local zone of influence. This has been used to inform the necessary mitigation strategies including visitor management, developer contributions and greenspace requirements in new development. These studies commenced in 2015 and initial findings have led to a refinement of these nationally derived zones of influence.

3.104 The means of delivering the required mitigation for the two European sites, including the required levels of contributions. will be identified in the Plymouth Policy Area and Thriving Towns and Villages Policy Area Supplementary Planning Documents.

3.105 All applications within the zone of influence will be screened for Likely Significant Effects. A contribution to management is likely to be required for all European sites listed above, but the study will update the final zones of influence and the types of mitigation required.

3.106 Mitigation measures could potentially include:

- On-site management of recreational infrastructure, visitor access and visitor management.
- Coordination of different activities which have the potential to impact on the features of the European sites.

3.107 Delivery will be through the Tamar Estuaries Consultative Forum, as the existing management structure that effectively brings together the competent bodies for the waters of Plymouth Sound and the Tamar Estuaries, to which the local authorities of the Plan Area contribute.

3.108 Monitoring of the policy will be aimed at assessing the impacts of new development on the European sites to establish a better evidence base to inform future refinement of existing Management Plans and mitigation measures.

How we will know we have been successful - our measures of success for the spatial strategy

A. Distribution of growth is concentrated in sustainable locations.

B. Meeting the housing and employment numbers.

C. Increases in the options available for widening travel choice, and increases in the use of active and sustainable options.

D. Improvements to the quality and resilience of the area's transport and digital connectivity.

E. The area's stunning setting, maritime heritage, quality environment and natural assets continue to be protected and enhanced.

4 Strategy for Plymouth Policy Area

a. Plymouth's strategic role

What we are trying to achieve - our strategic objective for Plymouth's strategic role

Strategic Outcome

Plymouth will be fulfilling its role as a regional city and a major economic driver for the Heart of the South West, building on its rich cultural, natural and built assets. It will be stimulating growth to the benefit of the city and its wider sub region and providing the focus for culture, specialist health care, education, shopping, leisure attractions and hospitality services for the wider area.

4.1 Plymouth plays a key strategic role in providing essential services and facilities at both a sub-regional and regional scale. This role of the city is key to the success of that area.

4.2 Plymouth is part of the Heart of the South West Local Enterprise Partnership (HotSW LEP). The HotSW LEP has developed its Strategic Economic Plan (SEP) 2014-2030 and its European Union Structural and Investment Funds Strategy 2014 - 2020, which aspire to deliver strong and transformational levels of economic growth across the HotSW by focusing on ‘People,’ ‘Place’ and 'Business' initiatives.

4.3 The SEP aspires to deliver transformational levels of growth by focusing on:

- Creating the conditions for growth, e.g. through provision of transport infrastructure.
- Maximising productivity and employment, e.g. through stimulating jobs.
- Capitalising on our distinctive assets, e.g. through transformational opportunities.

4.4 The HotSW partnership of Devon and Somerset local councils, National Parks, the LEP and health partners are developing an overarching Productivity Plan that will replace the SEP in 2017.

4.5 This JLP aligns well with the LEP's priorities for growth, particularly around ‘place’, such as strategic connectivity, housing growth and specialist infrastructure needed for higher value growth. The SEP highlights four key ‘transformational opportunities’ for the LEP area - nuclear, aerospace, environmental futures and marine. Of particular relevance is the marine opportunity, given the strength of the sector in Plymouth, delivery of new naval requirements (eg. in respect of activity related to the new dreadnought submarines), and the opportunity to develop the Marine Industries Production Campus through the Plymouth and South West Peninsula City Deal. The LEP has been successful in securing considerable Government investment through the Growth Deal process. Growth Deals 1 and 2 have secured investment in a number of transport and infrastructure projects in the

city and the LEP has also secured a number of investments that have wider benefit for the whole Plan Area, such as the development of a 'Growth Hub' to create a more favourable business support environment.

4.6 In recent years the UK's cities have taken on more control over their fortunes through devolution deals negotiated with Government. These deals have seen a transfer of powers and funding for infrastructure and economic growth to cities and their sub regions. Under the 2016 Cities and Local Government Devolution Act, the Government can transfer powers to any area provided that strong and accountable governance is in place. This encourages areas to work together around natural economic geographies. Plymouth is a key player in both leading and significantly contributing to collaborative working across the region.

Strategic Objective SO2

Strengthening Plymouth's role in the region

To consolidate and strengthen Plymouth's role as the major regional city in the south west peninsula of England, enhancing its contribution to the economic and social wellbeing of the south west and providing the major commercial, service and employment centre. This will be achieved through:

1. Strengthening the role of Plymouth City Centre, the Waterfront and Derriford as regional hubs and economic drivers of primary importance within the south west.

2. Supporting further investment in strategic services for the region, including the city's regional health, higher and further education, strategic sports, attractions, hospitality, and cultural facilities.

3. Unlocking the regional growth potential of Plymouth's City Centre and Waterfront, Derriford and the city's northern and eastern corridors.

4. Ensuring that strategic development proposals within the sub-region support and complement Plymouth's role as a sub-regional driver.

5. Working with partners in the region to deliver the Plymouth and South West Peninsula City Deal, including driving forward the growth of the marine sector across the whole peninsula.

6. Safeguarding the strategic defence role that Plymouth plays for the UK's security and optimising the benefits this brings to the regional economy.

7. Working with partners to protect the region's mineral resources.

8. Protecting and enhancing the quality and resilience of Plymouth's transport and digital connectivity to the rest of the country and to global markets.



What we are going to do - our policies for Plymouth's strategic role

Policy PLY1

Enhancing Plymouth's strategic role

Plymouth's strategic role as a centre and hub for regional services, culture and the visitor economy will be strengthened through partnership working and a positive planning environment which encourages new investment in facilities and infrastructure.

Plymouth City Centre will be seen as the primary location for major comparison goods shopping development, commercial leisure and office development within the city, in order to maintain and strengthen its status as a regional centre, as well as a strategic location for higher / further education services.

Plymouth's waterfront will continue to be promoted and strengthened as a major regional hub in its own right for the economy, culture, tourism and leisure, and heritage.

The Derriford area will continue to be promoted and strengthened as a primary provider of regionally significant health, economic, educational and sports services.



4.7 Plymouth's influence extends far beyond its boundaries. It plays a major role in how the Housing Market Area and the Functional Economic Market Area function. A key challenge for the city and its partners will be to continue to strengthen its role and to ensure that the benefits of a growing city are fully recognised in Devon, Cornwall and the wider south west.

4.8 Many of the institutions based in Plymouth already play a key regional role. For example:

- Derriford Hospital provides health care for patients across Devon and Cornwall and is the designated Major Trauma Centre for the peninsula – one of two Major Trauma Centres (with Frenchay in Bristol) in the west country.
- Plymouth's three universities and its further education colleges provide a range of educational opportunities for students in Devon and Cornwall, as well as attracting students from the rest of the UK and overseas.
- Plymouth's employment opportunities attract people from an area reaching well beyond Ivybridge in the east, Tavistock in the north and Liskeard in the west.

- Plymouth also has a regionally significant sports complex (Plymouth Life Centre), accommodates three sporting teams competing in national leagues, with loyal followings in the region (Plymouth Raiders basketball team, Plymouth Albion Rugby Union team and Plymouth Argyle Football Club), and hosts national and international sailing events (eg. Fastnet).

- Plymouth hosts major regional attractions such as Theatre Royal Plymouth and the National Marine Aquarium, and will shortly see the opening of a major new attraction in the Plymouth History Centre.

4.9 Plymouth has a significant role in driving the sub regional tourism economy through events, attractions, heritage and its hospitality and accommodation sectors.

4.10 Plymouth also has a pivotal arts and cultural role in the south west and leads on regional initiatives for culture to maximise investment, working in partnership across the peninsula. Plymouth has the ability through the growth of the creative industries and its size as a city to become a regional hub for creativity and culture specifically as a gateway for international practice and development.

4.11 The role of Plymouth City Centre, the waterfront and the Derriford area is of particular importance to the city's strategic role, providing retail, cultural, tourism, leisure, transport, health, further / higher education and employment services to the entire sub region and beyond.

Policy PLY2

Unlocking Plymouth's regional growth potential

A regionally significant scale of growth in new jobs and new homes will be delivered in the City Centre and Waterfront Growth Area, the Derriford and the Northern Corridor Growth Area, and the Eastern Corridor Growth Area. This will be through a co-ordinated approach to economic development, spatial planning and infrastructure planning.

Development proposals within and outside of the Plan Area which would put at risk the fulfilment of Plymouth's strategic role and regional growth potential will be resisted.



4.12 The HotSW LEP's SEP sets out a balanced approach to growth, recognising the need to address barriers (such as transport, connectivity, skills), as well as seizing opportunities for transformational growth through high value sectors (such as marine). The growth aspirations set out and modelled in the SEP highlight the link between higher growth rates, job creation and resulting population increases and housing demand. Whilst the SEP is not a spatial strategy for the area, there is clearly an

important role for urban areas like Plymouth in delivering the growth aspirations of the SEP. In Plymouth these opportunities exist particularly but not exclusively in three Growth Areas:

- The City Centre and Waterfront;
- Derriford and the Northern Corridor; and
- The Eastern Corridor.

4.13 The nature and scale of the opportunity is considered in more detail in Section 4b of this plan. The role of Policy PLY2 is to acknowledge the City's commitment to working in partnership in order to ensure that its regional growth potential is realised.

Policy PLY3

Utilising Plymouth's regional economic assets

The City will work with the HotSW LEP, Plymouth and South West Peninsula City Deal and the universities and colleges to strengthen its higher value industries, including it's marine, advanced manufacturing, medical and health care and knowledge based economic sectors, optimising the benefits that these assets bring to the city and regional economy, including support for satellite facilities in the Thriving Towns and Villages Policy Area.



4.14 Plymouth is the largest urban area in the LEP and is recognised as a key location for growth. The strategy set out in this plan reflects and supports a regional agenda for the city. It builds on its potential for economic growth, capitalising on the success of the Plymouth and South West Peninsula City Deal as well as the opportunities its maritime location and environment bring for pioneering research and development. The City Deal was agreed with the Government in 2013 and sets out initiatives to drive the growth of the marine sector across the peninsula. Much of the focus of the City Deal is on Plymouth, as the regional hub for marine industries but also in terms of the city being the location for the Marine Industries Production Campus, called "Oceansgate', at South Yard. The City Deal places Plymouth at the centre of a web of initiatives spanning the far south west, covering investment in business and infrastructure and also in skills and the development of the workforce of which Plymouth's universities and colleges also play a key role.

Policy PLY4

Protecting and strengthening Devonport Naval Base and Dockyard's strategic role

The Plymouth LPA will work with partners to support and actively promote the safeguarding and strengthening of Her Majesty's Naval Base (HMNB) Devonport and the Dockyard as a major component of the UK's strategic defence capability, as well as the consolidation of Plymouth as a base for Royal Marines and Royal Artillery, including at HMNB Devonport and HMS Raleigh. It will seek to optimise the benefits that it brings to the wider regional economy through supply chain development and knowledge transfer in order to help diversify the economy. Government commitment to support the future of HMNB Devonport and Dockyard over the lifetime of this plan will continue to be sought, to ensure the base porting of Type 26 frigates as replacements to the city's base porting of Type 23 frigates, and to seek long term commitments about the strategic role of Devonport as one of the UK's three Naval Bases.

Where Ministry of Defence land is surplus to the strategic defence requirement, priority will be sought for uses which help to deliver the plan's growth objectives and meet neighbourhood needs for new community spaces and facilities in accordance with a planned and coordinated programme of land release. Any proposals for land release will be carefully considered for the possible impacts they could have on the special designations in the Plan Area.



4.15 Devonport's Naval Base is the largest Naval Base in Western Europe and the primary UK location for deep maintenance of surface ships and submarines with world class infrastructure and a highly skilled workforce. The Dockyard and Naval Base accommodate recently upgraded facilities for highly specialised engineering work including the refuelling of nuclear submarines with further development planned. HMNB Devonport therefore plays a key, and likely growing, role in the Plymouth and wider sub regional economy. It directly supports 11 per cent (11,750) of Plymouth's full time equivalent employment and 16.5 per cent (£656m) of the value of its economic output. It will therefore continue to be vitally important to the local and regional economy and our overall marine offer.

4.16 Recent announcements of a major contract commitment that guarantees the work programme of the dockyard until 2020 are welcomed. This commitment underlines the strategic importance of the Dockyard and Naval Base.

4.17 The Ministry of Defence (MoD) owned waterfront provides a full range of support services to Royal Navy and foreign visiting vessels. The MoD continually seeks to optimise its land holding at the waterfront in accordance with Devonport being a core site for defence. If MoD land is shown to be surplus to requirements, it should be made available to support the growth of Plymouth or to meet wider community aspirations.

4.18 The MoD published its strategic review of defence estate, 'A Better Defence Estate', in November 2016. Amongst its proposals are the disposal of Royal Marines Stonehouse and The Royal Citadel on The Hoe, with the Royal Marine and Royal Artillery regiments being consolidated in the Plymouth and Torpoint areas by 2023 and 2024, at HMNB Devonport and HMS Raleigh. The policy supports this consolidation within Plymouth.

Policy PLY5

Sustainable use of Plymouth's mineral resources

The Plymouth LPA working together with adjoining local minerals authorities will help to support and facilitate the sustainable use of mineral reserves of national and local importance, subject also to safeguarding the City's growth agenda, its environmental quality and the quality of life of local people. This will be achieved by:

1. As far as practicable, prioritising the use of recycled and secondary aggregates, including those derived from construction and demolition waste, before the quarrying of primary aggregates.

2. Identifying Mineral Safeguarding Areas in mineral resource areas so that the long term minerals are not needlessly sterilised.

3. Safeguarding key minerals related infrastructure and facilities needed to support the handling, processing and distribution of mineral resources.

4. The use of planning conditions and legal obligations to ensure the timely high quality restoration and aftercare of mineral sites once they have been worked out. The restoration will be required to make a positive contribution to geo- and biodiversity, native woodland, the historic environment and recreation, and, where possible, recreate and/or restore wildlife habitats.

5. Permitting small scale quarrying for conservation and heritage asset restorations where it can be demonstrated that there are no alternative workable resources and where amenity and environmental considerations can be met.

6. Ensuring that environmental controls and mitigation measures, as appropriate, are put in place in relation to each operation to ensure that development does not give rise to significant loss of amenity or unacceptable harmful impacts on the environment. Open cast mining and other minerals operations that cannot be achieved without causing unacceptable environmental and amenity impacts will not be supported.



4.19 The policy provides a strategic framework for the use and extraction of minerals resources within the city boundary. Outside of the city boundary, the Minerals Planning Authority is Devon County Council, and the Devon Minerals Plan 2011-2031 was adopted in February 2017. In this respect, Policy PLY5 will help to shape representations the councils make in relation to minerals developments within the Devon Minerals Plan area. The starting principle for the policy is to prioritise the use of recycled and secondary aggregates as far as practicable. However, Plymouth's growth will increase demand for primary aggregates to supply construction projects.

4.20 There are no minerals of national importance within Plymouth itself, although within close proximity (and covered by the Devon Minerals Plan) there are nationally important reserves of china clay at Lee Moor and tungsten at Drakelands. The EU has defined tungsten as a critical raw material, and the British Geological Survey have placed tungsten close to the top of its global risk list due to its scarcity and risk to supply. Decisions made within Plymouth therefore need to have regard to these wider interests, whilst also recognising the complementary role of Devon Minerals Plan in safeguarding the city, its residents and its overall landscape setting from damaging environmental, amenity and transport impacts of these open cast operations. In this respect, the Plymouth Minerals Planning Authority would seek appropriate planning conditions and agreements in relation to minerals extraction outside of the city boundary which impacts on the city's environment and local communities. This should include where appropriate the development of a comprehensive access strategy which takes construction and other heavy goods traffic more directly to the A38, avoiding Plympton's urban road network.

4.21 Plymouth's limestone reserves in Plymstock are of local and regional importance. Plymouth contains the farthest south western exposure of workable limestone in England. It provides an important resource for the local and regional economy, providing a valuable supply of building stone as well as a source of primary aggregate which supports the construction industry. Whilst there are other areas in Devon where limestone is quarried, their value as an alternative is limited because of constrained expansion opportunities and increased transport costs.

4.22 Limestone has been extracted and processed at Moorcroft Quarry in Plymstock since the 1800s. Its extraction is now from Hazeldene Quarry, which was granted consent in 1994, with processing still taking place in Moorcroft Quarry. Additional limestone reserves have been proven to the east and north of Hazeldene. While the location of the proposed new community at Sherford in South Hams will result in the loss of the reserves to the east, the limestone resource to the north has the potential capacity, subject to planning permission, to supply the local economy well into the next century. Proposals for major extraction of limestone from former and abandoned quarries to the south and west of Plymstock are not likely to come forward in the foreseeable future. However, there may remain opportunities for small scale quarrying for conservation and heritage purposes.

4.23 A Minerals Safeguarding Area is identified on the Policies Map to ensure that the city's minerals reserves are not needlessly sterilised. It is also important to ensure that the infrastructure required for minerals purposes is protected. This includes for example minerals wharves at Pomphlett and Cattedown as well as processing plants at key sites in the city.

4.24 Minerals extraction needs to be managed very carefully in order to safeguard residential amenity and the local environment. It is essential that the impacts on both existing and future residents from all operations are carefully considered and effective mitigation and controls are provided to minimise impacts to an acceptable level. This could include restrictions on the hours of operation, noise and dust monitoring, requiring tree planting and landscape bunds to provide screening, securing net gain in biodiversity and monitoring of the environment to ensure that any impacts are carefully controlled.

4.25 Once minerals have been worked it is important that land is reclaimed at the earliest opportunity. High quality restoration and aftercare on mineral sites will need to take account of geodiversity, biodiversity, native woodland, the historic environment and recreation. Planning conditions, and where appropriate legally binding obligations, may be used to ensure that these are delivered as soon as possible once operations have finished.

4.26 The City Council will continue to plan for a steady and adequate supply of aggregates through supporting Devon County Council in preparing the Local Aggregate Assessment.

4.27 In addition to providing for and safeguarding minerals extraction, the policy also protects key infrastructure relating to the handling, processing and distribution of minerals. This includes key marine infrastructure in the Cattedown Harbour area, with Cattedown Wharf, Pomphlett Wharf, Corporation Wharf and Victoria Wharf all providing important facilities.

How we will know we have been successful - our measures of success of Plymouth's strategic role

A. Plymouth recognised as a key regional economic driver.

B. High quality strategic services and facilities that serve the people of Plymouth and the sub region.

C. Safeguarding and strengthening of Plymouth’s strategic defence role.

b. Plymouth's Growth Areas

Plymouth's Growth Areas and its spatial priorities

4.28 Plymouth's spatial priorities are illustrated in Figure 4.1.

PLYMOUTH POLICY AREA - SPATIAL PRIORITIES (ILLUSTRATIVE)



FIGURE 4.1

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4.29 The city's three Growth Areas are the primary focus and these are considered in detail in Sub-Sections 4b(i), 4b(ii) and 4b(iii) below. Three areas have been identified as key to delivering major growth in housing, employment and associated infrastructure to drive Plymouth's growth. These three Growth Areas are:

- The City Centre and Waterfront Growth Area.
- The Derriford and Northern Corridor Growth Area.
- The Eastern Corridor Growth Area.

4.30 Clearly not all growth and change will take place in the Growth Areas, and Section 4c identifies policies and allocations relating to small sites and other parts of the city.

i. The City Centre and Waterfront Growth Area

What we are trying to achieve - our strategic objective for the City Centre and Waterfront Growth Area

Strategic Outcome

The City Centre and Waterfront Growth Area will have been transformed through major investment and community-led improvement, delivering a vibrant mixed-use regional shopping centre, an attractive visitor destination, high quality jobs and places to live, and a cherished natural and historic environment.

4.31 The City Centre and Waterfront has been prioritised as a Growth Area because of its economic and cultural importance and potential for regionally significant change and sustainable growth in jobs and homes.

4.32 Strengthening the City Centre as a regional mixed-use destination is a key objective. It is the primary location for major comparison shopping in the Plan Area as well as being a location for high density living, offices, culture and leisure. It also hosts two major educational institutions, Plymouth University and Plymouth College of Art and is well-placed to support their continued growth.

4.33 This Growth Area is strategically important in terms of improving Plymouth's visitor offer, leisure, hotels and tourism. Sutton Harbour, The Hoe, Millbay and Royal William Yard are key waterfront areas identified for recreation and tourism. Opportunities will be sought to enhance this by creating vibrant areas which make full use of their historic features.

4.34 The waterfront provides Plymouth's port function and infrastructure, fishing fleet, deep water berths and land to support marine employment, including marine leisure, naval and defence uses. Plymouth has the largest naval base in Western Europe and the area plays a strategic defence role for UK security. The Oceansgate Enterprise Zone at South Yard is driving growth of Plymouth's commercial marine science / technology sector. Protecting and improving access points along the waterfront for marine-related activities is critical.

4.35 The waterfront setting and natural beauty makes the area an attractive place to live, work and visit. It is important that this opportunity to drive investment and regeneration inland is capitalised upon to generate community value.

Strategic Objective SO3

Delivering growth in Plymouth's City Centre and Waterfront Growth Area

To realise the potential of the City Centre and Waterfront Growth Area as a regionally significant growth hub through:

1. Establishing and reinforcing the City Centre's role as a regional centre for shopping, employment, leisure, a university centre, a strategic transport hub and a sustainable community in its own right.

2. Utilising the City Centre and waterfront's economic assets, including its waterfront infrastructure, to drive economic growth in the area.

3. Improving sustainable transport facilities and connections throughout the area, and particularly between the City Centre and the waterfront at Millbay, The Hoe and Sutton Harbour.

4. Protecting and making best use of the unique historic environment and landscape of the City Centre and waterfront, in particular Devonport waterfront, Royal William Yard and Devil's Point, The Hoe and The Barbican.

5. Capitalising on the potential of the City Centre and waterfront to deliver a world class cultural and visitor offer, with well connected destinations, high quality visitor accommodation, facilities to deliver major events and improved public realm and waterfront access.

6. Delivering new residential-led mixed-use developments that integrate successfully with existing communities and enhance community cohesion.

7. Improving city gateways, arrival points and key transport routes and delivering high quality architecture and urban design.

8. Delivering improved public access to and along the waterfront as well as enhancements to key public spaces and heritage assets.

9. Delivering water transport improvements and integration with other transport modes that will improve access to key locations including The Barbican Mount Batten, Sutton Harbour, Millbay, Royal William Yard, Devonport and Mount Edgcumbe.

10. Safeguarding and enhancing the environmental status of the Plymouth Sound and estuaries, including the European Marine Sites, and making the City Centre and waterfront communities more resilient to the effects of climate change.



4.36 The achievement of this Strategic Outcome and Objective will require a number of actions to be taken. These include:

1. Giving priority to delivering the key projects that have been highlighted in the City Centre and Waterfront masterplans.

2. Allocation of the key sites. Relevant site allocations can be found within this section below.

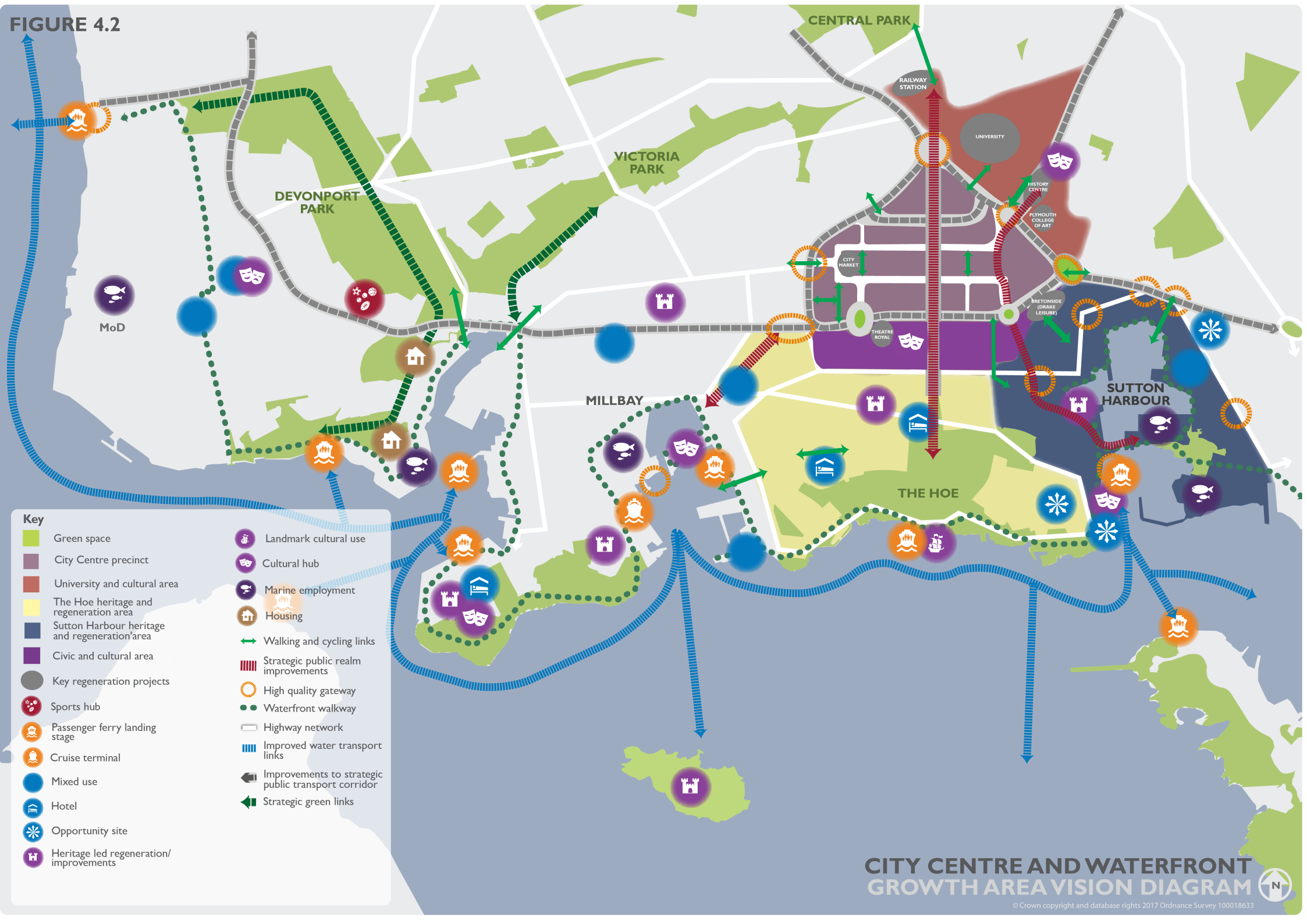
3. Pursuing transport programmes and interventions which prioritise place making and sustainable movement and improve the attractiveness of the City Centre and waterfront environment.

4. Actively engaging with international, national, regional and local programmes and investors to deliver funding for the Growth Area projects.

5. Preparing, implementing and keeping under close review a 'Plan for the City Centre and Waterfront Growth Area' which will be a delivery plan and programme for the Growth Area.

4.37 The strategy for the City Centre and Waterfront Growth Area is illustrated on the Area Vision diagram at Figure 4.2.

FIGURE 4.2



CITY CENTRE AND WATERFRONT GROWTH AREA VISION DIAGRAM

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What we are going to do - our policies for the City Centre and Waterfront Growth Area

The City Centre

Policy PLY6

Improving Plymouth's city centre

Plymouth City Centre will be renewed and enhanced through a combination of major new developments, proactive management of change and support for community and trader led initiatives. This will deliver a modern, high quality, vibrant, accessible and adaptable centre that reflects its status alongside the waterfront as the showcase of Plymouth. This will be achieved through making sure that development and change:

1. Capitalises on and strengthens the City Centre's role as a regional centre.

2. Respects and celebrates the centre's mid-twentieth century built heritage, including the Beaux Arts grid of the 1943 Abercrombie Plan and the highest and good quality non-designated assets identified in the City Centre Masterplan.

3. Recognises the importance of reinforcing the primacy of Armada Way as the principal thoroughfare from the station to the Hoe. This will be achieved by focusing larger development - building heights of six to eight storeys - on the Armada Way frontage to provide enclosure to the space and to maintain a degree of consistency to these increased building heights to respect the Abercrombie Plan's form and historic context.

4. Supports the intensification and diversification of uses through redevelopment of City Centre blocks, with specific sites identified where tall buildings will be acceptable in principle.
5. Addresses the size and need for a clearer focus of the retail area, through prioritising the prime retail role to the east of Armada Way and through diversification of uses for the centre as a whole.

6. Strengthens the role of the West End as an Independent Quarter, anchored by the City Market, which supports independent traders, niche retail and food shopping to serve the nearby residential communities, and provides for the introduction of alternative higher value business uses, cultural uses, community uses and creative business clusters.

7. Delivers a vibrant mix of uses to diversify the centre including, in addition to retail:

    i. Regionally significant office uses and the coordination of public sector investment as a catalyst for transformational change.

ii. A vibrant destination, with leisure, culture, visitor accommodation and food and drink uses, especially making best use of key assets such as the Armada Way boulevard and piazza, and creating greater synergy with the cultural hubs at Royal Parade, The Hoe and historic waterfront, and North Hill / Tavistock Place.

iii. A new residential community, through development and environmental changes which provide high quality urban living environments.

iv. Education and community uses, optimising the benefits from the proximity of Plymouth University and Plymouth College of Art, and the potential for a more vibrant mix of uses especially along Armada Way and to its west.

v. Student accommodation, but only where it is targeted to support prioritised regeneration opportunities, and delivers new housing and/or office accommodation and ground floor active uses as part of mixed use development.

8. Supports a diverse and active evening and night time economy catering for a wide cross section of the public.

9. Delivers high quality public car parks in strategic locations around the edge of the centre with excellent pedestrian connections to key attractions.

10. Facilitates easier movement in and around the City Centre for all modes of transport, including reconnecting the City Centre with its neighbouring areas - which include Millbay, Sutton Harbour and the Hoe – by high quality walking and cycling links.

11. Supports the delivery of a coordinated programme of investment in the public realm, and delivers structured environmental improvements, creating a safe accessible and attractive environment for the community and visitors alike, and exploring opportunities for weather protected spaces.

12. Delivers proposals that are resilient and respond to the challenges of climate change and protect the Plymouth Sound and Estuaries European Marine Site from pollution, providing where appropriate improvements to flood management infrastructure, surface water drainage systems, and future connection to critical drainage infrastructure and district heat networks relevant to the site.



4.38 The City Centre is not only the heart of the city and a place where people live, but is also Plymouth's shop window, the commercial and cultural centre driving the economy and attracting visitors.

4.39 The City Centre is underpinned by its role as the primary destination for comparison goods shopping in the sub region. Retailing has been through a period of decline since the economic crisis of 2008, but is now showing signs of recovering. The prime role the centre plays as the destination for non-food shopping trips over a wide geographical area provides a strong basis for investment as can be seen by British Land's acquisition of Drake Circus.

4.40 Nevertheless, there is a need for the centre to keep adapting and modernising to continue to maintain its key strategic role into the future. The Plymouth City Centre Strategic Masterplan (2016) highlights the opportunity to celebrate the 'Mid Century Modern' heritage of the City Centre. The Abercrombie Plan of 1943 may not have been implemented in full, but it remains as one of the most complete and important examples of post war planning and rebuilding in the country, and it is recommended that this legacy is promoted as a unique selling point of the City Centre.

4.41 The Masterplan identifies five priority themes for the City Centre to achieve its potential:

- Intensifying the City Centre: optimising the population, density and diversity, to deliver a vibrant, healthy City Centre and safeguarding and enhancing retail floor space.
- City Centre Living: creating a critical mass of new housing and attractive living environments.
- Re-connecting the City Centre with its neighbours: creating safe, convenient, direct and attractive pedestrian and cycle connections across the ring road.
- Re-animating the Public Realm: creating a hierarchy of high quality public streets and spaces, with an enhanced Armada Way as the top priority.
- The Smart and Adaptable City: building flexibility and adaptability into the City Centre and making best use of smart technology - including for example with traffic management and flexible work and community space.

4.42 The Masterplan identifies key opportunity sites and six priority major Interventions capable of delivering landmark projects which can introduce new land uses, change perceptions of the City Centre and act as a catalyst for further regeneration. The projects and interventions have informed the more detailed site allocations in the plan and Policy PLY6 sets out the framework within which these initiatives will take place.

Policy PLY7

Colin Campbell Court

Land at Colin Campbell Court is allocated for high-quality residential led mixed use development which will transform the western approach to the City Centre and establish a new residential community. Provision is made for in the order of 300 new homes as part of this mix.

Development should provide for the following:

1. A positive first impression of the city from Western Approach.
2. A more intensive form of development with strong street frontages and a range of active ground floor uses, including retail.
3. Ground floor uses which create activity throughout the day and into the evening.
4. A more urban scale of development with an average building height of between 5 to 6 storeys with accented and landmark buildings on key corners.
5. Alignment of development blocks to the city grid pattern with a network of streets which provide improved connectivity between City Centre and the proposed Millbay Boulevard.
6. The retention and refurbishment of the Art Deco Colin Campbell House, where it is practicable and viable to do so.
7. High quality public realm throughout the site and maximising opportunities to create an accessible public space as a focal point for the community.
8. Improvements to the pedestrian / cycling crossing point across Western Approach.
9. Public parking to support the West End, provided in way which does not dominate the street scene.
10. Consideration of the potential to open up Frankfort Gate for vehicular access.
11. Opportunity to better connect the west end of the City Centre with Millbay as part of a scheme to improve the junction of Union Street and Western Approach.



4.43 Colin Campbell Court is a large site in the West End currently providing a range of small scale retail units, residential and other town centre uses, and significant surface level car parking. It is a prominent site on one of the City Centre's main junctions with active frontages along Western Approach, Union Street, New George Street, Frankfort Gate and Market Avenue.

4.44 The redevelopment of the site offers significant potential to improve the West End and create a new residential location., with the opportunity for a range of homes including flats, townhouses, self-build (custom/self-finish units) as part of the mix of tenures and types provided for in redevelopment proposals. The City Centre Masterplan (2016) identifies the redevelopment of Colin Campbell Court as a 'major intervention' for this reason.

4.45 The site is capable of accommodating significant massing and taller buildings which help define the edge of the City Centre. It offers an important opportunity to improve the environment and arrival to the city from the west and its relationship to Western Approach.

4.46 The site's location at the western edge is also key to delivering the 'Millbay Boulevard' which will provide improved links between the City Centre and Millbay's waterfront.

4.47 Car parking will be required to help serve the needs of the West End traders and the new occupants but in a way which does not over dominate the street scene, allowing a strong public realm approach.

4.48 A finer grain of urban development should be achieved which responds to the 1943 Abercrombie and Watson plan. A grid pattern of development with new streets and urban blocks will create this desired character. This will also result in better legibility and choice of routes for pedestrians and cyclists. Retention of the Art Deco Colin Campbell House will be sought, with demolition only considered where there is no reasonable alternative.

Policy PLY8

Land at Royal Parade (between Armada Way and Old Town Street)

The buildings fronting Old Town Street and Royal Parade (East of Armada Way) should be refurbished sensitively to update and expand the retail spaces and attract new complementary uses to the upper floors. Expansion of existing spaces will be enabled by internal reconfiguration, extension of the buildings to the rear and/or the sensitive inclusion of additional floors.

Development should provide for the following:

1. Recognition of the high heritage and architectural value of the buildings and the protection and enhancement of these in any partial demolitions and external alterations.

2. Possible additional building storeys, up to a maximum building height of eight storeys, where these can be accommodated set-back from the building line and subordinate in appearance to the main elevation.

3. Respect for the strong building lines on Old Town Street, New George Street, Armada Way and Royal Parade.

4. Enhancement of shopfronts and existing canopies to better reflect the qualities of the upper floors.

5. Active ground floor frontage to all public streets and spaces including Bedford Way.

6. Servicing to the rear of the buildings with access controlled to out-of-hours.

7. Conserving and enhancing the significance and settings of designated and non-designated heritage assets along Royal Parade.



4.49 The two Royal Parade blocks are amongst some of the highest quality in the City Centre, and are acknowledged for their high heritage value and architectural quality in the Strategic Masterplan and supporting evidence base documents. Any development of the blocks must be sensitive to these special qualities and preserve or enhance the buildings appearance and heritage value.

4.50 The blocks occupy an important position within the City Centre and include major retail anchors including Debenhams, House of Fraser and TK Maxx. The blocks have recently been acquired by British Land who also own and manage the Drakes Centre and are behind the Drake Leisure Complex proposal on the former Bretonside Bus Station Site.

Policy PLY9

Mayflower Street East, City Centre

Land at Mayflower Street East is allocated for an office led mixed use development, with active ground floor uses (retail / food and drink) and student accommodation as enabling development. Provision is made for in the order of 34,000 sq.m. of B1 offices.

Development should provide for the following:

1. High quality, building design, particularly to the site's prominent Armada Way, Mayflower Street and Cobourg Street frontages.

2. Buildings of between 5 to 6 storeys in height (6 to 8 storeys along Armada Way frontage) with opportunity for taller landmark buildings at the corner of Mayflower Street and Coburg Street.

3. Active ground floor uses with high proportions of clear glazing to the streets.

4. Entrances to office and other upper floor uses to be prominently located on a principal elevation and designed to include generous lobby space and canopies.

5. New enhanced and redesigned public realm on and around the site, including at Armada Way in accordance with established City Centre public realm design principles and materials pallets.

6. Innovative solutions to minimise the visual impact of car parking and maximise secure cycle parking.

7. Tree planting on the site's street frontages where appropriate.



4.51 Office accommodation is an essential ingredient for the long-term success and vibrancy of the City Centre. The site was identified by the City Centre Strategic Masterplan for its close proximity to the train station, its convenient vehicular accessibility, its links to the Plymouth University campus, its presence on Armada Way and its proximity to supporting facilities such as hotel and conference facilities.

4.52 The economic viability challenge of delivering new build office accommodation in the City Centre is recognised, despite there being demand for such use. For this reason a mix of higher value uses, such as student accommodation, will be considered to enable delivery of this office provision where this does not result in an over-concentration of student accommodation in the vicinity.

4.53 A mix of active uses ground floor uses will be required to appropriately activate City Centre street frontages. Active uses in this respect need not be exclusively retail. The intent is to secure uses at ground floor which enable high proportions of clear glazing to be integrated into ground-floor building facades without issues of privacy being compromised. Uses may include retail, food and beverage, leisure, office, lobbies and other town centre uses.

Policy PLY10

Cornwall Street East, City Centre

Land at Cornwall Street East is allocated for retail led mixed use, including multi-storey car parking and housing on upper floors. Provision is made for in the order of 92 homes.

Development should provide for the following:

1. High quality design to replace poorer quality buildings and deliver a greater level of activity, floor-space and diversity of land uses.

2. Buildings of between 5-6 storeys in height, with 6-8 storeys along Armada Way, to reinforce the primacy of this principal thoroughfare from Plymouth Railway Station to the Hoe.

3. An enhanced arrival point to the City Centre, providing for high quality public car parking in a multi-storey format with vehicular access direct from Mayflower Street and seamless pedestrian connections into Cornwall Street.

4. An attractive new north / south pedestrian route which links Cornwall Street to Mayflower Street.

5. Active ground floor uses on all public frontages with high proportions of clear glazing to the streets.

6. New enhanced and redesigned public realm on and around the site, including at Armada Way in accordance with established City Centre public realm design principles and materials pallets.

7. Innovative solutions to minimise the visual impact of car parking and maximise secure cycle parking.

8. Tree planting on the site's street frontages where appropriate.



4.54 The City Centre evidence base identifies the need for more modern larger footprint retail space some of which could be provided for here through a mix of new build and sensitive refurbishment / enhancement of the best quality buildings on Armada Way.

4.55 The site accommodates the Mayflower East multi-storey car park. As such it is a key gateway into the City Centre. Despite being well used the car park does not offer the quality of arrival experience that the centre deserves and gives a poor first impression. Opportunity exists to significantly enhance and/or expand the car park through refurbishment or redevelopment as part of a comprehensive scheme for the wider site. Any new car parking should be well screened from the street frontages with active ground floor uses integrated into the design.

4.56 The site also provides the opportunity to integrate new residential and/or office accommodation on upper floors with allocated residential car parking provided for within the multi-storey car park and entrance lobbies prominently located on Armada Way or other key frontages.

Policy PLY11

Cornwall Street West, City Centre

Land at Cornwall Street West is allocated for mixed use, including commercial and housing, retention of coach station and new multi-storey car parks accessed from Mayflower Street. Provision is made for in the order of 79 homes.

Development should provide for the following:

1. High quality design to replace poorer quality developments and deliver a greater level of activity, floorspace and diversity of land uses.

2. Buildings of between 5-6 storeys in height.

3. An enhanced arrival point to the City Centre providing for high quality public car parking in a multi-storey format with vehicular access direct from Mayflower Street and seamless pedestrian connections into Cornwall Street.

4. A north / south connection through the block which provides smaller scale spaces in the City Centre to support a greater range of land uses.

5. Enhanced setting of the coach station with new build frontage and improved direct pedestrian and cycle access to the car park and to all surrounding streets.

6. Further enhancements as required to support a high quality of environment and facilities at the coach station.



4.57 The site currently accommodates a number of buildings of poor architectural quality and which are vacant or under used. It also accommodates a surface–level public car park adjacent to the new coach station.

4.58 The site has the potential to be significantly enhanced with new development providing for enhanced and expanded public car parking in a multi-storey format or with development over new active ground floor uses to surrounding street and new residential accommodation on upper floors. This should be planned for comprehensively but may be delivered in phases as vacancies occur. Buildings should be designed to consider frontage to and overlooking of the coach station and be designed and finished in a way which mitigates any impact on residential amenity from the coach station.

Policy PLY12

New George Street West, City Centre

Land at New George Street West is allocated for retail led mixed use through sensitive refurbishment and extension of the existing buildings of high quality, including housing on upper floors. Provision is made for in the order of 30 homes. Expansion of existing spaces will be enabled by internal reconfiguration, extension of the buildings to the rear and/or the sensitive inclusion of additional floors.

Development should provide for the following:

1. Recognition of the high heritage and architectural value of the buildings and the protection and enhancement of these in any external alterations.

2. Possible additional building storeys, up to a maximum building height of 8 storeys to Armada Way and 6 storeys to other streets, where these can be accommodated set back from the building and subordinate in appearance to the main elevation.

3. Respect for the strong building lines on Armada Way, New George Street and Cornwall Street.

4. Enhancements of shop fronts and canopies to better reflect the qualities of the upper floors.

5. Active ground floor frontage to all public streets and spaces.

6. Servicing to the rear of the building.



4.59 The site occupies frontage onto the three key retailing streets in the City Centre. Opportunity exists to enable larger footprint retail units to meet the demand for modern retail space by extending the building to the rear and making better use of the surface car parks in the rear courtyards. It is envisaged that car parking lost from the site would be better provided for in strategic car parks around the edge of the City Centre. A residential presence can be achieved by extending the height of the building.

4.60 The buildings assessed as being of good quality contribute to the continuity of frontage to Armada Way. The external appearance of the buildings should be improved. As this site occupies a central position within the Abercrombie estate, maximum buildings heights will be carefully controlled in accordance with the guidance set out in the City Centre Masterplan and range from six to eight storeys in height.

Policy PLY13

Royal Assurance site, Armada Way, City Centre

Land at Armada Way is allocated for retail led mixed use through sensitive refurbishment and extension of the existing buildings of high quality, including housing on upper floors. Provision is made for in the order of 110 homes. Expansion of existing spaces will be enabled by internal reconfiguration, extension of the buildings to the rear and/or the sensitive inclusion of additional floors.

Development should provide for the following:

1. Recognition of the high heritage and architectural value of the buildings and the protection and enhancement of these in any external alterations.

2. Possible additional building storeys, up to a maximum building height of 8 storeys to Armada Way and 6 storeys to other streets, where these can be accommodated set-back from the building line and subordinate in appearance to the main elevation.

3. Respect for the strong building lines on Armada Way, Royal Parade and New George Street.

4. Enhancements of shop fronts and existing canopies to better reflect the qualities of the upper floors.

5. Active ground floor frontage to all public streets and spaces.

6. Servicing to the rear of the buildings.



4.61 The Pearl Assurance Building occupies prominent frontage to Armada Way, Royal Parade and New George Street. The building is already well occupied for retail at ground-floor and student accommodation occupying the upper floors. Opportunity exists to enable larger footprint retail units to meet the demand for modern retail space by extending the building to the rear and making better use of the surface car parks in the rear courtyards. It is envisaged that car parking lost from the site would be better provided for in strategic car parks around the edge of the City Centre. Opportunity also exists to establish a residential presence on the site by extending the height of the building.

4.62 The buildings assessed as being of highest quality contribute to the continuity of frontage to Armada Way and Royal Parade. The external appearance of the buildings should be improved. As this site occupies a central position within the Abercrombie estate, maximum buildings heights will be carefully controlled in accordance with the guidance set out in the City Centre Masterplan and range from six to eight storeys in height.

Policy PLY14

Land at 19 The Crescent, Derry's Cross, City Centre

Land at The Crescent, Derry's Cross is allocated for mixed use development which could support a range of uses including small scale retail, leisure, a quality hotel, offices and a range of housing. Provision is made for in the order of 120 homes.

Development should provide for the following:

1. High quality layout and building design that appropriately responds to the local context, including the significance and setting of the listed Crescent.

2. Buildings of at least 6 storeys in height with opportunity for taller buildings where these can be appropriately accommodated and where the impacts on neighbouring buildings and spaces are assessed and mitigated as far as possible.

3. An attractive new pedestrian / cycling priority street through the site, linking Derry's Cross towards Millbay Road.

4. Active ground floor uses on all public frontages with entrance lobbies to residential accommodation prominently located and designed.

5. High quality public realm within and around the site.

6. Innovative solutions to minimise the visual impact of car parking and maximise secure cycle parking.

7. Tree planting on the site's street frontages where appropriate.



4.63 This major site that has been vacant and in a derelict state for some years. The site has previously benefited from planning permissions for mixed use development but due to viability issues, these consents have not been implemented. Part of the site is currently being used as a temporary car park but is undesirable for this use to continue in the long-term.

4.64 The site is identified for high quality mixed use development incorporating uses on the ground floor that can activate the surrounding streets and spaces. Ground floor uses should be public facing wherever possible and include extensive glazing. A wide mix of other uses is considered appropriate for upper floors including office and a substantial proportion of residential.

4.65 The site is located within a 'Zone of Opportunity for Tall Buildings' and previous consents have been granted for a 31 storey tower. Taller building proposals will need to be considered in relation to their impacts on neighbouring buildings and spaces, including micro-climate impacts, on the setting of the nearby listed Crescent, and on views. Tall buildings must be of the highest quality design to justify their landmark status.

Policy PLY15

Civic Centre and Council House site

The Civic Centre and Council House site will continue to play a key role in the civic life of Plymouth as well as providing new opportunities, through the retention of civic functions, the reuse of the existing buildings, and the delivery of new development on the existing surface level car park. New uses which will

be acceptable include residential, offices, hotel, restaurants, bars, leisure and cultural uses. Provision is made for in the order of 248 new homes as part of the mix of uses.

Development should provide for the following:

1. The reuse and enhancement of the listed Civic Centre and Council House.
2. Enhancement of the Civic Square, a registered park and garden.
3. The retention of civic functions within the existing Council House building.
4. Active ground floor frontages to Armada Way, Royal Parade, Princess Street, Old George Street, The Bank and Theatre Royal.
5. New build development on the existing surface level car park which optimises the use of the site but conserves and where appropriate enhances the historic and architectural interest and setting of the Civic Centre and Council House, Plymouth Theatre Royal and The Bank.



4.66 The Civic Centre is one of the most iconic 20th Century buildings in the city. It is strongly associated with Plymouth's resurgence from the Blitz during the Second World War and housed Plymouth's municipal offices. It is Grade II listed and occupies a prominent position in the local skyline. The site allocated in the plan comprises the former Civic Centre, the Council House and the Civic Square, a registered park and garden at the site's Armada Way frontage, together with the large area of and the surface level car parking to the west of the Civic Centre tower. The main building has been empty vacant since 2013, when it was vacated by the City Council and sold to the developer Urban Splash. The Council House is still used for City Council meetings.

4.67 This prime site is allocated for a mixed use redevelopment. Key to the success of the site is the necessity to provide uses at ground floor which create a level of activity and which results in accessible space.

Policy PLY16

Railway station

Land at the Railway Station is allocated for a mixed-use regeneration scheme that delivers a high quality gateway and arrival point to the city and increases the capacity of the station to accommodate increasing numbers of passengers. Uses which will be supported include offices, education facilities, commercial,

hotel, small-scale retail development, residential and student accommodation. Provision is made in the order of 4,800 sq.m. of B1a offices as part of the mix of uses.

Development should provide for the following:

1. A more intensive form of development which makes better use of vacant and underused space, with retention and refurbishment of Intercity House or its replacement with a high quality landmark building.

2. Use of landmark buildings to provide a widely visible presence to the station.

3. A high quality and attractive station entrance, including the creation of a new public space, with a direct public route on foot and by bicycle from Armada Way.

4. Uses which create activity around the station.

5. Clear information regarding connecting bus services and good access for bus passengers.

6. Opportunities to support the introduction of sustainable transport choices such as cycle hire, car clubs and electric vehicle charge points.

7. Replacement of the existing multi-storey car park, with high quality parking provided as an integral part of the scheme.

8. Pedestrian and cycle links to Central Park.



4.68 The railway station and its surrounding environment currently acts as a poor gateway and arrival point into Plymouth. The area is dominated by car traffic and a large multi-storey car park. Intercity House is prominent in the local landscape but is under-utilised and in need of modernisation and refurbishment. Routes to the City Centre are not clear for pedestrians, cyclists or public transport users. The need to improve this first impression of the city when arriving by train is widely recognised, and most recently is identified as a 'major intervention' in the City Centre Masterplan (2016).

4.69 The station is at the northern end of Armada Way, the city's public realm centrepiece boulevard extending to the Hoe Park waterfront. It is therefore crucial that the connectivity between the station and Armada Way is improved. The benefits are two-fold through providing a visual presence from the City Centre to the station and as a direct link to the waterfront upon arrival into Plymouth. The split- level nature of the site should be utilised to enhance the prominence of the site. Caprera Terrace

on the upper level offers the opportunity for a landmark building as well as providing accessibility to the lower levels and platforms. It will be important for the scheme to provide enhanced pedestrian and cycle connections towards Central Park.

4.70 Plymouth is the busiest station in Heart of the South West Local Enterprise Partnership's area. The station has seen passenger footfall grow by 4 per cent per annum since 2004 and now stands at 2.5 million per annum with an expected further growth in passenger footfall of 4 per cent per annum over the next 10 years, in response to key drivers including planned rail service improvements and population growth in the city. This equates to an additional 1 million passenger movements per annum within the next 10 years. The number of passenger movements is forecast to double over the next 25 years. As a regional hub, the station is an important gateway for visitors to the whole region. Sustainable access to the station as well as the visibility of public transport is of great importance.

Policy PLY17

Plymouth University and Plymouth College of Art

Plymouth University and Plymouth College of Art should continue to evolve as high quality education-led mixed-use campuses, including arts and cultural uses, incubator units / managed workspace for start-up businesses and creative industries, and other complementary uses. Purpose built student accommodation will be permitted where fully justified by evidence of need and targeted to deliver regeneration benefits, as provided for in Policies PLY6 and DEV12.

Development should provide for the following:

1. Masterplan-led development which demonstrates successful integration with the City Centre and surrounding neighbourhoods.
2. Safeguarding and enhancing the campuses as vibrant, distinctive and diverse areas, taking into consideration the needs and requirements of the local community.
3. High quality architecture, including landmark buildings.
4. High quality public realm, including green spaces.
5. Active ground floor frontages which create a safe and vibrant street scene.
6. Pedestrian and cyclist priority on campus and secure cycle storage.
7. Conservation and enhancement of the best historic buildings.
8. Enhanced connections between the campuses, the City Centre, the History Centre, Railway Station and neighbouring areas of the city.
9. Tree planting and greening of the campuses to enhance the environment and absorb air pollution.

10. Sustainable energy strategies, including the delivery of district heating opportunities.



4.71 Since the adoption of the Core Strategy (2007), one of the most significant changes in the area is the ongoing consolidation and development of the Plymouth University campus. Years of partnership working with Plymouth University resulted in shared objectives which were embedded into the University's Development Strategy (2006) and the City Centre & University Area Action Plan (2010). This supported the delivery of a high quality education campus including lecture space, library, teaching space, cultural and performing arts uses and specialist facilities such as the Marine Building.

4.72 Plymouth College of Art has also had a successful history of working in partnership with the City Council, including through the production of an Urban Design Framework for the site in 2004. This partnership working has supported the College in undertaking significant development on its site, including through the completion of its new landmark crafts building at Charles Street.

4.73 The policy seeks to support the ongoing enhancement of these universities and their integration with the History Centre as part of the North Hill / Tavistock Place cultural quarter (see Policies PLY18 and PLY22) and to strengthen their physical connections to the City Centre, the Railway Station, surrounding neighbourhoods and the waterfront.

Policy PLY18

Plymouth History Centre and land at Tavistock Place / Chapel Street

Land at North Hill and Tavistock Place is allocated for a History Centre, together with a higher education and/or business-led mixed use development on Tavistock Place / Chapel Street with enabling student housing development in cluster flat format. The History Centre will be a major new visitor attraction and unique historic archive and learning space for the city which will support the regeneration of the North Hill / Tavistock Plan cultural quarter. It will bring together the existing City Museum collections with new exhibition space, including the conversion of the former St Luke's Church, together with a landmark modern archive space for the City's historic archives. Tavistock Place will be closed to through traffic to form a public piazza, with new pedestrian and cycling links through to North Hill and Chapel Street.

Development should provide for the following:

1. The conversion of the listed museum and library buildings and former St Luke's Church to provide high quality exhibition spaces.

2. Demolition of the rear of the library and construction of a new extension to provide a café, exhibition space, learning space and landmark 'archive box'.

3. Construction of a storage and delivery store adjacent to St Luke's Church.

4. Soft landscaping to include new street trees and green wall together with shrub planting.

5. Creation of new pedestrian and cycling links to improve the permeability of the area for pedestrians and cyclists between Chapel Street and North Hill.

6. High quality street frontages and active ground floor uses.

7. A development which respects the site's heritage assets and context, as informed by a heritage character assessment to be undertaken for the proposal.



4.74 This landmark project for the city will regenerate the North Hill / Tavistock Place cultural quarter, providing a high quality landmark and visitor destination, located between the University and College of Art. It will secure the future of the listed museum and library buildings and the former St Luke's Church, as well as create a high quality public space within Tavistock Place that will bring life to this part of the city. The new archive box will bring together the following major collections under one roof: the West Devon Record Office; the Local Studies Library Collection; the SW Film and Television Archive; the South West Image Bank and the Naval Heritage Collection from Devonport.

4.75 The policy includes adjacent land on Tavistock Place / Chapel Street in order to deliver a more comprehensive regeneration outcome for the area taking advantage of its location in relation to Plymouth University and Plymouth College of Art. To help enable use of this part of the site for university / education purposes, student accommodation in the form of cluster flats is supported.

Policy PLY19

Central Park - Strategic Green Space Site

Central Park will be a premier park for the people of Plymouth. It will become an outstanding venue of regional and national significance for active recreation and formal sport, culture, art and the natural environment. As part of the growth of the city significant improvements will be delivered to enhance the recreational and sporting facilities as well as increasing the wildlife and community value of the park. This will ensure the park provides significant health and well-being

benefits for communities, a vibrant and diverse hub for formal sport and recreational activities, and a space where people can access nature. This will be achieved by:

1. Creating a park with high quality, vibrant spaces that encourage a diversity of uses and is accessible to communities across Plymouth and beyond.

2. Enhancing existing and creating new sporting facilities that develop the park's role as a key sporting facility for the city and region whilst being sensitive to the park's natural and historic features.

3. Strengthening the links between the Life Centre and the sporting facilities within the park to deliver the highest quality sporting and recreational offer, catering for people of all abilities.

4. Protecting and enhancing the park's importance for wildlife and as a key green corridor. Ensuring that trees continue to have a key role in the park landscape by delivering a strategic tree management and replacement programme.

5. Encouraging and expanding food growing opportunities within the park to complement the existing allotment provision.

6. Development of new high quality park facilities including cafés, performance space, children's play spaces, landscape features, public toilets and new entrance features to complement and add value to the attractiveness and use of the park.

7. Developing and implementing a strategic water management solution for the park that resolves historic flooding issues through innovative Sustainable Urban Drainage solutions including new water features that will be designed to add value to the park's landscape and deliver benefits for wildlife.

8. Protecting and enhancing the park's historic features integrating them sensitively into the enhancement plans and where applicable identifying uses for features that are complementary to the park's outcomes and ensure their long term sustainability.

9. Creating a well-connected park for pedestrians and cyclists that links to surrounding neighbourhoods and the City Centre encouraging active travel to and through the park.

10. Ensuring any developments around the periphery of the park are sensitive to the purpose of the park and the natural and built assets it contains.



4.76 Central Park is a highly valued environmental asset for the people of Plymouth. The parkland was originally acquired in the late 1920s by the then Ministry of Health which at the time widely promoted the link between public health and recreation.

4.77 The park design was originally conducted by Thomas Mawson and his family practice of landscape architects who were commissioned to conceive a design that would promote active recreation and sport. A comprehensive plan was drafted and approved in 1928. Many elements of the original design were never implemented. However in enhancing the park to meet the current and future needs of communities the theme of encouraging health and well-being through access to a high quality greenspace will be at the heart of the plans.

4.78 The park already has some outstanding natural qualities and heritage features but there is a need to enhance many areas of the park.

4.79 Sports and recreational facilities within the park require upgrading to deal with issues such as drainage, and new facilities developed to ensure the sport and recreational offer in the park is outstanding. Other facilities will also be developed within the park to complement its purpose, such as cafés and play areas. Any new facilities will be in-keeping with the purpose of the park and sensitive to it's natural and heritage features.

4.80 Currently access to and around the park is not of a sufficiently good quality to encourage people to ability to access the space and enjoy its benefits. This will be resolved through upgrades to the footpath network linked to enhanced entrance points into the park to enable better connections to the surrounding neighbourhoods. The park will need to integrate more fully with the city to deliver the maximum benefits and this will be achieved through better connections from areas such as the City Centre.

4.81 The park forms part of a network of greenspaces that cross the city and out into the wider countryside and therefore performs an important role as a wildlife corridor and this function will be enhanced through the improvement works. As part of a series of 'Strategic Green Spaces' identified within and around the city, a pro-active enhancement of Central Park's function and facilities will be a priority element of the growth agenda.

The Waterfront

Policy PLY20

Managing and enhancing Plymouth's waterfront

Plymouth's waterfront will be renewed, enhanced and maintained as Plymouth's showcase and as a unique, sustainable and vibrant asset that drives the city's economic, cultural, social and environmental wellbeing. This will be achieved by:

1. Adopting an integrated coastal management approach that considers the land-sea planning interface, has regard for the range of activities in the coastal zone, gives priority to development that requires close proximity to

the sea, improves connectivity, delivers community benefits, and protects and enhances the high quality marine environment and seascape. In the longer term, the City will work with the Marine Management Organisation and its Tamar Estuaries Consultative Forum partners to shape the South West Inshore Marine Plan to ensure it delivers integrated marine and terrestrial planning for Plymouth.

2. Improving key waterfront destinations, assets and opportunities, through a strategic approach which ensures that the waterfront's potential is fulfilled as the centrepiece of the Mayflower 400 celebrations, a regional visitor economy hub and a high quality place for the local community to enjoy. This includes:

    i. Strengthening the role of The Barbican and Sutton Harbour as a unique and vibrant historic city quarter, with a focus on high quality mixed use and heritage-led regeneration, a prime location for the fishing industry as well as water based leisure and events, and high quality urban living and employment.

    ii. Protecting and enhancing The Hoe's unique man-made and natural heritage and using development and public realm measures proactively to repair damaged environments, re-use historic buildings and enhance the overall enjoyment of the area by visitors and residents.

    iii. Enhancing Millbay as an attractive international gateway and cultural destination, incorporating space for marine events, a new cruise ship terminal and European ferry link, with major waterfront regeneration.

    iv. Supporting the continued regeneration and restoration of Royal William Yard as a vibrant heritage-led residential community and cultural destination.

    v. Delivering major improvements to the connecting routes for all modes of transport between the City Centre and waterfront, including through Bretonside and along Armada Way, and a new boulevard to Millbay.

3. Delivering distinctive, high quality and accessible places along the waterfront through:

    i. Delivering high quality and integrated public realm improvements, including public art, as well as making good use of waterfront public spaces, cultural events and festivals.

    ii. Ensuring that waterfront development is of high quality design, safeguards the waterfront's primary functions, improves use of and access to underused waterfront sites, and supports the regeneration of waterfront communities.

    iii. Ensuring opportunities to enable high quality public access to the water for formal sport and active recreation are identified and delivered.

iv. Safeguarding and providing opportunities for improved access to water transport along Plymouth's waterfront.

v. Protecting iconic and historic landscapes and green space sites that enable a visual and physical connection to the water environment, and seascapes and views that define the city, whilst enhancing the relationship between Plymouth and the surrounding landscapes that provide its enviable setting.

vi. Safeguarding and further enhancing public access to and along the waterfront and water access points, providing increased opportunity for enjoyment of the marine environment for residents and visitors alike.

4. Safeguarding and enhancing the natural environment including the delivery of the conservation objectives for the Plymouth Sound and Estuaries European Marine Site.

5. Conserving and realising greater benefits from the waterfront's history, including the city's naval heritage and its marine archaeology.

6. Safeguarding the port functions and the area's key role in providing key infrastructure and land to support the priority marine employment sector, particularly for those sites with deep water berths. This will include defence, port, fishing, marine industries and research, and marine recreation.

7. Using development and technological solutions through the planning process in order to minimise the risk of hazardous installations at Cattedown port and to increase the opportunity for new economic and other development in the Cattedown area.

8. Ensuring that development is resilient, responds to the challenges of climate change and protects the Plymouth Sound and Estuaries European Marine Site from pollution. This will be achieved through providing where appropriate to the site, improvements to surface water drainage systems, future connection to critical drainage infrastructure and district heat networks relevant to the site, delivering flood protection measures, and/or contributing proportionately to strategic flood risk management measures in line with local strategies where they exist.



4.82 Plymouth's coastal setting includes 30 miles of waterfront (accounting for inlets). This is one of the city's most valuable assets and is the reason why the city has developed in the way it has. Whilst not all of this waterfront is within the City Centre and Waterfront Growth Area, given the inter-connectedness of Plymouth's waterfront, Policy PLY20 relates to its entire length. The heart of the city's historic

waterfront has been given more detailed consideration in the Plymouth Waterfront Strategic Masterplan (2016), which is both a supporting document and a delivery framework for the JLP.

4.83 The Port of Plymouth is a complex and dynamic area which encompasses Plymouth Sound and extends up the rivers of the Tamar, Tavy, Lynher and Plym. It is the largest estuarine system in south west England and supports a diversity and richness of wildlife as well as a landscape and heritage recognised through national and international designations including the Plymouth Sound and Estuaries Special Area of Conservation and the Tamar Estuaries Complex Special Protection Area. It is the setting for the Growth Area and forms the backdrop to many of the views out over the city.

4.84 Plymouth's waterfront is home to the Royal Navy, whilst also providing commercial ports, an international ferry terminal, a large fishing fleet and various marinas and other marine-related uses. It is a focus for leisure and tourism, it includes key historic parts of the city, and is a highly desirable location for housing. There are beaches and some of the country's finest sailing waters hosting numerous sailing events.

4.85 Whilst the waterfront has become a desirable place to live and socialise, parts of it lack the levels of activity normally expected for a vibrant waterfront city. Even The Hoe, which is very well used during special events and the summer, can feel quite empty during the colder months. Some waterfront areas are very vibrant, such as The Barbican and Sutton Harbour, with its working fishing fleet, marina, café and bar culture, galleries and antique shops, as well as major tourist attractions, such as the Mayflower Steps and National Marine Aquarium. The historic Royal William Yard has also become a vibrant mixed-use waterfront destination.

4.86 A separate 'Vision for Sutton Harbour' has been published by Sutton Harbour Holdings, setting out a series of aims relating to the area's potential as a location for tourism, leisure and recreation and events, employment and living. The provisions of Policy PLY20 broadly support the aims of Sutton Harbour's Vision, although there are particular outcomes that this plan seeks to emphasise. For instance, it will be important that the proposals safeguard and enhance the operational requirements of the harbour's fishing industry and do not compromise its sustainability.

4.87 Sutton Harbour's Vision document identifies development aspirations for twelve different sites, some of which are further advanced than for others. as well as identifying potential improvements to the waterfront walkway, public realm and viewpoints around the harbour. Some of these sites are given specific site allocation policies below. Others have not been identified due to their small site area or concerns about deliverability. However, these proposals could still be brought forward through the planning application process.

4.88 Transforming the marine economy is an issue of strategic importance. As part of this it will be important to protect waterfront marine employment land from being lost, particularly land which is adjacent to deep-water berths or critical port related infrastructure. Also, development and research / testing activity will require careful consideration of its impacts on the marine environment to ensure that its conservation status is safeguarded.

4.89 Public access to the waterfront has improved considerably in the last 20 years (including the enhanced strategic leisure routes such as the South West Coast Path, National Cycle Network and local routes such as the Sutton Harbour Heritage Trail). However, public access to and along the waterfront is fragmented in places, in part due to land uses, gated developments and topography. Access has to be restricted in the dockyard and port areas, for example, and former military developments can present access challenges because of their historic walls. Nevertheless, it will be important to take opportunities to improve public access to and along the waterfront as they arise.

4.90 Public access to the water for formal sport and active recreation is in need of improvement. Current public facilities are limited and lack the infrastructure required to support their role in enabling access to the water. Opportunities to upgrade these facilities will be sought.

4.91 Good connectivity between the sea and land based transport is needed for the waterfront to function effectively. Strategic transport corridors allow goods and vehicles to pass through the ports and clear marked routes, including a new boulevard connecting the City Centre to Millbay, will enable residents and visitors to create footfall and deliver a vibrant waterfront and a high quality network of quays, pontoons and slipways will enable recreational users to step from land to water. The South West Coast Path and National Cycle Network provides a route along the waterfront but there are still sections which could be improved. Opportunities will be sought to deliver water transport improvements, including improved integration with other transport modes, and waterfront city gateways will deliver an enhanced visitor experience.

4.92 The operational control over the Port area comes with the Dockyard Port Regulation Act of 1865 which charges the Queen's Harbour Master with protection of the port. However, the City Council shares a responsibility for managing this area, along with the other statutory and bye-law making authorities bordering the Tamar Estuaries. The cross border nature of coastal planning means there is mutual interest to work in partnership, ensuring the sustainable use of Plymouth's coastal assets.

4.93 An integrated coastal management approach will seek to balance the competing demands on the waterfront and adjacent marine area. The Marine Management Organisation is responsible for all aspects of marine planning and licensing below the high water mark and the City Council along with the Tamar Estuaries Consultative Forum will continue to work together to deliver this function along with other partners. Any proposed developments which require both marine and terrestrial planning consents will be dealt with under the Coastal Concordat which will ensure a coordinated approach between the local planning authority, the Marine Management Organisation and Environment Agency.

4.94 The Environment Agency's 'hold-the-line' policy for Plymouth's developed waterfront provides the basis for continued maintenance and improvement of coastal defences against erosion and flooding, and thus the protection of existing infrastructure and the development of coastal sites. The councils will continue to work with the Environment Agency and other stakeholders to develop suitable strategies for the management of coastal flood risk. Developments will be expected to contribute to the costs of new and improved defences.

4.95 These key principles are illustrated in Figure 4.3.

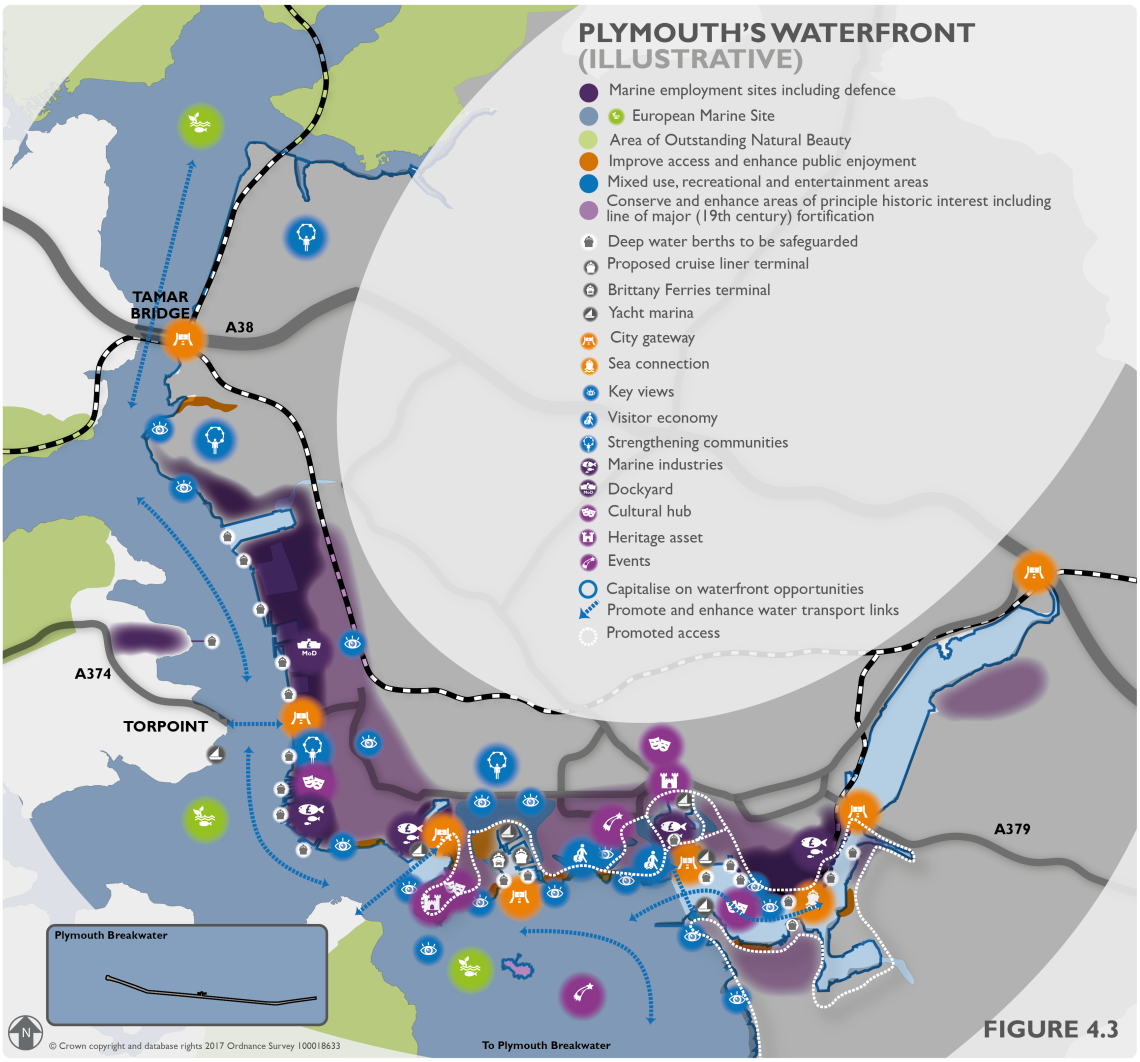

FIGURE 4.3

Policy PLY21

Supporting the visitor economy

Support will be given for proposals which protect and deliver growth for Plymouth's visitor economy in its core tourism area. This area includes the waterfront stretching from Sutton Harbour / The Barbican to Royal William Yard, including the Hoe and Millbay as well as the City Centre. Specific provisions are as follows:

1. Strategic opportunities for new high quality hotels will be protected, especially on sites which reinforce Plymouth's unique assets such as its waterfront, heritage and culture, including offering views over Plymouth Sound.

2. Proposals which deliver visitor accommodation on appropriate sites, including small hotels, bed and breakfast and self-catering accommodation, will be supported.

3. Proposals which help enhance Plymouth as a destination for all seasons, including the effective use of the waterfront and the City Centre for events, and which support business tourism and tourist related business development, will be supported.

4. Development proposals which result in the loss of important facilities for the visitor economy, including visitor accommodation, will not be permitted unless:

   i. There are over-riding sustainability and regeneration benefits from the proposal.

   ii. The existing use is demonstrated to be unviable and with no reasonable prospect of becoming viable.



4.96 The visitor economy attracts significant numbers of visitors annually. In 2014, five million visitors visited the city and contributed £311 million to the economy. However, current hotel occupancy levels in the city are running at 78 per cent which is one of the highest in any city outside of London, demonstrating a capacity constraint.

4.97 The core city area has approximately 24 hotels providing 1,746 rooms of predominantly 3 star and below. Due to the seasonal nature of tourism in the city many accommodation providers are at full capacity between June and the end of September and this is stifling the opportunity to further grow the staying and overseas visitor markets which are a key to overall economic growth and additional jobs. Yet approximately 200 beds have been lost to the city since 2013 through the closure of the Quality Inn on The Hoe and the Legacy hotel at Marsh Mills.

Policy PLY22

Cultural quarters

Support will be given for cultural development proposals and proposal which protect existing cultural facilities within the city's three cultural hubs:

- Royal Parade, The Hoe and historic waterfront (to include Royal William Yard, Millbay and The Barbican / Sutton Harbour)
- North Hill / Tavistock Place (including the area around Plymouth University, College of Art, Museum and proposed History Centre).
- Devonport (centred around Devonport Guildhall, Market building, and Plymouth Music Zone and Music Hub)

The cultural hubs and the places that connect the hubs will be locations where it will be easier for people to occupy temporarily vacant spaces for artistic and cultural ventures.



4.98 The plan seeks to support cultural activities and experiences in communities across the whole of Plymouth through a 'hub and spoke' concept. The policy sets out proposals for establishing three cultural hubs in the locations of Royal Parade, The Hoe and historic waterfront; North Hill/Tavistock Place; and Devonport which build on existing community activity, assets and infrastructure. Investment in the three hubs will seek to stimulate further cultural opportunities across the city that gives greater local accessibility to cultural activities.

4.99 Developing a distinctive and dynamic cultural sector in Plymouth that will unlock the potential of the city's arts, creative sector and cultural heritage will help raise the profile of Plymouth and support the visitor economy. It will also provide opportunities for local communities and attract those seeking to relocate for business offering a lifestyle that cannot be found elsewhere, with arts, music, drama, comedy and entertainment forming a unique city identity that supports growth.

Policy PLY23

Plymouth Fruit Sales site, Sutton Road, Sutton Harbour

Land at Plymouth Fruit Sales, Sutton Road, Sutton Harbour is allocated for mixed use development, including housing. Other potential uses include small scale retail, offices, hotel, restaurant and leisure related use as part of housing led mix. Provision is made for in the order of 200 homes.

Development should provide for the following:

1. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal.

2. High quality architecture that responds positively to the site's heritage and Sutton Harbour's historic character and distinctiveness.

3. Active ground floor frontages to enliven all public streets and spaces - particularly along the site's waterfront and Sutton Road frontages.

4. Protects the opportunity for a high quality tall building on the axis of Barbican Approach and Lockyer's Quay, relating to a major new waterfront public square and acting as a positive, memorable and widely visible landmark for the Sutton Habour East area, Coxside.

5. Public access to and along the site's waterfront and a new pedestrian route linking from Sutton Road to the quayside.

6. High quality public realm including new quayside public open space and a proportionate contribution to the Sutton Harbour Heritage Trail, public art and heritage interpretation.

7. Innovative car parking solutions to reduce the visual impact on vehicles on the public realm.

8. Safeguarding of the fishing industry use of adjacent wharves and pontoons, taking into account the proximity of the fish quay and market through the design and mix of uses.

9. Flood resistant and resilient design and contributions towards the upgrade and improvement of existing flood defences, as set out in line with Environment Agency advice.



4.100 This prominent site includes a major section of Shepherd Wharf on the east quayside of Sutton Harbour, together with a parcel of land fronting Sutton Road. It is an attractive waterfront location close to the City Centre. However, this vacant piece of land has been left derelict for a number of years and previous planning consent given for for residential-led mixed use development – a landmark tall building scheme inspired by the twin towers shown in the 'Mackay Vision' for Plymouth - was unfortunately never implemented. Notwithstanding this, the site has potential for a landmark mixed-use residential-led scheme which contributes positively to the existing high quality building styles that give Sutton Harbour and the Barbican its locally distinctive character.

Policy PLY24

Sutton Road west, Sutton Harbour

Land at Sutton Road west, Sutton Harbour is allocated for residential-led mixed use development, providing opportunities for offices, hotel, leisure and small scale retail uses. Provision is made for in the order of 194 homes.

Development should provide for the following:

1. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal.

2. High quality architecture that responds positively to the site's heritage and Sutton Harbour's historic character and distinctiveness as well as creating a positive first impression of Plymouth on the Exeter Street frontage.

3. Active ground floor frontages to enliven all public streets and spaces – including on the quayside, Exeter Street and Sutton Road.

4. Public access to and along the site's waterfront and a new pedestrian route linking from Exeter Street/Sutton Road to the quayside – providing a framed view of the waterfront from Exeter Street.

5. High quality public realm including new quayside public open space and a proportionate contribution to the Sutton Harbour Heritage Trail, public art and heritage interpretation.

6. Innovative car parking solutions to reduce the visual impact of vehicles on the public realm.

7. Flood resistant and resilient design and contributions towards the upgrade and improvement of existing flood defences, as set out in line with Environment Agency advice.



4.101 The site occupies an attractive and prominent location on Sutton Harbour's east quayside, close to the City Centre, public transport and amenities. Its quayside forms part of the Sutton Harbour Heritage Trail – the publicly accessible waterfront walkway looping around the quayside. Exeter Street, the major strategic transport route to the City Centre from the east, forms the site's north boundary.

4.102 The last fifteen years have seen the completion of major residential and office mixed-use development on the site's formerly derelict industrial waterfront. Despite this, and the site's central waterfront location, much of it remains under-used and dominated by large, low-density commercial uses. Some of these detract from the appearance of Sutton Harbour, Sutton Road and importantly, the Exeter Street approach to the City Centre, contributing towards a poor first impression of the area. These uses also shut down at night – leaving large parts of the site without evening activity and consequently feeling unsafe.

4.103 There is an important opportunity to make better use of the site, such that it contributes to Sutton Harbour as a sustainable community and a waterfront destination. Introducing a more diverse mixture of uses will help create a more vibrant, safe and welcoming area with a sensitive balance of day, evening and weekend activity.

Policy PLY25

Sugar House, Sutton Harbour

Land at Sugar House, Sutton Harbour is allocated for residential-led mixed use development. Provision is made for in the order of 160 homes.

Development should provide for the following:

1. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal.

2. High quality architecture that responds positively to the site's heritage and Sutton Harbour's historic character and distinctiveness.

3. Active ground floor frontages to enliven all public streets and spaces – including on the quayside and Sutton Road.

4. Public access to and along the site's waterfront and a new pedestrian routes linking from Sutton Road to the quayside – providing a framed view from the waterfront to St John's Church.

5. High quality public realm including new quayside public open space and a proportionate contribution to the Sutton Harbour Heritage Trail, public art and heritage interpretation.

6. Opportunities for water access for leisure.

7. Innovative car parking solutions to reduce the visual impact of vehicles on the public realm.

8. Flood resistant and resilient design and contributions towards the upgrade and improvement of existing flood defences, as set out in line with Environment Agency advice.



4.104 The site holds a prestigious location on the waterfront at Sutton Harbour's east quayside. Various planning consents were granted in the 2000s for mixed-use development here, and although pile foundations were put in place, none of the consent schemes were built, due to the downturn in the economic climate. Therefore, this former boatyard land has been used as a car park since 2009. A series of temporary consents have been granted to allow this use to continue. However, the site retains its major development potential and is considered strategically important in terms of Sutton Harbour's wider regeneration.

4.105 The east side of Sutton Harbour has relatively very little activity, compared to the Barbican to the west, for example, contributing to the perception that this area is remote from the City Centre despite it being in relatively easy walking distance for most people. The development of this site should include active ground floor uses to attract people around the quayside, encourage pedestrian footfall and improve the area's vibrancy.

Policy PLY26

Sutton Harbour Fish Quay

Land at Fish Quay, Sutton Harbour is allocated for the enhancement of the existing fish quay and market, with complementary retail, education and leisure related uses.

Development should provide for the following:

1. All development must support or be complementary to the primary function of the site for the fishing industry.
2. Uses which result in an adverse impact on the operation of the fish quay will not be supported.
3. Improved public access to create a safe route from Lockyer's Quay to the National Marine Aquarium west plaza, without compromising the fish market's operational needs or health and safety requirements.
4. High quality public realm and building design.
5. A proportionate contribution to the Sutton Harbour Heritage Trail, public art and heritage interpretation.
6. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal.
7. Flood resistant and resilient design and contributions towards the upgrade and improvement of existing flood defences, as set out in line with Environment Agency advice.



4.106 Plymouth is a nationally significant fishing port, providing the largest 2015 tonnage of fish handling in England and hosting a major fish market. Sutton Harbour's fishing fleet is a fundamental part of its economy and character and therefore should be protected and improved. The Plymouth LPA will therefore seek to resist any development or uses which could be harmful to the operation of the Fish Quay.

4.107 There is however, significant scope to improve the site, including its Lockyer's Quay frontage, to create a welcoming, positive first impression for people approaching the site and the National Marine Aquarium (NMA) from the east. This policy seeks to optimise Fish Quay's public fish-retail, education and tourism potential in a way that draws from best practice in similar successful facilities in other cities.

4.108 Given health and safety concerns, the fish market currently forms a gap in public access along the quayside walkway, forcing pedestrians to detour inland along the route to the rear of the NMA. The policy seeks an innovative means of providing a safe pedestrian route from Lockyer's Quay to the National Marine Aquarium west plaza, without compromising both the health and safety and statutory harbour operational needs of the fish market.

Policy PLY27

Register office, Lockyer Street, The Hoe

Land at Lockyer Street, The Hoe, is allocated for mixed use development, including a quality hotel and housing. Provision is made for in the order of 52 homes.

Development should provide for the following:

1. High quality architecture that maximises the site's redevelopment potential and the site's role as a strategic gateway to Armada Way. The design should be informed by a detailed heritage character assessment to be undertaken for the proposal and should conserve and where appropriate enhance the character or appearance of the Hoe Conservation Area and Registered Park and Garden.

2. Active ground floor frontages to be encouraged to enliven all public streets and spaces – Armada Way and Citadel Road in particular.

3. Improved east / west public access along the site's north boundary, linking Armada Way to Lockyer Street.

4. High quality public realm including enhancement of Armada Way.

5. Innovative car parking solutions to reduce the visual impact of vehicles on the public realm.

6. Relocation of the register office function.



4.109 This is a major opportunity site within the Hoe Conservation Area. It sits at the southern gateway from Plymouth's major waterfront park to Armada Way: the grand Abercrombie-designed boulevard which links the Hoe to the City Centre and continues north to Plymouth's Central Railway Station.

4.110 The site is currently occupied by a late 20th Century two storey brown brick building housing Plymouth's Register Office. The building is identified as being of 'neutral quality' by the Hoe Conservation Area Appraisal and Management Plan. It does not respond positively to its context in terms of its footprint, massing, design and materials and contributes little to the street scene. Redevelopment of the site will therefore be supported to create high quality architecture including a major new hotel use and an environment worthy of the site's gateway location. The Waterfront Strategic Masterplan highlights the opportunity this site presents for a landmark development.

4.111 Any proposal will be expected to address the site's frontages and have active ground floors, whilst being sensitive to the Hoe Conservation Area context and adjacent listed buildings. There is an opportunity to have a tall building in this location, given its position on the strategic approach to the waterfront along Armada Way from the City Centre. However, the height, massing and orientation of development on the site must have full regard to impacts on the Conservation Area, with a positive relationship with the scale of adjacent streets, spaces and buildings. Architectural competitions will be encouraged, as will the integration of artists within the design process.

4.112 It is expected that public realm adjacent the site will be enhanced and redesigned as part of the site's regeneration.

Policy PLY28

Land north of Cliff Road, The Hoe

Land north of Cliff Road, The Hoe, is allocated for hotel led mixed use regeneration, including housing and potentially complementary uses which supports the tourist function of area. Provision is made for in the order of 88 homes.

Development should provide for the following:

1. A development which conserves and where appropriate enhances the character and appearance of the Hoe Conservation Area and Registered Park and Garden as informed by a detailed heritage character assessment to be undertaken for the proposal.

2. High quality, memorable building design will be sought, given the site's relationship with the Hoe Conservation Area, and wide prominence, including from the sea and coastline.

3. Publicly accessible active ground floor uses to be encouraged.

4. A new pedestrian / cycle link between Walker Terrace and Leigham Street at the site's northern boundary.

5. New enhanced and redesigned public realm on and around the site, including removal of the covered walkway against the retaining wall forming the site's southern boundary, and strong pedestrian and cycle links to the Hoe Park.

6. Innovative solutions to minimise the visual impact of car parking and maximise secure cycle parking.

7. An innovative lighting scheme.

8. Tree planting on the site's street frontages and open spaces.



4.113 This site is on the prominent high ground at the western corner of Hoe Park and is highly visible from Plymouth Sound on the approach to the city by sea. The site lies just outside the Hoe Conservation Area boundary.

4.114 The site was formerly occupied by a ten storey 1970s concrete hotel (The Quality Inn) in the Brutalist style. This building has recently been demolished and the site is currently vacant. A high quality hotel use should be provided on the site, as part of a mixed-use scheme where a hotel use is a significant part of the scheme. Residential accommodation should also be provided. Active uses, which support the tourism role of the area, should be delivered on the ground floor. Other uses as part of the overall proposal could include conference space, office, cafes and small-scale retail uses.

4.115 This prestigious location presents the opportunity for a high quality, innovative building of significant height. However, the height should be reduced to the west and north to follow the topography of the site and respond to the scale of adjacent residential buildings.

4.116 Development should deliver an attractive new east-west pedestrian / cycle link along the site's northern boundary - connecting Leigham Street and Walker Terrace. This will deliver an important public connection to the Hoe area from Millbay and improve wider walking and cycling routes

4.117 Innovative solutions to the provision of car parking will be encouraged, to screen vehicles from public view. A podium approach would hide car parking and maximise useable area on the site, although the primary frontages to surrounding streets should be animated to provide positive frontages.

Policy PLY29

Millbay waterfront

The Plymouth LPA supports the implementation of the existing planning permissions and strategic masterplan relating to the strategic development proposals for Millbay waterfront. Development will create a new sustainable mixed use neighbourhood which meets the needs of the new community as well as acting as a major destination and attractive international gateway. The proposals provide for 742 new homes, including extra care homes, 12,500 sq.m. B1 offices, as well as small-scale retail, food and drink uses, leisure, hotel, marine related uses and facilities for marine and other events and a multi-storey car park. Any significant changes to the approved schemes will need to be supported by a revised strategic masterplan.

Development should provide for the following:

1. Delivery of a high quality boulevard link from the City Centre to Millbay's quayside, including strategic crossings across Bath Street and to the City Centre.

2. High quality public realm with public access to and along the quayside walkways around the harbour, including connections to the South West Coast Path and the National Cycle Network with new public access to West Hoe and the Stonehouse Peninsula, as well as major new open space for marine and other events.

3. High quality architecture, with tall buildings at appropriate positions such as the key corners and landmark locations, including an iconic building at Millbay pier.

4. Active uses at ground floor level.

5. Public leisure access to the water.

6. Safeguarding the operation of the adjacent working port.

7. Water taxi service from Clyde Quay.

8. Conserving and enhancing the setting of the listed RNLI building and Grand Parade at Millbay Marina.

9. Safeguarding marine-related uses and deep water berthing facilities.

10. Measures to ensure resistance and resilience to coastal flooding and improvement of surface water management, in accordance with the Local Flood Risk Management Strategy.



4.118 Millbay is a neighbourhood undergoing major regeneration. Over 400 homes, 2,000sqm of commercial floor space, a new marina and the landmark Plymouth School of Creative Arts have been delivered to date and a new community is starting to form. During this time a number of applications have been consented, including an outline application and more recently reserved matter applications for an Extra Care scheme and 137 residential units under planning reference 14/01448/OUT and 142 units at Millbay Marina under planning reference 14/01103/FUL.

4.119 The vision is for Millbay to become a major city destination – enhanced as Plymouth's international ferryport and potential cruise liner terminal – as well as a vibrant, sustainable mixed-use neighbourhood. Proposals for a new hotel and more commercial uses are in the pipeline. It will be important that development supports the continued operation of the working port of Millbay.

4.120 The regeneration of the area has been driven by a partnership involving the Homes and Communities Agency, English Cities Fund and Plymouth City Council.

4.121 The regeneration of the Millbay area is a key part of the vision for the waterfront and is identified as such in the Plymouth Waterfront Strategic Masterplan (2016). This identifies the need to create stronger links between the City Centre and the waterfront and carries forward the Mackay Vision idea to create a new boulevard linking the two areas. The south section of the boulevard has already been laid out (with an interim finish) and this will need to be completed to a high quality final finish in the last phase of the development. The boulevard route is planned to extend along Bath Street to Union Street, flanked with substantial new development on both sides. A clear, direct and accessible route is key in the growth and regeneration of this area of the city.

4.122 The proposed boulevard will provide a major new pedestrian and cycle priority route connecting Millbay's waterfront to the City Centre via Bath Street and providing strategic crossings, including at Millbay Road. Development fronting the boulevard will be expected to provide active ground floor frontages. Trinity Pier and Clyde Quay are identified in the Masterplan as important opportunities for open space for marine and cultural events, public-facing marine technology or arts space - potentially offering new flexible exhibition and studio space as a major new attraction - making Millbay more of a destination. Trinity Pier has an important deep water berth and access to this should be safeguarded for marine-related use.

Policy PLY30

Bath Street west

Land at Bath Street West is allocated for a comprehensive residential led mixed-use redevelopment. Uses which will be supported include residential, offices, small scale retail, cultural and community uses. Provision is made for 300 new homes.

Development should provide for the following:

1. Delivery of high quality public realm in order to create the Millbay Boulevard in a comprehensive and integrated manner.

2. Uses which create activity at ground floor level, particularly along the boulevard and other key routes.

3. High quality design which conserves and where appropriate enhances the setting of the adjacent listed buildings and Union Street Conservation Area, informed by a detailed heritage character assessment to be undertaken for the proposal.

4. East / West public linkages through the site to provide better connections through the area.

5. High quality design which preserves and enhances the setting of the adjacent listed buildings and Union Street Conservation Area.

6. A scale of development appropriate to create an urban character. Taller landmark buildings on key corners will be sought to mark the entryway to the Millbay Boulevard.

7. Measures to ensure the improvement of surface water management, in accordance with the Local Flood Risk Management Strategy.



4.123 This policy is considered below, alongside the site allocation policy for Bath Street east. Together (and also including the commitment sites at Millbay waterfront) they will deliver the Millbay Boulevard.

Policy PLY31

Bath Street east

Land at Bath Street East is allocated for a comprehensive mixed-use redevelopment. Uses which will be supported include residential, arena facilities, offices, small scale retail, hotel, leisure, cultural and community uses. Provision is made for 323 new homes.

Development should provide for the following:

1. Delivery of high quality public realm in order to create the Millbay Boulevard in a comprehensive and integrated manner.

2. Re-provision or refurbishment of arena facilities with the primary pedestrian arena access from the boulevard.

3. Uses which create activity at ground floor level, particularly along the boulevard and other key routes.

4. High quality design which conserves and where appropriate enhances the setting of the adjacent listed buildings and Union Street Conservation Area, informed by a detailed heritage character assessment to be undertaken for the proposal.

5. A scale of development appropriate to create an urban character. Taller landmark buildings on key corners will be sought to mark the entryway to the Millbay Boulevard.

6. Removal of the pedestrian footbridge, stair tower and associated infrastructure over Union Street.

7. East / West public linkages through the site to provide better connections through the area.
8. Measures to ensure the improvement of surface water management, in accordance with the Local Flood Risk Management Strategy.



4.124 Bath Street in the Millbay area is identified as a major strategic regeneration opportunity in the Waterfront Masterplan (2016). Its location is also central to the delivery of a high quality strategic boulevard connection linking the City Centre to the Millbay waterfront – a key aspiration for Plymouth since the 'Mackay Vision' form Plymouth. The site is currently occupied by a small scale employment uses, including car repair workshops, warehouses and offices, surface level car parking and the Plymouth Pavilions Arena and Ice Rink.

4.125 Proposals for Bath Street contribute to the wider regeneration aspirations for the Millbay area which has already seen significant development. The site is considered to be able to support a range of uses, including residential, commercial, and retail, community and cultural uses alongside improved arena facilities. It will be crucial for the successful regeneration of the area that active ground floor uses are provided along key routes, particularly the Millbay Boulevard. This will help to create a vibrant, mixed community with a strong evening economy.

4.126 The Pavilions is Plymouth's largest concert venue, as well as a mixed use arena providing conference and expo facilities. Redevelopment proposals should include a high quality refurbishment of the existing arena or the re-provision of new arena facilities within the eastern part of the site at the Western Approach junction. Primary access to the arena should be from the boulevard.

4.127 There is currently a pedestrian footbridge over Union Street connecting the Western Approach Car Park and the Pavilions. The bridge has fallen into disrepair and its defunct lift tower acts as a barrier which blocks views to and from Bath Street. It should therefore be removed, along with any associated infrastructure, to open up the area and to provide safer and more attractive ground-level pedestrian and cycle connections between the two areas.

4.128 Buildings along the site's Union Street frontage form part of the Union Street Conservation Area. The buildings have seen considerable alterations which have detracted from their prime historic condition.

Policy PLY32

Stonehouse Barracks

Land at Stonehouse Barracks is allocated for a mixed use development, the final nature, form and scale of which is determined following the completion of a detailed assessment of the site's heritage assets and the preparation of a masterplan. Subject to confirmation through this process, provision is made for 400 new homes. Other uses to be provided as part of the mix include appropriate local facilities to support the new and existing residents and to enhance the sustainability of the existing area, with opportunity also to provide a high quality hotel with facilities to support local businesses and event, and small scale retail and office uses.

Development should provide for the following:

1. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal.

2. High quality sensitive restoration and reuse of the site's historic buildings, including retention and restoration of the Globe Theatre as a community facility.

3. New build development which positively responds to and complements the historic character of the Barracks.

4. Retention of the artificial grass pitch for community use.

5. Retention of key infrastructure on the site relating to the management of Plymouth's waters.

6. Measures to ensure the improvement of surface water management to protect Plymouth's waters and the safeguarding of the waterfront from coastal flooding.
7. Retention of the harbour and the site's slipways and marine recreational facilities.

8. Enhancing the natural spaces of the site, and protecting the city and coastal views from the site, for the enjoyment of both local people and visitors.

9. Design and juxtaposition of uses that responds to the continued and expanded operation of the ferry port, with appropriate noise mitigation measures provided in development.

10. Comprehensive high quality public realm enhancements.

11. Appropriate measures to celebrate the military heritage of the site.

12. Delivery of an access strategy to ensure that the transport impacts of the development are appropriately managed and mitigated.
13. A good quality pedestrian and cycling access route as close to the waterfront perimeter of the site as practicable, linking to and enabling the extension of the South West Coast Path and National Cycle Network Route 27.

14. An appropriate Design Code, to be agreed prior to any development being approved.



4.129 The MoD intends to sell the historic Stonehouse Barracks complex as part of its review of defence estate. The site, which has been occupied by the Royal Marines since 1760, is one of three purpose built barracks for the Marines in the UK, the others being at Chatham and Portsmouth. The site contains important groups of Grade II and Grade II* historic buildings as well as a scheduled monument.

4.130 Stonehouse Barracks is a site and location of exceptional quality and opportunity. Its re-use will need to be very carefully appraised, especially in light of its substantial heritage value, and a masterplan will be of critical importance to ensure that this happens well. However, the outcome should be a high quality, sensitive mixed use area which provides quality homes, sports, cultural and commercial opportunities, also achieving strategic connections for public access to and from the Millbay waterfront quayside trail, South West Coast Path and National Cycle Network Route 27.

Policy PLY33

Oceansgate

The Plymouth LPA supports the implementation of the existing planning permissions and strategic masterplan relating to the strategic development proposals for the Oceansgate project at South Yard. Any significant changes to the approved schemes will need to be supported by a revised strategic masterplan and historic character assessment. Development will need to be sensitive to the re-use of historic buildings and respect the character of the site, whilst recognising there is a need to modernise and adapt the site for twenty-first century use.

Provision is made for a Marine Industries Production Campus comprising employment and café use redevelopment of 5.88ha of South Yard (Areas 1 and 5) comprising demolition of some existing buildings, retention and reuse of other existing buildings for A3, B1 (a), (b) and (c), B2 and B8 Class uses and erection of new buildings and ancillary development.

The following key principles should be continued in any later revisions to the approved schemes:

1. Delivery of high quality design which preserves and enhances the setting of the adjacent listing buildings.

2. Public art and other appropriate measures to celebrate the military heritage of the site.

3. Measures to ensure the improvement of surface water management, in accordance with the Local Flood Risk Management Strategy.



4.131 South Yard is currently undergoing major regeneration. The whole of South Yard (35ha) has been designated an Enterprise Zone, branded 'Oceansgate', which is a 25 year designation offering marine businesses financial incentives to invest in growth . The Oceansgate Enterprise Zone comprises three separate land ownerships: the MoD, Princess Yachts International and Plymouth City Council.

4.132 Planning permission has been approved for the retention and conversion of existing buildings to include:

- Approximately 275m² of A3 (café) use (in building SO35 Porters Lodge) and 1,380m² of B1 (a) in Area 1 and 8,669m² of B1 (a), (b) and (c), B2 and B8 or mixed class B uses in Area 5.

- New B1, B2, B8 or mixed class B buildings comprising up to 9,375m² of B1 in Area 1 and 6,155 m² of B2, B8 or mixed B2/B8 in Area 5 and a multi storey car park in Area 5.

- Other development including surface car parking in Area 1 and 5, provision of security fencing, security infrastructure to provide secure route for MOD through Area 5, infrastructure to facilitate development and landscaping works (under planning references 14/02269/OUT and 16/01125/REM).

4.133 The MoD has contracted to release some land within South Yard to the City Council for the development of a Marine Industries Production Campus. The site is home to three disused dry docks and contains an important groups of Grade II and Grade 11* historic buildings. High quality, sensitive development of the site will be supported.

4.134 Should further land releases take place within South Yard, the City Council will seek to extend the marine employment opportunities, as well as any related cultural opportunities, given the potential this land provides to enhance Plymouth's standing as a major national and international marine centre.

Policy PLY34

Union Street

The role of Union Street will be promoted as an urban street connecting the west of the city and linking the communities of north and south of Stonehouse. It will provide a mix of uses along its length, with high quality building design and associated public realm improvements. Development proposals should provide for:

1. The preservation and enhancement of the historic character of the Union Street Conservation Area.

2. Opportunities to improve connections from the areas north of Union Street to the areas south of the street.

3. Between the Palace Theatre and Stonehouse Bridge:

    i. A more urban scale to the western end of Union Street with building heights at between 3 and 5 storeys along the street frontage.

    ii. Continuity of street frontage along the length of the street.

    iii. A range of uses, including residential, community uses, commercial, leisure and offices, with active ground floors and residential or other uses above.

    iv. Supporting the viability and vitality of the existing local centre.

4. Between the Palace Theatre and the junction with Western Approach

    i. The introduction of other uses such as commercial, offices, retail, leisure and residential to encourage increased daytime activity in the street.

    ii. A limit to more late night uses so that there is no increase in the number of, or floorspace, for nightclub uses.

    iii. A high quality restoration of the Palace Theatre, appropriate to the special architectural and historic character of the building that provides daytime as well as night time activity.

5. Safeguarding of development and people from coastal flooding.



4.135 Union Street is an important historic and strategic linkage from the City Centre to Devonport, Stonehouse, Millbay and the south west of Plymouth.

4.136 Union Street currently has two distinct parts – the area between Western Approach and the Palace Theatre and Palace Theatre to Stonehouse Bridge. Each part has a very distinctive character. Western Approach to the Palace Theatre is more dense and urban in character with more historic character, some of which is in poor condition. Buildings are generally three to four storeys in height and located at the back of pavement particularly on the southern side of the road. Evening uses are predominant in the area with takeaways, nightclubs, pubs and bars. However, there are residential flats on the north side of the street.

4.137 Most of the area south of Union Street is what remains of Abercrombie's planned industrial area. The area is still home to many small businesses that provide valuable employment opportunities. Although they are important to the local economy, many of the premises are of poor quality. There is a high level of social deprivation locally. Parts of the area have benefitted from regeneration – e.g. new developments north of the Millbay masterplan, like the award-winning Cargo mixed-use housing development and the striking new Plymouth School of Creative Arts. Inland at George Place there is a new award-winning hostel for homeless people and KARST - an artist-led gallery and workspace that is exhibiting international-level work.

4.138 Third-sector and community-led initiatives are now positively shaping the character of the place with organisations like Stonehouse Action creating Union Corner through restoring a derelict Victoria shop unit as a community space and the Millfields Community Economic Development Trust providing new managed work space at their Genesis development at Union Street.

4.139 Other development opportunities along the length of the street should offer the potential to rebuild a more coherent Union Street with a balance of uses and activity at all times of the day, giving it a busy urban feel, and providing better linkages from north Stonehouse to the waterfront area.

Policy PLY35

Drakes Island

Land at Drakes Island is allocated for heritage-led regeneration compatible with the natural and built heritage of the site, including the provision of a new hotel and associated visitor facilities and marine/natural environment-related research and development.

Development should provide for the following:

1. Ensure no significant impact on the European Marine Site (EMS) through the provision of on site and off site mitigation measures designed to protect the EMS interest features and which is supported by a robust Habitats Regulation Assessment.

2. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal.

3. Beneficial renovation of the scheduled monuments and listed buildings.

4. Safeguarding and enhancement of the island's features of historic, architectural and nature conservation interest.

5. Managed public access together with the provision of historic and natural environment interpretation and a public heritage trail.

6. Measures to ensure the improvement of surface water management, in accordance with the Local Flood Risk Management Strategy.



4.140 Drake's Island is located in Plymouth Sound, about 600 metres south of the Hoe. Formerly known as St Nicholas Island, its strategic position led to it being fortified from at least the 16th century. Its military use continued until after World War II. From 1963 to 1989, Plymouth City Council leased it from the Crown and ran a youth adventure centre there. The current owner bought the island from the Crown in 1995. Since then the island buildings have been unused, and have fallen into disrepair. The island is currently inaccessible to people, yet there is a strong desire for its restoration and for public access. The history and prominence of the island mean that it is strongly linked to the image of Plymouth. This policy seeks its sensitive re-use and the safeguarding and enhancement of its historic and natural environment features.

4.141 A large proportion of the island, including the casemated gun battery at the west of the island, is a scheduled monument. The group of four principal buildings at the north-west end of the island are Grade II listed. These comprise the 18th and 19th century former Barracks, Ablution Blocks, Commanding Officer's House and Guardhouse. The range of remains and fortifications, and the prominent location of Drake's Island, make it a heritage site of the greatest importance.

4.142 Drake's Island also has significant wildlife interest and is located within the Plymouth Sound and Estuaries European Marine Site. It will be critical that any development demonstrates that it will not have an adverse impact on the SAC/SPA, supported by a robust Habitat Regulations Assessment.

Policy PLY36

Other site allocations in the City Centre and Waterfront Growth Area

The following additional sites in the City Centre / Waterfront Growth Area are allocated for development.

	Site	Proposal	Est. Of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Melville Building, Royal William Yard	Mixed use development - hotel and complementary commercial uses to heritage and visitor use of yard, potential for housing as part of mix of uses	3,000 sq.m. B1 office	a. Quality hotel to form a key part of site. b. Parking to be removed from courtyard. c. Sensitive conversion. d. Accessible active ground floor uses. e. Enhancement to Devils Point greenspace.
2	Mount Wise, Devonport - Area A	Housing	145 homes	a. Site is within a conservation area therefore design will need to conserve and where appropriate enhance the significance including the contribution made by the setting of the heritage assets. b. In the event that the World War II/Cold War bunkers are removed, then a full photographic and historic analysis of this structure must be produced by a qualified archaeological contractor prior to their demotion. c. Vehicular, pedestrian and cycle access from Richmond Walk to be agreed
3	Mount Wise, Devonport - Area D	Housing	73 homes	a. Site is within a conservation area therefore design will need to conserve and where appropriate enhance the significance including the contribution made by the setting of the heritage assets. b. Careful consideration will need to be made to the quality of design, height, use of materials and massing, in order to avoid some detrimental harm to heritage assets. c. The retention of the boundary walls to the north of the site. d. Development to avoid the course of the historic Devonport Dock Lines.
4	Millfields Trust, 278 Union Street	Mixed use community hub for Stonehouse, including employment and office use, community space, health and wellbeing and residential	62 homes 2,566 sq.m. B1 offices	a. Development which is sympathetic to the setting of the non-designated heritage assets nearby. b. Pedestrian and cycle links through the site and public realm improvements needed. c. Improved connectivity across Union Street. d. Improves street frontage along Union Street and East Street.

	Site	Proposal	Est. Of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
5	Broadreach site, Richmond Walk	Housing	60 homes	a. Relocation of existing outreach facility. b. Design needs to deal with the cliff edge constraint. c. Flood mitigation measures required.
6	Brickfields Recreation Ground, Devonport	Key Multi-Sport Hub	n/a	a. A masterplan to be developed to demonstrate a clear strategic approach to protecting and enhancing the site's sporting facilities within the context of the overall sporting offer of the city. b. Enabling development may be acceptable if can be delivered: i. Without compromising the sporting provision within the site, ii. Supports the site's role as a key strategic multi-sport site; and iii. Has a demonstrable benefit to the delivery of the masterplan.



4.143 Policy PLY36 identifies six further sites for development within the plan period. These sites are expressed in table format as the key requirements relating to each proposal can at this stage be expressed in a relatively few points. However, each proposal is significant in terms of the contribution that it makes to the overall vision of the plan and meeting the strategic outcome set out for the City Centre and Waterfront Growth Area.

4.144 Taken together the City Centre and Waterfront Growth Area site allocations provide for 3,778 new homes and 82,445 sq.m. of employment floorspace, as well as strategic retail, cultural, tourist, leisure and sports related uses.

Policy PLY37

Strategic infrastructure measures for the City Centre and Waterfront Growth Area

The following key strategic infrastructure measures will be provided during the plan period, in addition to proposals identified in other policies of this plan, in order to support the delivery of the strategy for the City Centre and Waterfront Growth Area:

1. City Centre public realm and transport improvements to improve circulation and encourage investment, including:

    i. Capacity increases, including bus priority improvements, to the A374, A379 (Exeter Street) and the A386 including North Cross roundabout, Charles Cross, Western Approach, Union Street, St Andrews Cross and Derrys Cross and Drake Circus junction improvements.

    ii. Armada Way public realm; incorporating City Centre Strategic Cycle Network and walking improvements

    iii. Improvements to Royal Parade to ensure a positive sense of arrival and sufficient capacity for buses.

2. Millbay Boulevard and related public realm and transport improvements to enhance the link between the City Centre and waterfront.

3. Improvements to international ferry facilities and a new cruise liner terminal, and associated local road network improvements.

4. Other City Centre and waterfront public realm and transport improvements to support Mayflower 400.

5. New coach station at Mayflower Street.

6. New and improved public car parking in the City Centre.

7. Strategic drainage improvements.

8. City Centre / Waterfront Strategic Cycling and Walking network improvements.

9. Upgrading of flood defences, maritime and harbourside infrastructure including:

    i. Replacement of Sutton Harbour Lock Gate and Bridge.

    ii. Improvements to West Pier.

    iii. Completion of flood defences around Millbay.

iv. Monitoring the condition of the breakwaters and other structures within Plymouth Sound and, in case of deterioration, identifying strategies to ensure the current benefits provided at the coast during coastal storms are retained.

10. New primary school in the City Centre area (site still to be identified).



4.145 The priority infrastructure interventions needed to support growth in the City Centre and waterfront are set out in Policy PLY37. Transport and public realm improvements, together with infrastructure related to drainage and flood defence are of key importance to this particular Growth Agenda, given its particular characteristics and role.

4.146 Ensuring effective circulation around and into the City Centre and improving the parking offer are all essential to enable it to fulfil its potential as a regional centre and for it to diversify its uses and extend its hours of use. Public realm improvements, as demonstrated in other cities, are critical to encouraging further investment in the retail offer and to promote residential, office and other desired forms of development.

4.147 Connecting the City Centre to the waterfront has been a long held objective of the city, and these improvements will help to open up the new developments in the Millbay area as well as improving the links between this area and the City Centre. In addition, the ability to berth larger cruise ships will bring additional spending power to benefit city businesses, including those in the City Centre. These and the wider waterfront improvements will enable the city to accommodate and gain maximum benefit from the Mayflower 400 celebrations.

4.148 Drainage and flood defence infrastructure is required to address existing known deficiencies as well as to accommodate new development.

Opportunity sites within the City Centre and Waterfront Growth Area

The following sites are identified as having significant potential for supporting the delivery of the Strategic Outcome and Objective for this Growth Area. They are however not allocated in the plan because there is insufficient evidence at the current time of their deliverability within the plan period.

- The Royal Citadel - identified in November 2016 as surplus for MoD purposes, but too late to be tested for inclusion in the plan. Much work is now needed to identify its appropriate use and it is anticipated that this site will be allocated when the JLP is reviewed in five years.

- Mayflower Street West / Armada Centre - this is seen as a long term opportunity for major redevelopment, which could include a mix of retail, residential, leisure, office and hotel uses.

- Commercial, Elphinstone & Phoenix Wharfs - the site is considered to have potential for mixed use opportunities for water sports, maritime events and leisure and tourism and leisure, including complementary enabling commercial uses. However, given site constraints and legal issues, including the Plymouth City Council Act 1987, there is insufficient certainty about a deliverable proposal to support allocating the site at this time.

- Land to the east of Sutton Road, Coxside - the LPA has had a long standing aspiration to the see area comprehensively development. The potential exists to deliver a significant mixed use residential community, which will transform the area and also deliver major improvements to the Exeter Street approach to the City Centre. However, there are many land owners involved and it this stage there is no clear delivery strategy in place.

4.149 Opportunity sites are not formally allocated in the plan and therefore are not shown on the Policies Map. However, the LPA is supportive in principle of development of these sites if key constraints can be overcome in an acceptable way and a deliverable proposal can be identified. Each of the sites identified has considerable potential to support the achievement of the plan's vision, and so the LPA is hopeful that by the time of the next plan review they may be able to be included as positive allocations.

How we will know we have been successful - our measures of success for the City Centre and Waterfront Growth Area

A. City Centre is renewed and enhanced.

B. Waterfront has been transformed.

ii. The Derriford and Northern Corridor Growth Area

What we are trying to achieve - our strategic objective for the Derriford and Northern Corridor Growth Area

Strategic Outcome

The Derriford and Northern Corridor Growth Area will have been transformed through community-led improvements and major investment, with its high value economy, high quality medical and healthcare facilities, and existing residential neighbourhoods consolidated around a new commercial centre in Derriford to create a high quality, distinctive, and vibrant mixed-use heart for the north of

Plymouth. Radical improvements to transport and facilities, including natural infrastructure, will have been delivered alongside significant additional jobs and homes, including the major residential extension to Woolwell.

4.150 Derriford and the Northern Corridor has been prioritised as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes.

4.151 The growth potential of Derriford and Plymouth's northern corridor came particularly to the fore in the early-mid 2000s through a series of strategic studies of the Plymouth sub-region and of the city's economic opportunity. This led to the Local Economic Strategy, 2006, and the Core Strategy, adopted 2007, identifying the Derriford area as a major plank of the city's growth strategy, providing a new heart for the north of the city. The JLP continues this approach. The expansion of focus beyond Derriford to incorporate other strategic opportunities along the northern corridor reflects the importance of the corridor as a whole. The wider area includes for example strategically important sites and opportunities such as at Woolwell on the edge of Plymouth and the airport site, which the LPAs see as an important element of its approach to strategic connectivity.

4.152 The Derriford area has a particularly significant role to play in providing a new heart for the north of Plymouth. The area includes several major employment areas that provide high value jobs in the healthcare, medical and advanced engineering fields, as well as the Hospital Campus and The University of St Mark and St John (Marjons), with thriving commercial communities within the Plymouth International Medical and Technology Park (PIMTP) and the Plymouth Science Park. Derriford is the ideal location to establish the new heart given its strategic location in relation to public transport routes (it is the city's second most accessible location by bus, after the City Centre) and the geography and topography of the city. Its low density urban form and disparate use of land, it's existing high value and regionally / sub regionally significant health, education, and employment facilities, and it's relationship to important natural spaces and heritage provide a unique opportunity to deliver a transformational scale of growth and regeneration which will be significant at a regional level. Furthermore, many of the residential communities that surround the area (including Derriford, Whitleigh, Southway, Widewell, and Glenholt) have poor access to shops and services, and the area occupies a gateway location when entering the city from the north. Evidence underpinning the local plan identifies this location as the 'hole' at the heart of the north of Plymouth.

4.153 The challenging topography of the area and its construction during the post-war period has resulted in a number of issues that need to be addressed through how new investment and development is provided for, particularly in the Derriford area. The A386 is a vital route into the city from the communities to the north. Whilst accessibility along the main A386 corridor within Plymouth itself is good (including by public transport), there has been an over-reliance on travel by car creating traffic congestion at peak hours. Furthermore, the historic incremental, site-by-site development of the area has meant that neighbourhoods, commercial, and other areas are poorly linked to one another. Historically, development has also been designed with little recognition of the area's landscape character or historic assets. As a result the area lacks distinctiveness, identity and a clear focus. Most buildings

turn their backs on the steep green valleys leaving them difficult to access and under utilised. Many uses make inefficient use of land, with large areas of wasted space and surface-level car parking. The availability of land, however, offers a significant opportunity to transform the area by introducing new development which generates a new focus and coherence for the area.

Strategic Objective SO4

Delivering growth in the Derriford and Northern Corridor Growth Area

To realise the potential of the Derriford and Northern Corridor Growth Area as a regionally significant growth hub through:

1. Delivering new development which supports and consolidates the Derriford area's regionally significant economic, health care and learning infrastructure to create a high quality, distinctive, and vibrant mixed-use heart for the north of Plymouth at Derriford, centered around a new mixed use commercial and district centre which is complementary to the role of the City Centre.

2. Delivering major new growth in housing throughout the area, especially at and near to Derriford and through a new sustainable urban extension at Woolwell.

3. Delivering the infrastructure needed to support this growth, including major transport improvements, two new community parks and the enhancement of the Plym Valley.

4. Creating balanced and well-connected communities, with an appropriate mix of housing types, sizes and tenures to meet the specific needs of the area, including within the Derriford area purpose built accommodation for students and for staff at the hospital.

5. Using the opportunity for major development at Derriford to achieve a key gateway to the city, marked with significant high quality buildings, with a greater intensity of uses to create a walking and cycling environment with safer and more engaging streets and public spaces.

6. Enhancing the Growth Area as a major location for employment and research, including medical and hi-tech industries and advanced manufacturing, as well as more traditional industries.

7. Facilitating improvements and expansion to Derriford Hospital to optimise its role in providing city and peninsula-wide medical excellence and maximising its benefit to the economy.

8. Supporting the growth of the University of St Mark and St John through improving its campus and better integrating it with the commercial centre, the facilities of which will contribute to creating an environment attractive to students.

9. Protecting the area's role in supporting the strategic connectivity of Plymouth through the safeguarding of land at Plymouth airport for general aviation purposes.

10. Utilising the area's natural and historic environmental assets, including the Palmerston Forts and the area's valleys, woodlands, greenspaces, and rights of way, to support the achievement of healthy and vibrant communities in the north of the city.



4.154 The achievement of this Strategic Outcome and Objective will require a number of actions to be taken. These include:

1. Giving priority to delivering catalyst interventions needed to unlock the wider growth potential of the Growth Area. These include:

    a. The new mixed-use commercial centre (including district centre shopping alongside other main town centres uses) which is well located in relation to the area's centre of gravity (between Derriford hospital and Plymouth International Medical and Technology Park). A strategic masterplan will guide the delivery of this centre.

    b. Strategic transport improvements, including supporting the safe and efficient operation of the A386 and A38 and re-opening of the Tavistock to Plymouth rail link.

    c. Careful coordination of the delivery of development throughout the Growth Area in order to ensure that the regeneration opportunities of the Derriford area are realised as early as possible within the plan period.

2. Allocation of the key sites in the JLP that support delivery of these objectives. Relevant site allocations can be found within this section below.

3. Pursuing transport programmes and interventions, including travel planning, which provide genuine high quality sustainable alternatives to driving and promote travel behaviour change. This needs to include measures to the north of the city, given the role that the A386 plays in supporting rural commuters from a wider area.

4. Actively engaging with international, national, regional and local programmes and investors to deliver funding for the Growth Area projects.

5. Preparing, implementing and keeping under close review a 'Plan for Derriford and the Northern Corridor Growth Area' which will be a delivery plan and programme for the Growth Area.

4.155 The strategy for Derriford and the Northern Corridor Growth Area is illustrated on the Area Vision diagram at Figure 4.4.

DERRIFORD AND NORTHERN CORRIDOR
GROWTH AREA VISION DIAGRAM

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FIGURE 4.4

What we are going to do - our policies for the Derriford and Northern Corridor Growth Area

Policy PLY38

Derriford commercial centre

Land situated between Derriford hospital and William Prance Road, and incorporating the North West Quadrant site, Derriford Business Park and the former Seaton Barracks Parade Ground is allocated for a mix of uses comprising new commercial floorspace in the form of retail, medical / health related uses, B1 offices and workshops, leisure and community uses, education, and residential. The overall balance of uses will be influenced over time by market conditions. However, the site should deliver a genuinely mixed use development of urban scale and intensity. The site comprises land in different ownerships and will be developed over time in accordance with a strategic masterplan that sets out an overall framework for delivery and identifies key infrastructure fixes. Specific provisions are as follows:

1. The commercial centre will have the status of a district centre in Plymouth's retail hierarchy. The role of the centre's retailing function is to fill a gap in main food shopping provision in the north of Plymouth and to provide retail facilities to serve those who work, study and visit the area's facilities and services. It will also provide a catalyst for the wider regeneration and development of the Derriford area, helping to create a new heart for the north of Plymouth. Food retailing shall be provided at a level which anchors other retail facilities in the centre and meets the need for main food and convenience shopping facilities for local communities. Non-food shopping and leisure floorspace should be limited to a scale and type which will not result in the centre having a significant adverse impact (including when assessed cumulatively) on the vitality and viability of, and investment in, the City Centre, nor on the ability of other centres in the retail hierarchy to perform effectively their primary role for their local communities. All proposals which form part of the development of the commercial centre or future changes to it which include retail floorspace will be determined and controlled in accordance with the application of the sequential and impact tests as provided for in Policy DEV16.

2. A mix of residential development should be provided throughout the scheme. The site is considered suitable for higher density forms of home, homes above commercial units, homes for the elderly (including extra care), student housing and homes for staff at the hospital. Provision is made for in the order of 664 homes.

3. Office accommodation should be provided throughout the scheme, representing Derriford's role as the secondary location for office development in the city. Provision is made for in the order of 34,000 sq.m. (net).

4. The northern part of the site, focused around the North West Quadrant site, will be most intensively developed, including:

i. New health care and community facilities, offices, and multi-storey car parking in the areas closest to the hospital to support its operation by enabling non-acute and wider 'wellbeing' care to be separated from the acute care provided in the main hospital buildings.

ii. Smaller retail and food and drink uses designed to support the visiting and working communities of the immediate surroundings as well as a significant new residential population to the north of the site.

iii. Small to medium sized retail units suitable for food retailing in the highly prominent parts of the North West Quadrant site closer to the Derriford roundabout, along with the Derriford Gate office site, with separate access.

5. The southern part of the site focused around the former Seaton Barracks parade ground will be developed to include:

i. Office and business park development.

ii. Potential for larger format retail for which there is insufficient space in the northern part of the site.

iii. Other uses that specifically support the business park and support place-making objectives for the centre, including limited scale food and drink and leisure uses.

iv. Residential uses, where these can be successfully mixed with commercial uses by for example, being located above commercial uses, wrapping buildings to animate otherwise dead frontages, or by being located discretely in a manner that creates an attractive residential environment.

v. Further residential development in the eastern area where there are excellent east-facing views, including on parts of the Territorial Army site (should these become available) where east-west links across the site to the Derriford Community Park can be created.

6. The Derriford Business Park provides a longer term opportunity for connecting the northern and southern areas with a range of town centre type uses mixed with residential.

7. Applications for development within the site will be expected to accord with the strategic masterplan, and to contribute towards the delivery of the network of on-site streets and other infrastructure essential to deliver the centre. Essential infrastructure includes:

i. The creation of a strong, legible pedestrian and cycling route from the hospital entrance and public transport interchange to the junction of Morlaix Drive with Brest Road ('The Seaton Arc').

ii. Improved bus and staff car parking access for the hospital site via Morlaix Drive.

iii. An extension of the Future Inn access road through to Brest Road, to provide the opportunity for buses to travel northbound through the site.

iv. A new/improved junction linking the access road to Brest Road and Morlaix Drive junction.

v. A new junction with William Prance Road and vehicle access route along the eastern boundary of the former Seaton Barracks Parade Ground site.

vi. The inclusion of green links throughout the area including, a new east-west linear park along the existing tree line providing street access to new development as well as a footpath and cycling route linking the Sendall's Way crossing of the A386 directly to Brest Road and good connection to Derriford Community Park.

vii. Space should be provided to create a high quality pedestrian and cycling bridge link across the A386 in the future, depending on the future development of the Glacis park site on the west side of the road.

viii. A communal surface water sustainable urban drainage scheme that is designed to deliver landscape, biodiversity and amenity benefits.

ix. Providing for future connection to district heating networks.

8. Development should provide proportionate contributions to strategic transport improvements and programmes.



4.156 The policy sets out the overall role of and framework for the delivery of the new commercial and district centre. The district centre has been an aspiration since the 2007 Core Strategy, which then provided for delivery of the centre by 2016. Clearly this has not been achieved, this in part being a consequence of significant investor interest in alternative sites and a highly contended planning process. However, the case for delivery of a new district centre remains strong, and it is important to set in place a policy as to how this aspiration can best be brought forward.

4.157 Development will need to respond to the particular context and opportunities that the Derriford area provides. However, to give maximum opportunity for deliverable proposals and creative solutions to come forward, the Plymouth LPA does not wish to be over-prescriptive in determining the format the new centre should take. This plan therefore proposes a mixed use commercial centre (incorporating a district centre) which should:

- Be located at or close to the centre of gravity of the Derriford area, which is Derriford hospital. The key opportunity sites in this respect cover an area from the North West Quadrant, the Derriford Business Park and former Seaton Barracks parade ground. There are other sites on the west of the A386, but these are further from this centre of gravity and the A386 is a considerable barrier to pedestrian movement from this area.

- Contain retail and other 'Main Town Centre Uses' that serve the residential communities immediately surrounding the Derriford area, as well as those who are already working, studying in or visiting the area, rather than having a city-wide (or larger) catchment which draws people to the centre from a wider area.

- Be designed to sit within and as part of a higher density urban environment, and not like an out-of-centre retail park. Development should be delivered in accordance with a strategic masterplan of the area, which would provide a fix on key infrastructure and promote the creation of a grid of streets which provide flexible development blocks and incorporate quality public spaces at key locations. In this way, the uses that comprise the overall centre might be spread over a wider area in a vibrant mix with other uses, such as healthcare and community, housing, and B1 office and employment space. Such an approach has distinct advantages, including achieving good connectivity within the centre and to surrounding areas, creating a vibrant, welcoming location throughout the day and into the evenings, and setting a pattern which enables the centre to be developed in stages.

- Help fill a qualitative gap in food shopping provision (including main food shopping) as supported consistently by retail studies since the Core Strategy was prepared.

- Incorporate other retail and non-retail units, where their provision does not have an unacceptable adverse impact on the City Centre, nor adversely effect the ability of other centres in the retail hierarchy to effectively perform their primary role in their local communities.

- Provide good accessibility by bus, walking, and cycling, and an integrated approach to car parking, to minimise its impact on traffic congestion and ensure that it integrates with surrounding communities.

- Become a catalyst for the creation of a wider heart for the north of Plymouth. After the City Centre, Derriford is the preferred location for further new main town centre uses.

4.158 The introduction of other uses within and immediately around the mixed use commercial centre to generate high levels of activity (including offices and higher density residential uses as part of a wider mix of housing types) will be important to support the district centre and enable it to serve as a true focus for the north, providing more than shopping facilities.

4.159 A strategic masterplan framework for the commercial centre is shown in Figure 4.5. This will support further engagement with the landowners and developers to put detailed flesh on the guidance set out in the policy and on the framework

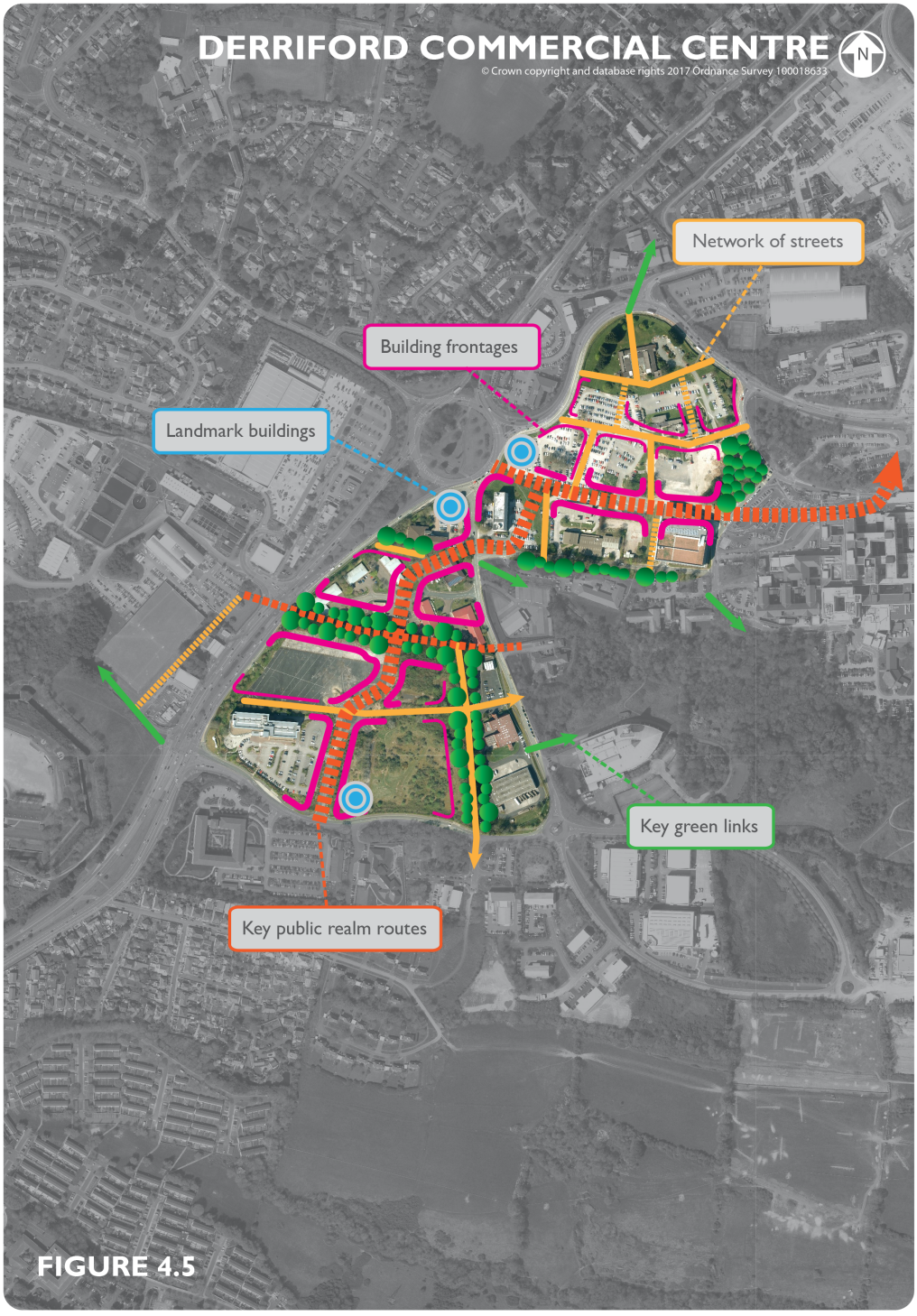
diagram. The purpose is to guide the delivery of the centre and to ensure that key infrastructure needs and place shaping objectives are identified at the outset, so that earlier development is future proofed against the longer term aspiration. The diagram illustrates how a series of flexible development plots can be created, around a street grid with a key fix on a central route with high quality public realm. Whereas the precise developments to come forward will be substantially market-driven, it is anticipated that each part of the area will have different characters with:

- The northern area (focused around the North West Quadrant site) responding more to is proximity to the hospital, and therefore being more intensely developed with a vibrant mix of use, including health, smaller retail units and potentially a food store, food and drink uses, community and housing.

- The southern area (focused around the Seaton Barracks parade ground site) responding more to the business park uses of PIMTP, incorporating further business park development but also allowing for some larger format retail, residential and uses that specifically support the business park including food and drink and leisure.

- The eastern area (focused around the TA site, should this become available) where residential may be the preferred predominant use given the excellent east facing perspective.

- The central area (focused around Derriford Business Park) which provides a longer term opportunity for connecting the northern and southern area with a range of ‘town centre’ type uses mixed with residential.



Policy PLY39

Glacis Park, Derriford

Land to the south of Crownhill retail park and west of the A386 (Glacis Park) is allocated for mixed use development, including incorporating residential uses and also providing for a range of other uses, including the potential for offices, particularly along the frontage to the A386, and education / community uses. Specific provisions are as follows:

1. Office accommodation is supported on the eastern section of the sites, particularly along the frontage of the A386. Provision is made for in the order of 18,000 sq.m. (net).

2. Development will not be permitted which prejudices the viability and vitality of other centres in the retail hierarchy including the City Centre or the deliverability, viability and vitality of the proposed district centre provided for in Policy PLY38. Small scale convenience retail that supports the new residential community at Glacis Park may be acceptable subject to meeting this test.

3. A mix of housing types, sizes and tenures should be provided. Provision is made for in the order of 638 homes.

4. Applications for development within the site will be expected to be supported by a strategic masterplan that will be prepared and consulted upon in advance of the consideration of any planning application. The masterplan will:

    i. Identify the design philosophy and phasing of the development.

    ii. Include an historic environment assessment to ensure it does not harm the setting of the Crownhill Fort Scheduled Monument (including consideration of views from the fort), as well as protecting and enhancing its glacis and the Drakes Leat as assets for the area.

    iii. Include a detailed access strategy and design code.

    iv. Set out how the development fits within its broader context including delivering walking and cycling connectivity to neighbouring areas. This should include detailed analysis of the demands the development creates for walking and cycling to the district centre on the east side of the A386, the delivery of appropriate levels of connectivity across the A386 (including potentially a high quality pedestrian and cycling bridge) and links to the south and west.

    v. Demonstrate how the development will support the delivery of the Glacis Park Green Corridor, which will provide public access and a wildlife corridor, connecting to a wider green corridor to the east and west.

5. The development shall provide for:

    i. A surface water sustainable urban drainage scheme that is designed to deliver landscape, biodiversity and amenity benefits.

    ii. Long term management arrangements for green spaces in the development including the Glacis Park Green Corridor.

    iii. Future connection to district heating networks.

    iv. Contributions to strategic transport improvements and programmes.



4.160 This site is covered by a number of land ownerships. It is a significant strategic opportunity for delivering a mixed use development that delivers new homes, offices and potentially new education floorspace, with limited retail development where this does not undermine the Derriford commercial centre proposal on the east side of the A386 or the City Centre (whether on its own or cumulatively).

4.161 However, it is an extremely challenging site. The site currently accommodates the city's drinking water treatment works, along with some industrial and open storage uses and inaccessible, unmanaged greenspace. The majority of the water treatment works facilities will be relocated to Roborough, although the large covered reservoir close to the front of the site is to be retained. The site is located at the head of a wooded valley which extends to the northwest to Tamerton Lake and the River Tamar. There is a need to retain some South West Water infrastructure and build around complex levels in an environmentally sensitive location. There is also a need to secure high quality frontage to the A386 to provide enclosure and help create a sense of arrival on this busy route, and help address future pedestrian and cyclist connectivity across the road into the proposed district centre. As there is no clear solution to these issues at the present time the site is not anticipated to come forward until later in the plan period. However, it is important to allocate the site positively for development as much of the land is available or will become so in the plan period.

4.162 By making a green link between the site and tree line within the proposed commercial centre, there is the potential to link the strategic green infrastructure assets of the Tamar and Plym river valley systems. The western end of the site (which is at risk of flooding) is almost 40m below the level of the A386, and whereas the slope separating the site from the fort and Christian Mill Business Park slopes steeply, several large plateaus have been created on the site itself. It is possible that elements of this landscape were created through the forming of the Crownhill Fort, although the degree to which this is the case is not clear. What is clear is that any development on the site will need to be sensitive to the setting of the Crownhill Fort Scheduled Monument, including its impact on views from the Fort. The monument itself includes significant areas of the Glacis around the fort, which would have historically been clear of planting but now feature many semi-mature trees. Removal of some planting is therefore likely to be beneficial, although the wider benefits of planting will need to be balanced against the desire to restore and better reveal this historic asset. Historic England will therefore be closely involved in any development proposals as well as the Landmark Trust as owners of the Fort.

Policy PLY40

Seaton Neighbourhood

The LPA supports the implementation of the existing planning permissions and strategic masterplan relating to the strategic development proposals for Seaton Neighbourhood, including a western extension of the site adjacent to Charlton

Crescent. Development will create a new sustainable mixed use neighbourhood, located either side of the new Forder Valley Link Road, as part of the new heart for the north of Plymouth. The proposals provide for 933 new homes together with a new local centre to serve the neighbourhood and employment opportunities in the form of 8,000 sq.m. B1 business space. Any significant changes to the approved schemes will need to be supported by a revised strategic masterplan.

The following key principles should be continued in any later revisions to the approved schemes, including the westward extension:

1. The section of the Forder Valley Link Road through the site must be fully completed before December 2019 to enable timely completion of the full Forder Valley Link Road which creates sufficient highway capacity to enable development to be built out in full.

2. Delivery of the Seaton Local Centre offering a mix of uses, including shops and services. The amount of retail floorspace in the local centre should be limited to that required only to meet the day-to-day needs of the development, given the proximity to the proposed Derriford Commerical Centre.

3. Delivery of business space along the William Prance Road frontage to ensure the creation of a mixed use environment integrated with the Plymouth International Medical and Technology Park and the Seaton Local Centre which provides local employment opportunities and an active street frontage.

4. Review of access arrangements in relation to the westward extension site adjacent to Charlton Crescent.

5. Financial contribution to meeting the strategic transport infrastructure needs of the development.

6. Good connections into and sensitive boundaries with the Community Park.

7. The need for provision of open space and effective landscaping treating having regard to the site's prominent position in the landscape setting of the area.



4.163 This policy relates to outline permission 12/02027/OUT which included a strategic masterplan for the site.

4.164 Seaton Neighbourhood received outline planning permission in 2013 and is under construction. 873 homes were permitted under the original consent, of which 35 homes were delivered between 2014 - 2016. A further 60 homes are provided for in the policy for a westward extension on land adjacent to Charlton Crescent.

4.165 The new neighbourhood will provide a mix of house types and sizes, with higher density housing provided in the north, adjacent to and integrated with employment uses and the new local centre. The new local centre will serve the day to day needs of local residents as well as the adjoining employment areas.

4.166 The proposed Forder Valley Link Road is a strategic new road that received outline planning permission in 2013 and will provide an important gateway to the north of the city from Forder Valley.

Policy PLY41

Derriford Community Park Strategic Greenspace

Derriford Community Park will become a highly valued environmental, social and educational asset, a resource for the people of Plymouth and a regional destination for environmental learning. This will be achieved through:

1. Delivery of 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. Delivery of the Environmental Learning Hub at the heart of the park, next to the new school building north of the new Seaton Neighhbourhood. The learning hub will include:

    i. Classrooms, meeting rooms and offices that will support a diverse range of environmentally focused learning and social enterprise opportunities and the management of the wider park.

    ii. An animal park that will support learning outcomes and enable communities to have hands on experiences with large and small animals. This will include indoor facilities and grazing paddocks.

    iii. Will provide a focal and arrival point for the Park and include outdoor facilities such as growing areas, orchards and play spaces.

    iv. The building itself will be designed to the highest environmental standards and be an exemplar of sustainable design.

    v. The hub will provide a focus for outdoor learning, with an emphasis on wildlife, food production and farming.

3. The Establishment of a network of pedestrian and cycle routes throughout the park connected to new and existing communities through the creation of entrance ways and access points. The routes through the Park will enhance connectivity between adjoining communities and facilities in Derriford and form part of the city's strategic networks for walking and cycling.

4. Enable 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. The park will also provide focus for community food growing and processing facilities that support wider community led social enterprise opportunities.

5. Enable landscape scale restoration of wildlife habitats which will include the incorporation of mitigation measures and surface water attenuation for adjoining developments. The wildlife restoration will include the enhancement of flower rich grasslands, the planting of new and enhancement of existing woodland, new/enhanced hedgerows, enhancement of stream habitat and new wetland areas and the creation of new features for bats, birds, reptiles and insects.

6. Enable a good relationship with the adjacent Seaton Neighbourhood ensure sensitive boundaries and connections are achieved.



4.167 The new Derriford Community Park will cement Plymouth's reputation as one of the UK's greenest cities. At more than twice the size of the city's Central Park, this will be one of the largest new parks to have been created in the UK for many decades. The new park will offer a generous and beautiful large-scale publicly accessible landscape. Traditional farm management practices will meet the 21st century culture of health and fitness, leisure, play, cultivation, education, and ecology, creating a unique place of large-scale interaction with the land.

4.168 The park, which will sit within the beautiful Forder, Seaton and Bircham Valleys, will educate and inspire a wide range of users and visitors with an interest in the local environment, sustainable living, wildlife, outdoor recreation, food production, gardening and farming. With over fifteen kilometers of new footpaths and cycle routes the park will be a destination for walkers, joggers, and cyclists. It will be rich in wildlife with newly created habitats complementing and enhancing the two existing Local Nature Reserves. It will also become a productive space for food growing with a community garden, and orchard providing healthy food produce.

4.169 The park will cover over 137 hectares and will include woodlands, farmland and a series of streams. It will link the Forder, Bircham and Seaton valleys and become a focus not just for the new communities of Derriford but also will provide a resource for the whole city with close links with the existing communities and a regional resource for enviornmental learning. The new Forder Valley Link Road will run through the park connecting the Derriford area to the Forder Valley.

4.170 At the heart of the park will be the new environmental learning hub. It will be a purpose built hub for environmental learning and community activity which will be designed to the highest sustainability standards and will fit seamlessly within the natural landscape of the park.

4.171 The park forms part of a network of greenspaces that cross the city and out into the wider countryside and therefore performs an important role as a wildlife corridor and this function will be enhanced through the improvement works. As part of a series of 'Strategic Green Spaces' identified within and around the city, a pro-active enhancement of Derriford Community Park's function and facilities will be a priority element of the sustainable growth agenda.

Policy PLY42

Plymouth airport

The Plymouth airport site is safeguarded for aviation uses until next review of this plan. Development proposals which come forward within the period until this review will be considered in accordance with the following provisions:

1. Any development at the airport site itself, or on nearby sites, which will prejudice the future resumption of aviation use of the site will not be permitted.

2. Proposals that remove key airport infrastructure will not be permitted. This includes:

    i. Main Terminal Building.

    ii. Runway 13/31 (asphalt), within Code 2 grassed runway strip and RESAs.

    iii. Airport Apron (situated between the main terminal building and taxiway Charlie).

    iv. Maintenance Hangar.

    v. Engine Testing Bay.

    vi. Fire Station.

    vii. Fire Training Facility.

    viii. Control Tower.

    ix. Fuel Storage Facility.

    x. Navigation and Visual Aids.

    xi. Approach Lighting (both within and outside of the airport boundary).

    xii. The runway and areas for aircraft to taxi.

3. Uses of a temporary nature and which do not prejudice the future resumption of aviation use of the site will be permitted subject to compliance with the policies of this plan.

4. Works to deliver environmental improvements to the perimeters of the site, pending the re-establishment of active use of the site, will be encouraged.



4.172 Policy SPT8 sets out that the Plymouth Airport site will be safeguarded for general aviation uses until the first review of the JLP, as part of the suite of measures to improve strategic connectivity between Plymouth and South West Devon, and the rest of the UK. Policy PLY42 sets out specific considerations that will be applied in relation to planning applications that may come forward in the meantime, including in relation to airport infrastructure that should be safeguarded.

4.173 The site of Plymouth airport is one of the area's most strategic assets. The airport has not been operational since 2011 when it was closed on grounds of non-viability. However, the LPAs believe that for an asset as unique and strategic as an airport, a longer view needs to be taken. Whilst the site has potential to accommodate alternative uses which could deliver benefits, the opportunity for the city to have an airport again, with its associated strategic connectivity and wider benefits, would be entirely lost.

4.174 Evidence prepared by Arup has shown that there are opportunities for general aviation operations to be reinstated on the airport site, enabling Plymouth and the wider area to have flights to other UK airport destinations. It should be noted too that the Government recognises the importance of general aviation airfields, and of a national network of general aviation airfields as part of the National General Aviation Strategy (March 2015).

Policy PLY43

University of St Mark and St John

The improvement and expansion of the Marjon campus will be supported to enable the University to realise its ambitions for growth and to deliver the key strategic sports hub in the north of Plymouth. Development proposed on the campus should:

1. Be subject to site-wide masterplanning to ensure a co-ordinated approach to development.

2. Facilitate a reconfiguration of the campus to improve its relationship to Derriford Commercial Centre, and help to deliver improved links to this proposed centre of activity, as well as improving links to adjacent residential and commercial uses such as Plymouth Science Park.

3. Take opportunities to improve the campus's relationship with the Derriford Community Park, and preserve existing ecological and landscape assets on the campus wherever possible.

4. Increase community use of the campus facilities through, for example, public engagement with its performing arts functions, as well as its sporting facilities.

5. Allow for the creation of small shops and related services on campus that are necessary to serve the day-to-day needs of its users, but are of a limited scale and nature such that they are not harmful to the retail hierarchy.

6. Provide for future connections to a district heating network.

7. Develop a site-wide Sustainable Drainage Strategy to ensure that the flood risk and drainage requirements associated with the site's location within a critical drainage area can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.



4.175 The University of St Mark and St John ('Marjon') forms 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.

4.176 The University of St Mark and St John has been identified in the Strategic Sports Facilities Plan as a 'Key Strategic Sport Site' delivering facilities for the north of the city as part of network of multi-sport sites that will meet the sports needs of the area as it grows. As part of its role as a strategic sports site facilities will be enhanced and expanded and the community use will be increased.

4.177 Whilst encouraging the development of the campus as set out in the policy, any opportunities for the provision of University functions, including related requirements such as student accommodation, on other sites within the Derriford area will be supported where these contribute positively to the wider area vision and support the growth and integration of the University. In particular, it is considered that opportunities may exist for university functions within the Derriford commercial centre and Glacis Park site allocations.

Policy PLY44

Woolwell sustainable urban extension and community park

Land at Woolwell is allocated for comprehensive residential led mixed use development to provide a sustainable urban extension and a defined edge to the north of the city, including a new community park. Provision is made for in the order of 2,000 new homes (about 1,560 of which are anticipated to come forward within the plan period). Development should provide for the following:

1. Delivery in accordance with a strategic masterplan and design code that should be prepared for the site and consulted upon in advance of the consideration of any planning application. This masterplan will:

    i. Identify the design philosophy and phasing of the development.

    ii. Include a detailed transport and access strategy which establishes key road, walking and cycling routes and public transport, maximising the permeability of the site by all forms of sustainable transport, both within the development and to connecting routes in the vicinity.

    iii. Set out a landscape strategy that responds to the sites location and relationship with Dartmoor National Park.

2. The main access arrangements are to be agreed prior to the commencement of development and delivered commensurately with the associated phase of the development. Additionally, there should be no occupation of new homes until the A386 Woolwell to the George Junction Transport Scheme has been implemented, with the exception of where this can be accommodated without resulting in a severe impact on the operation of the local road network.

3. A form of development which utilises natural features with appropriate strategic landscaping that is sensitive to its location and relationship with the Dartmoor National Park resulting in a clearly defined edge of the city.

4. Delivery of a new Community Park that will form part of the network of Strategic Greenspace sites. It will therefore need to be of a sufficient scale, design and quality and must be multi-functional in nature. The park must:

    i. Meet the recreational needs of the new community to prevent an unacceptable impact on South Dartmoor Woods European Protected Site.

    ii. Provide a minimum of a 40m landscape buffer between the edge of development and the Plym Valley Strategic Green Space and setting of Dartmoor National Park.

    iii. Deliver high quality accessible greenspace that incorporates areas for active recreation and play in line with local standards.

    iv. Provide a high quality network of walking, cycling and horse riding routes through the Park that link into the adjacent Plym Valley Strategic Green Space.

    v. Incorporate elements of the Sustainable Urban Drainage system that must be designed to fit within the landscape setting of the Park and provide wildlife and amenity benefits.

vi. Incorporate new playing pitches in line with local standards and associated infrastructure, such as changing rooms, required to support the new community. Facilities will be located in an appropriate area that does not conflict with the other functions of the park.

vii. Mitigate the impacts of the development on biodiversity and incorporate biodiversity enhancement measures.

viii. Utilise the old tramway for pedestrian and cycle connections through the development and providing the opportunity for onward links to the Plym Valley Strategic Green Space.

5. Appropriate local facilities to support the new and existing residents and to enhance the sustainability of the area, including a new primary school and appropriate contributions to mitigate the development on secondary schools in Plymouth.

6. A second road access to Woolwell which is capable of accommodating traffic from the existing community and planned new development, with due consideration to the needs of public transport accessibility, and which leads to improved traffic flow around the area and which reduces the impact of the development on the key transport corridor and routes.

7. Contributions to strategic highway improvements and programmes.

8. Provision of opportunities and plots for self or custom build homes.

9. Maximise opportunities for on-site energy generation.



4.178 The key strategic residential opportunity to the north of the city is for an urban extension at Woolwell. The potential for development around Woolwell has been identified in previous studies as a potentially suitable location for a sustainable urban extension. As such, this plan identifies Woolwell as a strategic site capable of delivering significant numbers of new homes, improved infrastructure, local services and facilities. To ensure that Woolwell becomes a sustainable linked neighbourhood, it will be vital that appropriate investment in infrastructure, services and facilities are delivered in a timely manner, making sure that new development provides a positive relationship with the existing community.

4.179 Woolwell acts as a gateway between the city and Dartmoor National Park. This presents both opportunities and challenges. The extent and design of any extension to Woolwell will need to have careful regard to its impact on the National Park, including the need to ensure that it provides a high quality edge to the city. Development should also serve to create a high quality point of arrival into and departure from the city, especially in the context of its relationship to the A386.

4.180 It is acknowledged that there are current constraints in relation to the transport infrastructure in the area and its ability to accommodate significant development. As such, the plan sets out the measures required to address these issues. In particular, the Woolwell to the George Junction transport schemeshould be implemented prior to the occupation of development. Additionally, it will be important to deliver the main access to the scheme as a first phase of development so that there is adequate access for construction traffic and to protect the amenity of the existing community.

4.181 The development will also need to provide for a range of facilities for both existing and new residents. These include improved neighbourhood shopping and community facilities, a new primary school, an enlarged and enhanced sports hub, public access to large areas of open space (linking the Plym Valley to open countryside), and a new Community Park which will help to reduce the recreational pressure on the protected landscape of Dartmoor National Park and the European Marine Site. The potential recreational impacts of the development on Dartmoor National Park and the European Marine Site will need to be assessed and a strategy for their mitigation produced that addresses the identified issues.

Policy PLY45

Plym Valley Strategic Greenspace

The Plym Valley forms an important landscape, wildlife and recreation site on the edge of the city. Its functions will be protected and improved to enhance the sites ability to support the growth of the Plymouth Policy Area by:

1. The delivery of a strategic access network across the site which encourages active recreation in a manner which is sensitive to the sites natural and historic assets and the working landscape.

2. Providing new and improved connections to adjacent communities and enhanced walking and cycling links to encourage visits by sustainable means.

3. Delivering landscape scale biodiversity enhancement across the site.

4. Ensuring the landscape value of the site is protected and enhanced and the site continues to provide a strong natural edge and attractive setting for Plymouth.

5. Protecting and enhancing the wealth of historic assets within the valley as part of the sites development ensuring people have the opportunity to appreciate and learn about the heritage of the area.

6. Supporting the development and enhancement of facilities to support the visitor experience across the valley in locations and with a design and form that is sensitive to the special qualities of the site and support the long term sustainable management of the valley.

7. Supporting the continuation of forestry and farming as a sustainable way of maintaining the function and value of the site but ensuing the practises take full account and support the special values of the site.

8. Supporting the development of appropriate recreational activities within the valley providing they are sensitive to the functions and values of the site.



4.182 The Plym Valley covers an extensive area to the north west of the city and is already a significant natural resource and recreational area for residents and visitors. The site includes ancient woodland, managed forestry, areas that are actively farmed, formal sporting facilities, wildlife projects, formal and informal recreation routes and the River Plym flows through its centre. The land ownership through the Valley is mixed with areas that are publicly accessible, including land owned by the National Trust and Forestry Commission and land in private ownership. The landscape value of the Plym Strategic Greenspace is substantial as it provides an attractive setting to the edge of the city and provides an effective buffer between the urban environment and the wider countryside.

4.183 The proactive delivery of the Plym Valley as a Strategic Greenspace will help to mitigate the recreational impacts of the future growth of the area on European Protected Sites by providing high quality recreation greenspace directly adjacent to new and existing communities.

Policy PLY46

Other sites allocations in the Derriford and Northern Corridor Growth Area

The following additional sites in the Derriford / Northern Corridor Growth Area are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Plymouth International Medical and Technology Park - Plot A	Employment - B1b,c & B2	8,200 sq.m. B1/B2 industrial	a. Contribution to strategic transport infrastructure / programme needs.
2	Plymouth International Medical and Technology Park - Plot F	Employment - B1b,c & B2	840 sq.m. B1/B2 industrial	
3	Plymouth International Medical and Technology Park - Plot G	Employment - B1b,c & B2	2,200 sq.m. B1/B2 industrial	a. Contribution to strategic transport infrastructure / programme needs.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
4	The Ship site, Plymouth International Medical and Technology Park	Employment - B1a office / leisure	no net increase in floorspace	a. Safeguard the listed building and its setting.
5	Plymouth Science Park Phase 6, Derriford	Employment - B1b,c	7,840 sq.m. B1b,c industrial	a. Contribution to strategic transport infrastructure / programme needs.
6	Island Farmhouse, Plymbridge Lane, Derriford	Housing	11 homes	
7	Land at Tamerton Foliot Road	Housing (this the site is considered particularly suitable for executive housing)	18 homes	a. Protection of trees covered by group TPO. b. Avoid northern boundary due to flood risk. c. Establish public access through site and to main green corridor. d. Contribution to strategic transport infrastructure/ programme needs.
8	BT Depot, Tamerton Foliot Road	Housing	87 homes	a. Public access over remaining land to north of water pipe at Quarry Fields. b. Improvements to connectivity to wider area for walking and cycling. c. Retain green corridor to north of site to provide links to Glacis Park. d. Contribution to strategic transport infrastructure / programme needs.
9	Land adjacent to Plumer Road, Crownhill	Housing	61 homes	a. Contribution to strategic transport infrastructure / programme needs.
10	Land south west of Belliver Way, Belliver industrial estate	Employment - B1b,c, B2, B8	5,840 sq.m. - industrial / B8	a. Relocation of sport pitch to be provided for.
11	Land at Broadley Park industrial estate, Roborough	Employment - B1b,c, B2, B8	10,080 sq.m. - industrial / B8	a. Strategic landscaping to northern boundary.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
12	Land north of Tamerton Road and south of Roborough House, Roborough	Employment - B1b,c, B2, B8 and sports pitches	2,260 sq.m. - industrial / B8	a. Retention of the existing playing pitches, or re-provision to an equivalent or higher standard within the overall site.



4.184 Policy PLY46 identified twelve further sites for development within the plan period. These sites are expressed in table format as the key requirements relating to each proposal can, at this stage, be expressed in a relatively few points. However, each proposal is significant in terms of the contribution that it makes to the overall vision of the plan and meeting the strategic outcome set out for the Derriford and Northern Corridor Growth Area.

4.185 Taken together the Derriford and Northern Corridor Growth Area provides for 3,972 new homes, 97,260 sq.m. of employment floorspace, together with strategic green space and a safeguarded airport.

Policy PLY47

Strategic infrastructure measures for the Derriford and Northern Corridor Growth Area.

The following key strategic infrastructure measures will be provided during the plan period, in addition to proposals identified in other policies of this plan, in order to support the delivery of the strategy for the Derriford and Northern Corridor Growth Area:

1. A386 and B3250 capacity and bus priority improvements including the Derriford Transport Scheme and Woolwell Roundabout to the George Junction scheme. A386 improvements to be considered as part of a wider study of the A386 corridor up to Tavistock, considering all transport modes.

2. Forder Valley Link Road, with associated capacity and bus priority improvements on the A38 at Forder Valley Interchange and Marsh Mills roundabout.

3. Marjon link road.

4. Capacity and bus priority upgrades to the A38 Manadon junction including improvements to the A38 Trunk Road, the B3250 Mannamead Road and the A386 Outland Road.

5. Strategic public transport measures to support increased use in the Derriford area including the Marjon Link Road and Derriford Hospital Interchange schemes, the widening of Morlaix Drive and improvements to Brest Road.

6. Improved Northern Corridor Park and Ride sites and services.

7. Reopening the rail link between Tavistock and Plymouth, providing sustainable alternative travel for the entire A386 corridor from Tavistock to Plymouth through the Growth Area.

8. New public car park at Derriford, which incorporates sufficient secure cycle parking, and parking management controls for the Derriford area.

9. Northern Corridor Strategic Cycling and Walking network improvements.

10. New primary school at Derriford.

11. A new waterworks at Roborough to meet the long term water supply needs for Plymouth and the surrounding areas., facilitating development of Glacis Park.



4.186 The priority infrastructure interventions needed to support growth in the Derriford and the north of the city are set out in Policy PLY47. Major investment in the northern corridor transport infrastructure is of critical importance to unlocking the growth potential of this area. This includes facilities to improve capacity and ease congestion, as well as measures to support public transport, including rail, and cycling and walking, and to improve parking.

4.187 Opportunity sites are not formally allocated in the plan and therefore are not shown on the Policies Map. However, the LPA is supportive in principle of development of these sites if key constraints can be overcome in an acceptable way and a deliverable proposal can be identified.

How we will know we have been successful - our measures of success for the Derriford and Northern Corridor Growth Area

A. Derriford district centre delivered providing the catalyst for a new heart in the north of Plymouth.

B. Major northern corridor transport infrastructure has been delivered to unlock growth potential of the area.

iii. The Eastern Corridor Growth Area

What we are trying to achieve - our strategic objective for the Eastern Corridor Growth Area

Strategic Outcome

The Eastern Corridor will have benefited from high quality and locally distinctive growth which delivers Sherford and other strategic sites within and at the edge of Plymouth as part of the city's network of sustainable linked neighbourhoods. Saltram Countryside Park will act as a green lung, providing a high quality natural resource for the city. These developments have been well integrated with established neighbourhoods providing a range of homes, jobs, recreation opportunities, services and facilities to meet daily needs and which increase the wider permeability of the area. Significant infrastructure improvements will have increased the connectivity and accessibility within the Growth Area and to the rest of the city, the A38 and beyond.

4.188 The Eastern Corridor has been prioritised as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs, new homes and supporting infrastructure.

4.189 The Eastern Corridor of the city has long been identified as a key location for future growth given the major opportunities that it provides for supporting the long term prosperity of the city and the wider region. Work on the Devon Structure Plan during the 1990s identified the great potential of the Sherford area, and then in the early 2000s further studies and policy development took place, articulating a wider strategy for growth focusing primarily on Langage, Sherford and the North Plymstock areas.

4.190 The North Plymstock and Sherford Area Action Plans, adopted in 2007, provided for a new community at Sherford and a mixed-use neighbourhood within the former Plymstock Quarry, now called Saltram Meadow, both of which are now in the process of being constructed. These new developments contribute significantly to the growth of the city. A proposal for a new Countryside Park focused on Saltram is also currently moving forward. As a result, considerable investment has been made in transport and other infrastructure and this will continue to be the case as the area continues to grow. This is essential not just for the Growth Area itself, but also for the wider growth of the city, given the key role of the A38 and connections to it.

4.191 The Growth Area encompasses key strategic opportunities including Sherford and Saltram Meadow, sites in Plympton and the urban fringe, the Marsh Mills and Forder Valley junctions and development opportunities around Laira Bridge. This

acknowledges the need in the eastern area and urban fringe of the city for a wider strategic approach to growth and importantly the infrastructure requirements to support growth.

4.192 The natural environment will have a particularly important role in this Growth Area in terms of providing for appropriate greenspace in the urban environment, safeguarding its biodiversity and providing high quality informal recreation opportunities. This is important to help ease the potential recreational pressures of a growing city on Dartmoor National Park and other protected landscapes and to accommodate the needs generated by new development and its residents.

Strategic Objective SO5

Delivering growth in Plymouth's Eastern Corridor Growth Area

To realise the potential of the Eastern Corridor Growth Area as a regionally significant growth hub through:

1. Completing the delivery of Sherford as a unique sustainable neighbourhood with a distinctive character providing a range of quality homes and job opportunities, educational, community, recreational and leisure facilities including a new community park, a thriving town centre and local centres meeting people's day to day needs.

2. Securing the future potential growth west of Sherford to deliver a new neighbourhood which retain the distinct character of Sherford providing mixed use development and green connections and a sympathetic relationship to Saltram Countryside Park.

3. Supporting development of the Langage strategic employment site, with improved links to Plympton and enhanced connections to the A38 through a new southern access route.

4. Ensuring that key gateways sites are defined by quality development which enhances the setting and character of the area, and that development on the urban fringes creates a clear and well-designed edge to the city.

5. Delivering a strategic public transport corridor, including a new Park & Ride site providing easy access off Deep Lane Junction on the A38 for both buses and Park and Ride customers, and major improvements to increase the capacity of Deep Lane Junction.

6. Delivering Saltram Countryside Park as a green lung of the city, a high quality natural resource for recreation, healthy lifestyles, learning, and biodiversity as well as being an important heritage asset.

7. Improving connectivity within the Growth Area and ensuring new development integrates into existing communities and rectifies existing deficiencies to creating more permeable neighbourhoods.

8. Securing improvements to key junctions which provide connections to the city and the A38 to maintain movement of public transport and vehicles which serve the Growth Area and wider needs of the city.

9. Safeguarding mineral reserves in the area to meet current and future needs.

10. Ensuring that the longer term growth potential to the east of Plymouth is comprehensively planned.



4.193 The achievement of this Strategic Outcome and Objective will require a number of actions to be taken. These include:

1. Delivering strategic transport improvements / programmes to improve the management of vehicles and support sustainable transport choices. Priority will be given to:

    a. Delivery of transport programmes and interventions on the strategic corridors from Langage and Sherford into the City Centre and to the Derriford area, focused on improvements to key junctions, delivering an efficient public transport network and infrastructure for increased travel by pedestrians and cyclists.

    b. Enhanced connections from Langage and growth on the eastern edge of Plympton to Deep Lane junction and on into the city.

    c. Improvements to Marsh Mills and Forder Valley junctions and the A38 trunk road which increase capacity to both the northern and eastern parts of the city and support the safe and efficient movement of vehicles on the A38 and in to the City Centre.

2. Allocation of the key sites in the JLP. Relevant site allocations can be found within this section below.

3. Using the opportunities presented by new developments to repair parts of the city which do not work well in terms of their relationship to the wider landscape or the availability of local services and facilities for the existing population.

4. Coordinating the delivery of Saltram Countryside Park and the connecting green network including Sherford Community Park and the Plym Valley as multifunctional greenspaces as a focus for recreation and leisure.

5. Taking a cross border approach to coordinating infrastructure provision alongside planned and future growth in the eastern corridor and the urban fringe to enable substantial long term growth to take place.

6. Actively engaging with international, regional and local programmes and investors to deliver funding for the Growth Area projects.

7. Preparing, implementing and keeping under close review a 'Plan for the Eastern Corridor Growth Area' as the delivery plan and programme for the Growth Area.

4.194 The strategy for the Eastern Corridor Growth Area is illustrated on the Area Vision diagram at Figure 4.6.

FIGURE 4.6

EASTERN CORRIDOR GROWTH AREA VISION DIAGRAM

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What we are going to do - our policies for the Eastern Corridor Growth Area

Policy PLY48

Sherford new community

The LPAs support the implementation of the existing planning permissions and strategic masterplan relating to the strategic development proposals for the Sherford new community. Provision is made for 5,500 new homes 4,254 of which are anticipated to be delivered within the plan period) and 67,000 sq.m. of employment floorspace. Any significant changes to the approved schemes will need to be supported by a revised strategic masterplan. The following key principles should be continued in the delivery of the new community and in any later revisions to the approved schemes:

1. The development should meet the following key outcomes:

    i. A sustainable development delivering an excellent quality of life, within a well designed high quality environment.

    ii. A strong and healthy community.

    iii. A high quality, good locally distinctive design.

    iv. A mix of uses prioritising affordable homes, local job opportunities, and a full range of community facilities.

    v. Safe and convenient movement, incorporating a high quality public transport system alongside high quality facilities for pedestrians and cyclists.

    vi. High quality public spaces throughout the development, including a large scale community park forming the eastern boundary.

    vii. A response to the challenges of 'climate change' and the need for maximising the opportunities for sustainable lifestyles.

2. Delivery of an appropriate scale and range of retail facilities including:

    i. A new district centre in the heart of the community including a full range of facilities and services to meet the needs of this major new residential community.

    ii. Three local centres to meet the local neighbourhoods day to day needs.

3. Delivery of 200 hectares of Community Park (including 70 hectares of tree planting), as provided for in Policy PLY49.

4. Delivery of a new Park and Ride facility near Deep Lane junction with convenient access to A38.

5. Delivery of a central route through Sherford that can function as part of the strategic public transport corridor along the Eastern Corridor.

6. Designed to allow the long term growth at Sherford to be in a westerly direction.

7. Delivery of the following community infrastructure:

   i. Educational facilities including a secondary school and three primary schools.

   ii. Health and community facilities, including a town hall, library, youth centre and multi-faith building / places of worship.

   iii. Sports recreation facilities, including an indoor sports facility and swimming pool and approximately 31ha of outdoor playing pitches and courts.

   iv. A network of green spaces including public open space, outdoor areas of play and allotments, appropriately connected by pedestrian and cycling routes.

8. Provision of sustainable urban drainage systems and blue/green corridors to ensure the control of pollution and the management of flood risk.



4.195 This policy relates to outline permissions 06/02036/OUT (PCC) and 49_7/2426/06/O (SHDC) which included a strategic masterplan for the site.

4.196 The Sherford new community will deliver a real change to the area. The planning of the new community has been extensive and includes a new town centre, several smaller local centres, schools, leisure, other community infrastructure, employment opportunities and an extensive Community Park providing a strategic recreational resource alongside the major residential development. It is crucial that Sherford delivers a quality new environment and unique character of its own as well as offering a range of transport options for travel into the city and the wider area. The further expansion of Sherford to the west offers scope for more limited growth of the residential element of the neighbourhood adjoining the existing Sherford new community, given the constraints on the site and road network. A more sensitive mix of uses will be provided including formal and informal green space with pedestrian, cycling and green links through from Sherford to Saltram Countryside Park. Any development at the western edge will also be required to be sympathetic to and enhance the setting of the Stag Lodge entrance and wider setting of the Countryside Park through the provision of a green buffer.

Policy PLY49

Sherford Community Park Strategic Greenspace

Sherford Community Park will provide a new high quality multi-functional green space for the residents of the new community and the surrounding neighbourhoods. Any significant changes to the approved boundary will need to be supported by a revised Sherford strategic masterplan as provided for in Policy PLY48. It will be a minimum of 200ha and will reinforce the eastern boundary for the new community, meet the recreational needs of the new community, mitigate for the impacts of the development, and provide a mechanism for ensuring the new community has a positive impact on the natural environment. The park will achieve this by:

1. Delivery of significant wildlife restoration and enhancements to mitigate for the impacts of the development and ensure a net gain for biodiversity is achieved. This will include:

    i. 70 ha of new woodland planting.

    ii. New hedgerow planting and enhancement of existing hedgerows.

    iii. Grassland restoration.

    iv. Delivery of features to support key species particularly bats.

    v. New water features designed to maximise wildlife benefit.

2. Delivery of diverse opportunities to meet the recreational needs of the new community to ensure the development does not have a negative impact on European protected sites. This will include delivery of new multi-user recreation routes through the Park that link to existing strategic networks, including the National Cycle Network, and new routes through the development.

3. Inclusion of community facilities within the Park to support a high quality visitor experience, the aims of the Park and support a high quality of life for new residents. This will include cafes, play areas, growing space and memorial gardens.

4. Inclusion of elements of the Sustainable Urban Drainage system for the development that will be designed to deliver wildlife, landscape and amenity benefits.

5. Maintain and enhance the productive landscape through the delivery of a community organic farm that will support the management of the park.

6. Delivery of significant outdoor formal sports facilities including football, rugby, hockey, cricket, tennis, Multi Use Games Areas (MUGAs) and a skatepark. These will be located at the eastern and western edges of the community park. They will include supporting infrastructure such as changing rooms and will be designed to fit sensitively into the Park setting.

7. Delivery of the Park will be phased with the development and delivered in a strategic manner led by a Natural Environment Vision Statement that will be regularly reviewed.



4.197 The need for a Community Park to support the new Sherford Community was first identified through the 'Enquiry by Design' process that was used to look at the opportunities and constraints of development in the Sherford area and determine the appropriate location, scale and initial design for the development. The process identified the need for the development to have a clear east-ward boundary along the Sherford valley, reinforced by a Community Park. The Park would provide the new community with opportunities for passive and active recreation and enhance the biodiversity and landscape value of the site.

4.198 The park has been fully integrated into the approved planning permission for the Sherford New Community and the park's delivery detail and phasing is provided in the Natural Environment Vision Statement which was submitted and approved prior to commencement of development and will be reviewed at regular points in the developments progress.

4.199 The park forms part of a network of greenspaces that cross the city and out into the wider countryside and therefore performs an important role as a wildlife corridor and this function will be enhanced through the improvement works. As part of a series of 'Strategic Green Spaces' identified within and around the city, a pro-active enhancement of Sherford Community Park's function and facilities will be a priority element the delivery of the new Community.

Policy PLY50

Saltram Meadow, Plymstock

The LPA supports the implementation of the existing planning permissions and strategic masterplan relating to the strategic development proposals for the Saltram Meadow. Development will create a high quality a mixed use neighbourhood which delivers significant new housing alongside a new local centre, education and sports facilities and employment opportunities which meet the daily needs of the new residents and employees. The proposals provide for 1,682 new homes and 11,325 sq.m. of employment floorspace. Any significant changes to the approved schemes will need to be supported by a revised strategic masterplan.

The following key principles should be continued in any later revisions to the approved schemes:

1. Delivery towards off-site transport infrastructure to mitigate against the impact of the development, including a public transport interchange.

2. Integration of a redeveloped Pomphlett Industrial Estate as a functional part of the neighbourhood.

3. Delivery of the following community infrastructure:

   i. A local centre including a small - medium sized supermarket with complementary local facilities including a GP Surgery/ Medical Centre.

   ii. Playing pitches.

   iii. A new primary school.

   iv. A 3g playing pitch and a Multi Use Games Area (MUGA) including provision of community changing facilities.



4.200 This policy relates to outline permission 07/01094/OUT which included a strategic masterplan for the site.

4.201 Further growth in Plymstock will focus on Saltram Meadow which is already under construction in the former Plymstock Quarry. The total development is 1,684 dwellings of which two were completed prior to the base date of the plan, and 210 new homes were completed between 2014 - 2016. The integration of this new neighbourhood into the community will be critically important to become a functioning part of the wider area providing new homes, jobs, a school and community facilities for its residents and the local area. Further opportunities exist to include Pomphlett Industrial Estate into the Saltram Meadow community improving the entrance and connectivity to the wider area. This will help connect the development to the wider area and improve the entrance to this new neighbourhood.

Policy PLY51

Langage

Land at Langage is allocated for employment development in Use Classes B1b & c, B2 (industrial) and B8 (warehousing and distribution), as an extension to the existing strategic employment site. Provision is made for about 243,000 sq.m. of employment floorspace.

Development should provide for the following:

1. Creation of a high quality environment for the business park commensurate with its status as a strategic employment location for attracting inward investment, including a street frontage presence which helps to create attractive environments for walking and cycling.

2. Ancillary office functions which are orientated to the street frontage.

3. Maximum use of plot space through efficient design and layout arrangements where parking provision does not dominate the site.

4. Enhancements to pedestrian, cycling and public transport links to the City Centre, Plympton, Sherford and Deep Lane Park and Ride which also facilitates links to locations east of the city.

5. Sensitive planting and screening for outward facing sites to the surrounding areas.

6. Contributes to and allows for the delivery a new southern access road.

7. Preserves the future operation of the Energy Park.



4.202 Langage is a strategically important employment location that has long been identified in former local and regional plans as an opportunity for a Strategic Employment Site of regional significance, providing a specific offer which cannot be replicated in the city itself. Considerable investment has taken place in the last decade, including the construction of a power station and the compulsory purchase of land in 2016 to bring much of the site identified in PLY51 under a single landowner.

4.203 Langage provides a unique offer for the Plan Area by virtue of its scale, its location in relation to the strategic highway network and at the eastern edge of Plymouth, and the potential synergies with other uses, providing an opportunity that other sites cannot match for strategic employment uses and large footprint employment developments.

4.204 The allocation is important not just to provide the opportunity for major employment investment during the plan period which builds greater resilience into the economy of the city and wider sub-region but also to position the Plan Area for the type of employment investments that could deliver a step change in the long-term performance of the Plan Area's economy.

4.205 Realisation of the full potential of Langage is likely to go beyond the end of the plan period and will require significant investment in infrastructure in terms of its physical accessibility and connections to the A38, a new southern access road, and

improved connections for walking, cycling and public transport to the City Centre, Plympton, Sherford and Deep Lane Junction Park and Ride. However, the policy plays a vital role in securing this as a long term strategic employment opportunity.

Policy PLY52

Land at West Park Hill, Newnham

Land at West Park Hill, Newnham is allocated for residential led development and a new primary school. Provision is made for in the order of 400 new homes.

Development should provide for the following:

1. Appropriate local facilities to support the new residents and to enhance the sustainability of the existing area.
2. Pedestrian and cycle connections to the existing residential area connecting through Stoggy Lane.
3. Sensitive design to the wider landscape character of the area.
4. Proportionate contribution to the delivery of the Boringdon sports hub.
5. Public transport infrastructure and services linking the development with Plympton and the City Centre.



4.206 Residential development on the eastern edge of Plympton will be required to appropriately integrate into the existing fabric of the area. The site is considered a good location for executive housing.

4.207 Development should ensure improved connectivity, particularly for pedestrians and cyclists to the wider residential areas, with new and improved connections providing links through Stoggy Lane to Upper Ridding, Highglen Drive and also to Chaddlewood. Development should also be designed in away which is sensitive to the rural setting on the urban fringe and contribute to the wider landscapes setting.

4.208 Development will include a new primary school to meet the growing needs in the Plympton area. The provision of a new school to serve the new neighbourhood and wider area is a key requirement of the allocation and should be provided on site. Should alternative provision be secured in the local area by the Local Education Authority and as such a primary school not be required as part of the development then a proportionate financial contribution should be provided.

Policy PLY53

Former China Clay dryer complex, Coypool

Land at the former China Clay dryer complex at Coypool is allocated for a comprehensive residential redevelopment. Provision is made for in the order of 400 new homes.

Development should provide for the following requirements:

1. Delivery in accordance with a strategic masterplan for the entire site.
2. Principal vehicle access off Coypool Road, with secondary access into the Woodford estate, and improvements along Plymouth Road.
3. Provision of access to the proposed Boringdon Park sports hub.
4. Enhanced pedestrian and cycle links to the Strategic Cycle Network including the Plym Valley trail, the Coypool Park and Ride facility and surrounding residential areas, with the need for enhancements to the Coypool Park and Ride facility being assessed and provided for.
5. Provision of both formal and informal public amenity space.
6. Retention of the significant tree belts close to the boundary of the site with provision of managed public access.
7. A form of development which visually makes a positive contribution to the wider historic landscape setting and the setting of the designated Boringdon Arch.
8. A management strategy for the restoration and aftercare of the former clay dryer complex to ensure that the site is properly managed pending its future comprehesive redevelopment.
9. Proportion contribution to the delivery of the Boringdon sports hub.
10. Support the continued development of the Plym Valley railway.
11. Contributions towards strategic transport infrastructure / programmes on the Eastern Corridor.
12. Contributions towards health and education infrastructure in the locality.



4.209 Growth in Plympton will include development of the former China Clay dryer complex and growth to the east of Plympton. Redevelopment of the complex will require a comprehensive approach to the site which delivers a new residential

neighbourhood within an enhanced landscaped setting, whilst providing connections for walking and cycling into the surrounding residential area and connections into the Plym Valley.

4.210 The site is mainly vacant and derelict. It is located on the edge of the Plym Valley and lies within a mixed use area where there is no single dominant use. Woodford to the east is a post war residential development with bulky goods retailing, leisure railway line and a park and ride facility to the south of the site. The site is well located with direct links to the A38 and City Centre via Marsh Mills.

4.211 The site was previously allocated/identified in the North Plymstock AAP (2007) for waste management uses. Following the development of the Energy from Waste facility at Barne Barton, the site at Coypool is no longer needed for such uses. The Plymouth LPA has therefore taken the opportunity to look at the site in its entirety as an opportunity to create a comprehensive new residential neighbourhood along with the significant opportunities for formal and informal recreation and connections to the Plym Valley. The topography of the site means that it is very visible from the upper valley slopes to the east and west and there are panoramic views into the site from the existing residential areas of Leigham and Mainstone. A strong woodland belt defines the edge of the site and this strong landscape setting should be retained and enhanced as part of any proposals.

4.212 Vehicular access should be achieved via Coypool Road so as to limit the impact of increased traffic as a result of the new development on the existing residents of Woodford.

Policy PLY54

Saltram Countryside Park Strategic Greenspace

Saltram Countryside Park will provide a regionally significant recreational resource on the eastern edge of Plymouth in a manner that is sensitive to, and enhances, the area's exceptional biodiversity, landscape, historic assets and productive farmland. The development of this proposal will be sensitive to the unique historic value of the Saltram Estate, it will protect this resource and conserve and promote the wider setting. The Countryside Park will achieve this by:

1. Enhancing and protecting the historic character and national importance of Saltram House, Gardens and Parkland and other sensitive features within the Estate through the development of new infrastructure to manage increased visitor numbers. This will include:

    i. The creation of a second visitor entrance to the National Trust Saltram property within the South East area of the estate, near Stag Lodge.

ii. Addressing inadequate visitor car parking by developing a new, purpose-designed visitor car park and developing high quality sustainable transport links to the park.

iii. Providing new visitor arrival facilities and enhanced interpretation of the designed landscape to encourage exploration of the historic parkland and wider landscape.

2. Enhanced connectivity to and through the Countyside Park. This will be delivered through a series of sensitively designed footpaths, cycleways and bridleway routes and circuits throughout the Park area providing better connections to the existing and new communities. Improved access to the park through sustainable means will also be encouraged.

3. Significant enhancement to the wildlife value of the site and its key role as a green corridor linking with the network of greenspace that run through Plymouth and out into the wider countryside.

4. The safeguarding of land to meet the current and future burial needs of Plymouth. New burial, memorial and associated facilities will be designed to fit sensitively into the Countryside Park's landscape.

5. Fully integrating the restored Chelson Meadow into the Countryside Park, allowing landscape and biodiversity enhancements that will complement the park and the adjacent Registered Park and Garden, and in the longer term integrate public access routes.

6. Identifying opportunities to support the Countryside Park with complementary commercial recreation activities where appropriate to the character of the area, such as cycle hire, horse riding or similar facilities. These will provide both recreational and economic benefits, where the individual impact is compatible with the countryside park activities.



4.213 The Growth Area provides a unique opportunity to develop the green infrastructure of the city with the enhancement of Saltram Countryside Park at the heart of this strategy with green connections to Plym Valley and Sherford Community Park. The development of this network will provide recreational benefits for the local area and the wider city and provide a significant benefit to the environmental enhancement and biodiversity of the area as a truly multifunctional network of green spaces.

4.214 The Countryside Park will cover over 600 hectares and will reach from the Plym Estuary to Plympton St Maurice, incorporating the existing historic Saltram Estate (Grade I listed building and Registered Park and Garden) and a wider area

of land stretching east of Haye Road. The Park currently incorporates a range of land uses, including agriculture, a cemetery, allotments, a landfill site currently being restored, the historic Saltram Estate, Hardwick Woods and the Plym Estuary.

4.215 The proposal for a Countryside Park on the eastern edge of Plymouth was developed following a study, funded by Countryside Agency in 2005. This generated the vision and broad objectives for a Countryside Park that would help to protect the eastern corridor's natural and historic assets whilst providing for the recreational needs of the existing communities, the proposed communities at Plymstock Quarry and Sherford and population growth within the wider area. The delivery of the Park is now regarded as a key requirement to support the growth of the Eastern Corridor area.

4.216 The Historic assets of the Park centre on the Saltram Estate and Hardwick Woods. Saltram is already a significant tourist and local recreation destination. The Countryside Park also incorporates areas of high wildlife value and a diverse range of habitats including mud flats, species rich grasslands, ancient woodland, and a network of hedgerows. The landscape of the Countryside Park includes a number of key views that will be enhanced within the park; these include views north to Dartmoor, and views of the city from the A38 that are framed by the Park.

4.217 Delivery of the Park will need to be sensitive to the existing landscape, wildlife and historic assets and ensure they are sensitively integrated into the development of the Countryside Park.

4.218 With an increasing recreational demand arising from new development in the area and changes in recreational habitats, the Countryside Park's delivery will proactively manage these new recreational demands through new infrastructure to support visitor management and the delivery of enhanced and new recreational routes and focal points. The park has a significant role in enhancing the health and well-being of communities within the eastern corridor and wider city. The park will therefore be delivered in a manner that enables the park to accommodate more visitors without negatively affecting the sites natural and historic value.

4.219 Currently many areas within the Countryside Park are inaccessible to the general public. A network of high quality routes will be delivered through this area starting from a number of new access points. A recreational spine will run through the park from Laira Bridge linking to the western edge of the proposed Sherford development. These recreation routes will also link with existing strategic routes such as the National Cycle Network to encourage people to access the park by sustainable methods.

Policy PLY55

Hazeldene Quarry Minerals Safeguarding Area and buffer zone

Land at and to the north of the existing Hazeldene Quarry shall be safeguarded for the extraction of limestone aggregate, which shall include the area of known mineral reserve and a buffer zone to protect both the future extraction of the mineral and potential urban development to its north. Proposals for extraction of aggregate should provide for:

1. A working plan and proposed quarry operation which will be compatible with the future development of the area, to balance the extent of future mineral extraction and the maximisation of the future potential urban extension land to the north.

2. The provision of a landscaped environmental bund within the potential extension area to protect the amenity of future development.

3. A strip of land along the northern part of the site, which could form part of the environmental bund and will form the 'green link', including a pedestrian and cycle link, between Sherford and Saltram. This will also form part of the mineral extraction safeguarding buffer zone of 125m width.

4. Mitigation measures to address impacts as and where appropriate of mineral extraction on the natural and planned built environments, amenity, heritage, ecology and landscape and provision of suitable monitoring.

5. An appropriate method of monitoring and review of the development's long term environmental impacts, which may otherwise by unforeseeable. This will be achieved either through only consenting development proposals for individual phases, the impacts of which are more reasonable to predict, or through a scheme of phasing and environmental review periods to monitor and manage potential environmental impacts which can not be predicted at the time of granting consent.

6. Any future extraction should ensure satisfactory restoration and after care proposals following the completion of mineral extraction.



4.220 Minerals are a limited resource and they can only be worked where they exist. While the reserves are limited within the city the minerals which are there are a vital resource for society, there must be an adequate supply maintained. This is to ensures that the raw material for building, infrastructure and goods are available. The limestone reserves north of the existing Hazeldene quarry is of significant importance to the local building industry and it will be a vital resource for the building of the developments proposed in Plymouth.

4.221 Minerals extraction has the significant potential for environmental and visual impacts as well as impacting on residential amenity. The impact of extraction on future growth west of Sherford needs to be fully examined in considering future proposals. It is therefore important that while future extraction is supported it takes place in a sensitive way considering its surrounding and the long term future growth and sustainability of the Eastern Corridor Growth Area.

4.222 The policy boundary includes the 125m minerals buffer zone. The buffer zone overlaps small parts of both PLY48 (Sherford) and PLY54 (Saltram Countryside Park), and therefore imposes a policy constraint which will need to be managed in the delivery of those proposals.

Policy PLY56

Other sites allocations in the Eastern Corridor Growth Area

The following additional sites in the Eastern Corridor Growth Area are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Former nursery site, Haye Road	Housing (this site is considered suitable for executive housing)	9 homes	a. Cycleway / pedestrian link.
2	Pomphlett Industrial Estate	Mixed use - housing / retail	44 homes	a. Development should provide for a high quality entrance to Saltram Meadow which creates a positive sense of arrival and which integrates into the existing development. b. Removal of narrow strip of rock belt between the site and Saltram Meadow with the creation of compatible levels. c. Relocation of existing occupiers of the site to premises made available in Saltram Meadow, or other appropriate location in the city. d. Potential opportunity to relocate the local centre from Saltram Meadow to provide active road frontages.
3	Chelson Meadow	Waste management uses		a. No adverse impact on the conservation value of the Plym Estuary. b. Appropriate landscape screening and design so there is no adverse impact on the setting of Saltram Countryside Park and on the adjacent national cycle route and nearby residential areas. c. The integrity of the landfill environmental protection measures to be protected. d. Mitigation measures to address the potential impacts that flooding events would have on access to the site. e. Access improvements on The Ride.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
4	Former Western National bus depot site	Mixed use incorporating commercial uses (potentially small scale local retail, leisure and/or hotel).		a. High quality design befitting the gateway location b. Improved pedestrian connections to the local area c. Retail provision, if included, should be limited to meet the needs of the surrounding local area. d. Flood mitigation measures to ensure development is safe and does not increase flood risk elsewhere. e. Highway access to be from Embankment Lane link road. f. Investigation and remediation of contaminated land.
5	Prince Rock playing pitch site	Mixed use development, potentially incorporating public house / restaurant and hotel with potential also for leisure related retail and cycle hire facilities exploiting waterfront location and cycle links.		a. Development to take advantage of the site's locational assets. b. High quality design befitting the gateway location. c. Flood mitigation measures to ensure development is safe and does not increase flood risk elsewhere. d. Delivery of alternative playing pitch facilities. e. Highway access to be from Embankment Lane link road. f. Investigation and remediation of contaminated land.
6	Land at Moorcroft Quarry	Waste management uses for the recycling and recovery of construction and demolition waste (inert waste), including storage of imported and processed construction and demolition waste.		a. A high standard of site design and management to avoid the risk of water pollution, and to reduce the risk of noise, dust and air pollution. b. The need to protect the amenity of nearby residents from unreasonable adverse impact arising from processing activity and transport movements. c. Arrangements for HGV access to be identified.

4.223 Policy PLY56 identifies six further sites for development within the plan period. These sites are expressed in table format as the key requirements relating to each proposal can at this stage be expressed in a relatively few points. However, each proposal is significant in terms of the contribution that it makes to the overall vision of the plan and meeting the strategic outcome set out for the Eastern Corridor Growth Area.

4.224 Taken together the Eastern Corridor Growth Area provides for 6,789 new homes, 321,325 sq.m. of employment floorspace, as well as strategic facilities such as parks, minerals and waste uses.

Policy PLY57

Strategic infrastructure measures for the Eastern Corridor Growth Area.

The following key strategic infrastructure measures will be provided during the plan period, in addition to proposals identified in other policies of this plan, in order to support the delivery of the strategy for the Eastern Corridor Growth Area:

1. Langage southern access road.

2. Eastern corridor transport improvements / programmes to support growth and improve access, including the following schemes:

   i. A379, A374, B3416 capacity and bus priority improvements including at Cattedown Roundabout, Pomphlett Roundabout and Stanborough Cross.

   ii. Capacity upgrades to the A38 and its junctions at Deep Lane and Marsh Mills, Forder Valley, Manadon and St Budeaux interchange.

   iii. New and enhanced park and ride sites and services, including at Deep Lane.

   iv. Junction improvements to the A374 / B3416 Plymouth Road and key junctions in Plymstock.

   v. Eastern Corridor Strategic Cycling and Walking network improvements.

3. New cemetery and crematorium facilities to address capacity issues arising from the growth of Plymouth (in the vicinity of Saltram countryside park, specific site to be identified).



4.225 The priority infrastructure interventions needed to support growth in the east of the city are set out in Policy PLY57. Transport infrastructure is key to unlocking the growth potential of the eastern corridor, and a new cemetery and crematorium will also be provided as a facility to support Plymouth's overall growth agenda.

Opportunity sites within the Eastern Corridor Growth Area

The following sites are identified as having significant potential for supporting the delivery of the Strategic Outcome and Objective for this Growth Area. They are however not allocated in the plan because there is insufficient evidence at the current time of their deliverability within the plan period.

- Wakehams Quarry and Sugar Mill, Pomphlett - which should they become available would provide a significant opportunity to deliver mixed use housing led regeneration, with commercial uses on the frontage, also delivering improved pedestrian connections to Saltram Meadow and the eastern corridor strategic cycle network.

4.226 Opportunity sites are not formally allocated in the plan and therefore are not shown on the Policies Map. However, the LPA is supportive in principle of development of these sites if key constraints can be overcome in an acceptable way and a deliverable proposal can be identified.

How we will know we have been successful - our measures of success for the Eastern Corridor Growth Area

A. All of the areas's strategic housing sites have significantly progressed to completion.

B. The area's strategic greenspace projects are delivered.

c. Other areas and sites

What we are going to do - our policies for the rest of Plymouth

4.227 Within the Plymouth Policy Area and in addition to the strategic allocations identified in the Growth Areas, further sites have been identified as being suitable for development for a range of uses including residential, employment, sports, retail and community use. The development of these sites will support the vision and objectives of the JLP and demonstrate how the LPAs are meeting their development requirements over the plan period. Taken together they deliver 1,703 new homes and 10,440 sq.m. new employment floorspace. Additionally, there are significant areas of greenspace around the edge of the city which play an important role in the relationship of the city to the surrounding countryside and require careful management in terms of future land use and development.

4.228 The allocations and policies that follow should be read alongside and considered against the other policies in the JLP.

South Plymouth

4.229 The south area of Plymouth covers all of the neighbourhoods to the south of the A38 and west of the Plym Estuary. The City Centre and Waterfront Growth Area section of this plan has already considered a significant part of the area. This section of the plan considers the smaller / less strategic sites within the Growth Area and the wider south Plymouth area.

4.230 The focus of development in this area is about supporting the needs of the existing neighbourhoods through appropriate small scale development in areas which are well related to the City Centre, commercial areas of the city and established transport networks.

4.231 Central Park provides a crucial recreational resource for the local population and wider city at the heart of the area, including the Life Centre which is the premier leisure facility in the city. Its long term future and enhancements is vital to providing a quality recreational offer for the city.

4.232 The site allocations set out below provide opportunities which support the development of sustainable linked neighbourhoods.

Policy PLY58

Site allocations in the south of Plymouth

The following sites are allocated for development in south Plymouth:

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Land at St Levan Gate, Keyham	Medium sized food retail store		a. Upgrading of traffic signals. b. Scale of development to not have a significant adverse impact on existing district and local centres. c. Car parking to meet the needs of the store and the new local centre. d. Improve pedestrian and cycling connections from surrounding streets.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
2	Home Park	Completion of stadium improvements and appropriate ancillary uses		a. Access improvements to be delivered in accordance with transport assessment for the proposal. b. Enabling uses could be acceptable provided that they are of a scale and nature that complement but do not prejudice the sporting use of Home Park and the wider recreational use of Central Park.
3	Coombe Way & Kings Tamerton Road	Housing	40 homes	a. Convenient pedestrian and cycle access to the adjacent Local Nature Reserve.
4	Tamar Valley School, Barne Barton	Housing	44 homes	
5	North Prospect re-development phase 4	Housing	182 homes (a net increase of 42 homes)	a. Delivery in accordance with North Prospect masterplan.
6	North Prospect re-development phase 5	Housing	143 homes (a net increase of 45 homes)	a. Delivery in accordance with North Prospect masterplan.
7	Douglass House, Efford	Health hub with housing	5 homes	
8	Land at Windsor Road, Compton	Housing	26 homes	
9	Former Gas Works Site, St Levan Road, Keyham	Housing	57 homes	a. Access to be achieved from St Levan Road. b. Investigation and remediation of contaminated land.
10	Ham Drive, Pennycross	Housing	25 homes	a. Access to be achieved from existing development site.
11	Duke Street, Devonport	Car parking for strategic events		a. Landscape enhancements to be delivered.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
12	Land at Stuart Road/Victoria Park, Stoke	Housing	46 homes	a. Retention and enhancement of the heritage and visible assets on site from former railway bridge. b. Delivery of a sustainable urban drainage solution to provide an improvement to surface run off to and from the site.
13	MDEC, Central Park Avenue, Pennycomequick	Housing	141 homes	a. Access should be achieved from Central Park Avenue. b. Conversion of existing buildings. c. Delivery of a sustainable urban drainage solution to provide an improvement to surface run off rates from the site. d. Flood resistant and resilient design to address existing surface water issues.
14	Open space near Manadon junction	Enhanced playing pitch provision		a. Development of strategic football facility such as a full size AGP or grass pitch(es).
15	Savage Road, Barne Barton	Housing	226 homes (net increase of 0)	
16	Bull Point Barracks	Mixed use refurbishment to provide new homes and employment / training space for local community	13 homes	a. A development which respects the site's heritage assets and context, as informed by a detailed heritage character assessment to be undertaken for the proposal. b. Retention and enhancement of designated heritage assets, associated non-designated buildings and features (including historic surfaces) and their settings. c. The site should be fully understood and recorded prior to any acceptable changes to historic structures. d. Any approved development should also include improved public access to, understanding and enjoyment of the buildings and their setting.
17	Seventrees, Baring Street, Greenbank	Housing	80 homes	a. Re-provision of dental practice.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
18	Weston Mill sports pitches and car park	Re-provision and enhancement of sports facilities on site with new food retail store as enabling development.		a. Protection and enhancements to the existing sports provision and associated sports and community facilities. The re-provision and enhancement of the playing pitches and associated infrastructure must be secured as part of the planning consent for the retail store and completed prior to the opening of the store. b. Development including any cemetery expansion land shall not to be commenced until its replacement is secured, in accordance with other policies of the plan. c. Scale of development to not have a significant adverse impact on existing district and local centres. d. Retention of the tree belt fronting the St Budeaux Bypass e. Delivers a comprehensive strategy to access the site and ensures the free flow of movement on the wider transport network.
19	Peverell Park	Enhanced playing pitch provision.		a. Re-provision and enhancement of a cricket pitch.
20	Land at Efford Pathway (west)	Enhanced playing pitch provision.		a. Delivery of new and enhanced football pitch provision and associated buildings and infrastructure.
21	Land at Efford Pathway (east)	Enhanced playing pitch provision		a. Delivery of new and enhanced football pitch provision and associated buildings and infrastructure.



North Plymouth

4.233 This area covers all neighbourhoods to the north of the A38 and west of the Plym Valley, including parts of the urban fringe. The Derriford and Northern Corridor Growth Area section of this plan has already considered a significant part of the north area and the significant growth it will deliver. This section of the plan considers the smaller / less strategic sites within the Growth Area as well as the wider north area.

4.234 There are a number of neighbourhoods in the north of the city. Development in this area is characterised by distinct areas separated by the green valleys which have shaped the growth of this part of the city.

4.235 The A386 which runs through the centre of the northern area is the main road connection into the City Centre and the strategic road network along the A38. To the north it is the key gateway for people coming in from West Devon, South Hams and the Dartmoor National Park. There are many successful employment areas in the north of the city in addition to those identified in the Growth Area including Estover, Ernesettle and Burrington.

4.236 The site allocations set out below provide opportunities which support the development of sustainable linked neighbourhoods.

Policy PLY59

Site allocations in the north of Plymouth

The following sites are allocated for development in the north of Plymouth:

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Former Woodlands School Site, Whitleigh	Housing	72 homes	
2	Land either side of Clittaford Road, Southway	Mixed use - housing with small/medium sized food store	108 homes	a. Local retail facilities of a scale relevant to enhancing the provision at the Southway local centre where it can be demonstrated that it would not impact on investment in higher order retail centres. b. Improved connectivity to the local centre. c. Development fronting the streets. d. Access strategy to be provided.
3	Clittaford Road, Southway	Housing	21 homes	a. Access strategy to be provided.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
4	Former Southway Primary School	Housing	95 homes	a. Improved access to be achieved from Bampfylde Way.
5	Stirling House,Honicknowle Green	Housing	20 homes	
6	Land south of Langley Crescent, Southway	Housing	14 homes	
7	Land off Tamar Way, West Park	Housing	13 homes	
8	Southway Campus, Skerries Road	Housing	67 homes	
9	Woodvale Nurseries, Truro Drive, Whitleigh	Housing	31 homes	
10	Land west of Ernesettle Lane, Ernesettle	Enhancement and delivery of new playing pitch facilities		a. Development of enhanced playing pitch facilities including the potential of full size AGP(s). b. A sensitively designed landscape scheme to minimise the impact of nearby highly graded heritage assets.
11	Fields to north of St Budeaux A38 junction	Housing	94 homes	a. Conservation or enhancement of the area's historic environment, as supported by a detailed heritage and visual landscape assessment, including: i. Retaining and where possible opening up key views and partial views of heritage assets, from outside and within the site, including St Budeaux parish church and embankment and Agaton Fort. ii. Taking account of existing built boundaries and following existing lines so as to not impact on the setting of the church or encroach onto land within its settings. iii. Taking account of the presence of Ernesettle Battery so as not to impact upon its setting or encroach on to land within its setting. b. Protection and maintenance of historic hedgerows.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
				c. Transport assessment and mitigation in relation to Victoria interchange d. Development must include delivery of high quality publicly accessible greenspace to mitigate for the loss of greenspace and provide for enjoyment of the historic environment. e. Delivery of a Sustainable Urban Drainage system to manage surface water that is also designed to deliver wildlife and amenity benefits.
12	Land behind Marett Road, St Budeaux	Commercial or mixed use opportunity		a. Sensitively designed and well landscaped scheme, providing adequate off street parking, acknowledging its prominent location, proximity to heritage assets and access and parking constraints in the locality.
13	Land north of Clittaford Road, Southway	Housing	9 homes	
14	Southway Football Hub (Bond Street)	Enhance playing pitch facilities		a. Delivery of new football hub, including new and enhanced pitch provision and associated buildings and infrastructure.
15	Land between 140 and 150 Dunraven Drive, Derriford	Housing (this site is considered suitable for executive housing)	6 homes	a. Improved public access to the adjacent greenspace designated as Southway Woods Local Green Space.
16	Whitleigh Community Centre	Housing	27 homes	
17	Chaucer Way school site	Housing	137 homes	a. Retention of existing playing pitch.
18	Former Lakeside residential home	Housing	15 homes	



Plympton and Plymstock

4.237 The east area of the city includes Plympton and Plymstock as well as parts of the urban fringe. The Eastern Corridor Growth Area section of this plan has already considered a significant part of the area, including the new communities at Sherford and Saltram Meadow, and establishes the role of Saltram as a key recreational resource for the rest of the city. This section of the plan considers the smaller / less strategic sites within the Growth Area as well as the wider eastern area.

4.238 Plympton and Plymstock are largely characterised by semi-detached and detached housing at relatively low density when compared to other areas of the city although much of the residential areas lack local character and identity. There are areas of historic importance and designated Conservation Areas to protect this heritage and special character in places such as Plympton St Maurice and Turnchapel.

4.239 The main hub for shopping, services and facilities is the Ridgeway in Plympton and Broadway in Plymstock. Other local centres support the wider area and ensure daily needs are met and new facilities are planned as part of the Sherford and Saltram Meadow developments. The area is well served by employment areas including Newnham, Valley Road and the strategic employment area of Langage.

4.240 There is good provision of greenspace in the east of the city from small neighbourhood greenspaces to strategic greenspace areas such as the Plym Valley and the new Sherford Community Park and to the south the area borders the South Devon Area of Outstanding Natural Beauty (AONB).

4.241 The site allocations set out below provide opportunities which support the development of sustainable linked neighbourhoods.

Policy PLY60

Site allocations in Plympton and Plymstock

The following sites are allocated for development in Plympton and Plymstock:

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Land at Redwood Drive, Chaddlewood	Housing	190 homes	a. Delivery of off site highways works. b. Delivery of a new high quality park adjacent to the development to mitigate for the loss of the greenspace.
2	Downham School	Housing	28 homes	a. Provision of safe pedestrian access / egress route in times of flooding.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
3	Former Plympton Hospital	Housing	54 homes	
4	Land at Staddiscombe Road/Goosewell Road, Staddiscombe	New playing pitch		a. New grass football pitch.
5	Land at 60 Vinery Lane, Plymstock	Housing (this the site is considered suitable for executive housing)	5 homes	
6	Former MoD site Turnchapel Wharves, Turnchapel	Marine employment uses (B1b,c; B2, B8)	8,440 sq.m. employment floorspace	a. Wharves and slipways to be retained for marine use purposes. b. Measures to ensure development is safe and does not increase flood risk elsewhere.
7	Land between Undercliff Road and Barton Road, Turnchapel	Housing	7 homes	a. Trees protected by TPOs on site to be retained within the development site. b. Measures to ensure development is safe and does not increase flood risk elsewhere.
8	Errill Retail Park, Plymouth Road, Plympton	Housing	60 homes	a. Access improvements. b. Measures to ensure development is safe and does not increase flood risk elsewhere.
9	Land at Plympton House, Plympton	Housing with improved access to open space	14 homes	a. Open space improvements and access to Registered Park and Garden.
10	Land off Newnham Road, Colebrook	Housing	52 homes	a. Comprehensive re-development of site. b. Support given to provide for the relocation of the existing businesses elsewhere within the city. c. Development not to commence until measures agreed to ensure that there is a net improvement in both on- and off-site flood risks.
11	Boringdon Park	Playing pitch hub and cycling facilities (closed loop cycle track)		a. Development to take place in a manner which does not harm and instead enhances the setting of the nearby heritage assets, including the

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
				Boringdon Arch as demonstrated by appropriate environmental and heritage assessments. b. Provision of adequate off-street parking. c. Landscaping scheme to implemented as integral part of the proposal including new planting adjacent to the Plym Valley to buffer areas of the woodland. d. Good connections to the adjacent Coypool development (PLY53), the Plym Valley cycleway and adjacent strategic greenspace areas to be provided. e. Enabling development will be acceptable to facilitate the delivery of the sports facilities and the other provisions of this policy, provided that it is well related to the Coypool development, and it respects the urban fringe character of the site and does not break the skyline when the site is viewed from off-site locations to the south.
12	Land at Bell Close, Plympton	Employment - B1b,c, B2 & B8	2,000 sq,m, employment floorspace	a. Mitigation to be provided for the loss of publicly accessible greenspace. b. The development design to create a good relationship with the adjacent land designated as local greenspace. c. Delivery of a Sustainable Urban Drainage system to manage surface water that is also designed to deliver wildlife and amenity benefits.

Development in Plymouth's urban fringe

Policy PLY61

Development in Plymouth's urban fringe

The LPAs will protect the special characteristics and role of the urban fringe countryside as identified on the Policies Map. The following provisions will apply to the consideration of development proposals in the urban fringe:

1. Development will only be permitted where:

    i. The form, scale and design is not visually intrusive and is well integrated into the landscape.

    ii. The development, either individually or cumulatively does not significantly harm the open character, key characteristics, valued attributes, or sensitive features of the area or important views.

    iii. The proposal does not result in significant intrusion into the open countryside or contribute to the coalescence of separate settlements.

    iv. The setting, individual character and identity of adjoining settlements is not significantly harmed.

    v. The proposed development is linked to an existing appropriate use and does not conflict with the above criteria.

2. Development proposals should, where appropriate:

    i. Protect and improve public rights of way and bridleways.

    ii. Re-use traditional buildings that are structurally sound enough for renovation without significant enhancement or alteration.

    iii. Be complementary to and not prejudice any viable agricultural operations on a farm and other existing viable uses.

    iv. Respond to a proven agricultural, forestry and other occupational need that requires a countryside location.

    v. Avoid the use of Best and Most Versatile Agricultural Land.

3. Development for the purposes of agriculture, forestry, public access and enjoyment of the countryside, or community facilities that meet the objectively assessed needs of the local community will be supported if it meets the above provisions.



4.242 The countryside within Plymouth's urban fringe makes a vital contribution to the setting and character of the city and adjacent nationally protected landscapes and provides a valuable environmental resource. It is therefore of great importance that development pressure in the urban fringe is carefully managed in order to ensure prevent harm to the urban/rural interface and associated negative impacts on the natural environment. The city is bounded to the south and north by nationally protected landscapes; the South Devon Area of Outstanding Natural Beauty (AONB), the Tamar Valley AONB and Dartmoor National Park. Proximity to these designated landscapes creates areas of greater sensitivity where it is important to ensure that development does not individually or cumulatively harm these protected landscapes. It is also important to promote the conservation, restoration and enhancement of ecological networks within the urban fringe. This policy seeks to protect these designated areas from the sprawl of the city and ensure that only development that is appropriate for these sensitive locations is permitted. Development proposals within the urban fringe will need to supported by Landscape Visual Impact Assessments and landscaping schemes, in accordance with the provisions of Policy DEV23.6.

Infrastructure and Opportunity Sites

Policy PLY62

Strategic infrastructure measures

The following key strategic infrastructure measures will be provided during the plan period, in addition to proposals identified in other policies of this plan, in order to support the delivery of sustainable growth in Plymouth:

1. Improvements to the A38 trunk road and its main junctions.

2. Capacity increases, including bus priority improvements, to the A3064 St Budeaux Bypass and Wolseley Road, including Camels Head junction.

3. Western Corridor Strategic Cycling and Walking network improvements.



4.243 Policy PLY62 identifies priority infrastructure interventions that are not specific to the three growth areas, but are still need to support the plan's overall growth strategy for the Plymouth Policy Area. The A38 trunk road through Plymouth will remain a significant priority given its wider function as a national and regional route. Other transport measures are needed to address the approaches to the city from

the west. For example, the councils are working closely with Cornwall Council to secure funding and delivery of a Western Park and Ride facility in Saltash, as set out in the emerging Cornwall Site Allocations Development Plan Document.

Opportunity sites

The following sites are identified as having significant potential for supporting the delivery of the plan. They are however not allocated in the plan because there is insufficient evidence at the current time of their deliverability within the plan period.

- Mount Gould Hospital - which has potential for a mix of health, community and residential development to make better use of the site.

4.244 Opportunity sites are not formally allocated in the plan and therefore are not shown on the Policies Map. However, the LPA is supportive in principle of development of these sites if key constraints can be overcome in an acceptable way and a deliverable proposal can be identified.

5 Strategy for Thriving Towns and Villages Policy Area

a. Strategic policies

What we are trying to achieve - our strategic approach to development in South West Devon

Strategic Outcome

South West Devon's towns, villages and countryside communities will have contributed to achieving a prosperous and sustainable sub-region with a diverse rural economy, housing stock and rural services that meet the needs of its population. The integrity of South West Devon's rural and urban landscapes will remain intact, with strong rural communities that reflect the traditions of the historic landscape. The rural and urban landscapes will continue to enjoy national recognition and contribute to a thriving rural economy through investment in traditional industries and innovative diversification.

5.1 The characteristics of the Thriving Towns and Villages Policy Area are very different from the urban area of Plymouth. There are specific opportunities and challenges that arise in the rural areas and the approach to addressing these issues are explained in this section.

5.2 The need to deliver a significant number of new, high quality homes and jobs is shared across the JLP area. By increasing the supply of homes in sustainable locations, and by providing a housing mix that responds positively to identified housing needs, greater housing equality can be achieved by rural communities which for a number of years have suffered from a rapidly increasing affordability gap. The social implications of house price rises that far outstrip wage increases have seen a disproportionate amount of young people and working age families leave South Hams and West Devon for more affordable areas within cities such as Plymouth, Torquay and Exeter, or further afield. This has a negative impact on community cohesion and resilience in our rural settlements, which have previously been characterised by strong family networks and a continuity of local population. A demographic imbalance towards older age groups has been a feature of South Hams and West Devon over the last two census periods, and is projected to continue throughout the plan period.

5.3 Economic opportunities will arise through coordinated planning with Plymouth City Council and other neighbouring authorities, as well as investment in the local distinctiveness of South West Devon, creating a resilient environment for our traditional industries and employers. The Plymouth and Peninsula City Deal will provide a catalyst for ongoing investment in the marine industries that are well established in many of the coastal areas of South Devon, with further investment in local supply chains offering potential benefits throughout the wider sub-region. The Heart of the South West Local Enterprise Partnership (LEP) recognises the strength of the region's marine industry and businesses in South Hams and West Devon have the opportunity to benefit from this investment. The LEP also identifies three core aims that underpin a balanced approach to growth throughout the South West, and one of these is 'Building on our Local Distinctiveness'. This leads to a priority of the LEP to 'Maximise

our Environmental Assets', of which the designated landscapes of the South Devon AONB, Tamar Valley AONB, the Cornwall and West Devon Mining Landscape World Heritage Site and Dartmoor National Park are key components.

Strategic Objective SO6

Delivering a prosperous and sustainable South West Devon

To reinforce and protect the settlement pattern of South West Devon as the key driver of the prosperity and sustainability of the area, set within the diverse rural economy and an outstanding natural environment. This will be achieved through:

1. Prioritising growth through a hierarchy of settlements.
2. Enabling bottom-up planning processes in local communities by supporting the delivery of neighbourhood plans.
3. Prioritising equitable access to homes and jobs that meet the needs of all people living in the towns and villages of South West Devon.
4. Enabling a resilient mix of age groups throughout all rural communities.
5. Promoting school, health, and recreation facilities of a high quality in order to reinforce strong communities.
6. Improving transport infrastructure and services, helping to reduce the need to travel and provide more sustainable transport options.
7. Delivering digital connectivity that supports diversity and innovation in the rural economy.
8. Protecting, conserving and enhancing the natural beauty of south west Devon's countryside, protecting the countryside from inappropriate development, and maximising our environmental assets.
9. Celebrating our heritage assets and protecting them for future generations.



What we are going to do - the development strategy for The Thriving Towns and Villages

Policy TTV1

Prioritising growth through a hierarchy of sustainable settlements

The LPAs will distribute growth and development delivering homes and jobs in accordance with the following hierarchy of settlements, enabling each town and village to play its role within the rural area:

1. The Main Towns - which will be prioritised for growth to enable them to continue to thrive, achieve strong levels of self-containment, and provide a broad range of services for the wider area.

2. Smaller Towns and Key Villages - which will receive support for growth commensurate with their roles in supporting the small villages and hamlets.

3. Sustainable Villages - where development to meet locally identified needs and to sustain limited services and amenities will be supported.

4. Smaller villages, Hamlets and the Countryside - where development will be permitted only if it can be demonstrated to support the principles of sustainable development and sustainable communities (Policies SPT1 and 2) including as provided for in Policies TTV26 and TTV27.



5.4 Policy TTV1 sets out the principles to be used to distribute new employment and housing across the Thriving Towns and Villages Policy Area. The distribution is based upon an understanding of the settlement pattern within the rural areas, the role of each of the settlements within this pattern, and how they relate to each other and to the wider Plymouth Housing Market Area (HMA).

5.5 The plan does not define settlement boundaries. However, development outside built up areas will be considered in the context of Policy TTV26 (development in the countryside). Neighbourhood plans may chose to identify settlement boundaries for their towns and villages. A consistent approach will be encouraged through the use of overarching principles for the drawing of settlement boundaries established by the LPAs. These principles, which were published in the JLP Settlement Boundaries Topic Paper, will be incorporated in the Thriving Towns and Villages SPD.

5.6 It is also necessary to recognise the relationships that some of our settlements have with Exeter, Torquay, Cornwall and Newton Abbot. Alongside understanding the settlement pattern it is also important to ensure that the strategic landscape designations, including Dartmoor National Park, the Tamar Valley AONB and the

South Devon AONB are carefullly considered. The settlement hierarchy for South West Devon has been established to provide a clear framework for delivering sustainable development, reflecting the presumption in favour of sustainable development in para 14 of the NPPF, and a successful vibrant sub-region which supports the wider regional economy.

5.7 The approach for Thriving Towns and Villages, covered in more detail in the following sections, can be summarised as follows:

5.8 Strengthening the role of the six Main Towns and recognising that, after Plymouth, these are the most suitable locations for sustainable growth. These towns not only have a high level of services and amenities within the towns, but also support large rural hinterlands that take in a number of other settlements. The Main Towns are Dartmouth, Ivybridge, Kingsbridge, Okehampton, Tavistock and Totnes.

5.9 The Smaller Towns and Key Villages provide a more limited range of services than the Main Towns, but nevertheless they play an important role in supporting the dispersed villages and hamlets that are located throughout the rural areas, and which sustain a large number of rural communities. In order to maintain their function, a proportionate amount of new growth is appropriate to ensure that services and facilities are not lost, but can be sustained and enhanced where appropriate. The Smaller Towns and Key Villages are Bere Alston, Chillington, Dartington, Hatherleigh, Lifton, Modbury, North Tawton, Salcombe, Stokenham, and Yealmpton.

5.10 At the next level of the settlement hierarchy are sustainable villages that have a limited but vital provision of services and amenities. The JLP envisages growth in these sustainable villages to meet local needs, and encourages communities to identify sites to meet these needs through neighbourhood plans. The Sustainable Villages are Berry Pomeroy, Blackawton, Bratton Clovelly, Bridestowe, Broadwoodkelly, East Allington, Ermington, Exbourne, Folly Gate, Halwell, Harberton, Harbertonford, Highampton, Inwardleigh, Lamerton, Lee Mill, Lee Moor, Lewdown, Marldon, Milton Abbot, Monkokehampton, Morleigh, Northlew, Rattery, Sampford Courtenay, Sparkwell, Spreyton, Staverton, Stowford, Ugborough, Woolston Green and Wotter.

5.11 Outside of the settlements and in the wider rural area, it is significantly more challenging to meet the requirements of sustainable development. Paragraph 55 of the NPPF highlights that isolated homes in the countryside should be avoided, and only allowed where there are special circumstances. This is considered further in Policy TTV25.

5.12 Figure 5.1 identifies how site allocations have been distributed across the settlement hierarchy set out in Policy TTV1. The rest of this chapter sets out individual objectives for each level of the settlement hierarchy in more detail, and the development allocations for new housing and employment to deliver the objectives set out in SO6. In the Sustainable Villages the JLP does not specifically allocate sites for development. In these villages, it is anticipated that housing will be provided for in the following ways:

- through neighbourhood plans which come forward throughout the plan period;

- through the application of development management policies where there is no neighbourhood plan;
- though the possibility of separate planning studies which identify new sites, and which will be an evidence base input to the next review of the JLP.

5.13 A 'Sustainable Villages' allowance for these sites has been included in the housing land supply for the whole plan period, taking account of the sustainability of each village and the availability of sites in the SHLAA. It should be noted that whilst this allowance counts against the 5 year land supply for the Thriving Towns and Villages, and forms part of the housing trajectory for the policy area, the trajectory assumes that this source contributes to supply only in the later stages of the plan period, unless and until monitoring identifies actual commitments and completions. This approach avoids the risk of the JLP predetermining the outcome of the neighbourhood plan making process.

Figure 5.1. Site allocation totals by settlement type

Settlement Type	New Homes 2014 - 2034	New Employment Space 2014 - 2034
Main Towns	4,417	103,070 sq m
Smaller Towns and Key Villages	911	46,780 sq m
Sustainable Villages	550	0
Note: This table refers only to sites allocated by the Joint Local Plan policies plus the allowance for potential supply at Sustainable Villages - see paragraph 5.12. Completions 2014 to 2016 and commitments (permissions) as at March 2016 are additional to the allowance for the potential supply at Sustainable Villages.		

Policy TTV2

Delivering sustainable development in the Thriving Towns and Villages Policy Area

The LPAs will support development proposals in the Thriving Towns and Villages Policy Area which reinforce the sustainable settlement hierarchy and which deliver a prosperous and sustainable pattern of development. In addition to the provisions of Policies SPT1 and SPT2, specific objectives of rural sustainability to be supported through development include:

1. The location of housing where it will enhance or maintain the vitality of rural communities.
2. The delivery of affordable homes that enable rural communities to remain vibrant.

3. The growth and expansion of rural businesses and enterprise.

4. The development and diversification of agricultural and other land-based rural businesses.

5. The delivery of sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and respect the character of the countryside and historic settlements.

6. The retention and enhancement of important rural services and community facilities.

7. The provision of sustainable transport accessibility appropriate to the specific context of the proposal.

8. The delivery of natural infrastructure, where appropriate, alongside new development.



5.14 Policies SPT1 and SPT2 in the Spatial Strategy set out the approach taken by the JLP to sustainable development in Plymouth and South West Devon. Policy TTV2 builds on these principles by highlighting particular aspects of rural sustainability that should be supported through the development process.

5.15 Defining what can be considered sustainable in rural areas is not a straightforward exercise, and often relies upon the balance of benefits and impacts presented by a planning proposal. The JLP supports the delivery of more homes that meet local needs, and supplying a housing mix that adds diversity and affordability to the housing stock within the rural areas. The JLP also supports greater diversity within the rural economy, recognising that greater sustainability and resilience is achieved through encouraging a broader base of jobs than has traditionally been accessible in rural areas.

5.16 The ability of our rural communities to connect with each other and the wider world is seen as a critical component of what we consider 'sustainable' to mean in the 21st century. Rural facilities that foster and maintain social interactions were given the highest priority by rural communities when consulted, along with the quality of broadband signal, which not only keeps people connected socially, but also helps support the diversification and innovations of rural businesses.

5.17 Being able to travel on public transport from the rural areas to larger settlements to access services and employment continues to present challenges, with the viability of many rural services difficult to achieve. With the proportion of rural communities aged over 65 increasing, reliance on public and community transport is expected to increase accordingly. Any reduction in service provision will have serious implications for health and well-being. As such, proposals that contribute to securing rural public transport services will be encouraged, with developer contributions sought where appropriate.

How we will know we have been successful - our measures of success of South West Devon's strategic role

A. The housing and employment requirement for the Thriving Towns and Villages Policy Area is provided for in accordance with the settlement hierarchy.

B. Each of the Main Towns has sustained and strengthened their role in providing a broad range of services for the wider rural area.

C. Neighbourhood plans have driven the delivery of sustainable and thriving rural communities.

b. Main Towns

What we are trying to achieve - our strategic objective for the Main Towns

Strategic Outcome

South West Devon's Main Towns will be thriving, prosperous and resilient centres with a strong degree of self-containment, and providing a diverse mix of services and amenities that support a number of surrounding rural communities. The towns will have developed and benefitted from strong strategic links with larger towns and cities.

5.18 There is a clearly distinct role for the Main Towns in the Thriving Towns and Village policy area. The vitality of the settlement pattern that characterises the Thriving Towns and Villages Policy Area depends upon the long-term resilience of the towns at the top of the settlement hierarchy. The JLP responds to this critical need by providing a strong framework that will allocate sites for new homes and jobs, and policies that will encourage effective and appropriate levels of investment in infrastructure, services and amenities.

Strategic Objective SO7

Maintaining a strong network of Main Towns

To promote locally distinctive and sustainable development in the main towns, with sufficient new homes, jobs, services and infrastructure provided to improve their level of self-containment and to meet local needs. This will be achieved through:

1. Delivering a quantity and mix of new homes that responds positively to local housing needs.

2. Ensuring appropriate infrastructure needs are identified and met to enable new growth.

3. Building self-sufficiency and resilience of the local employment market that meets local needs and attracts new sectors and investment.

4. Protecting and enhancing local distinctiveness and historic character of the Main Towns.

5. Maintaining the transport services and infrastructure that make the Main Towns a hub between rural communities and larger settlements.

6. Enhancing the links between the Main Towns and the surrounding countryside to support healthy communities.



5.19 The towns of Tavistock and Ivybridge have strong links to Plymouth by virtue of geographic proximity and established transport networks. Opportunities to enhance the distinctive identities and thriving economies of these towns will be pursued, alongside building stronger economic and social connections with Plymouth.

5.20 Okehampton, Totnes, Kingsbridge and Dartmouth are self sufficient, independent towns which celebrate their identities and their place within South West Devon. These towns have functional relationships with other settlements such as Exeter, Torbay and Newton Abbot, and this offers a diversity of economic and social opportunities that can contribute to community resilience and enable these towns to adapt to changing circumstances throughout the plan period and beyond.

5.21 The distribution of development and service provision in the Thriving Towns and villages is, therefore, based on the principles of sustainable development. This means that the majority of new development will be located in places where people can most easily access jobs, health, leisure, education, shops and community facilities including by foot, bicycle or public transport. By seeking the highest levels of growth in the six main towns, housing can be provided in places where there is the greatest opportunity for people to access jobs, facilities and services. This will also support the towns as thriving service centres that are able to meet the needs of the population of the whole of the area.

5.22 Each of the main towns have environments in which enterprise can thrive and businesses can grow, and this plan seeks to ensure that sufficient opportunities exist to ensure that each of these towns can retain current employers as well as attracting future investment.

Policy TTV3

Strategic infrastructure measures for the Main Towns

The following key strategic measures and infrastructure projects will be provided during the plan period in order to support the delivery of the strategy for the Main Towns.

1. Road linking Crediton Road to Exeter Road in Okehampton.
2. A386 improvements between Tavistock and Plymouth (subject to a further study to identify key interventions, all modes to be considered, and including consideration to cycle route and public transport measures).
3. Improvements to rail infrastructure in Okehampton and Tavistock.
4. Connectivity across and along the River Dart will be improved by increasing the number of ferry services and their frequency.
5. Expansion of early year places, primary school and secondary school provision where required.
6. Expansion of special educational needs places.
7. Totnes flood defence scheme.
8. Victoria Road, Dartmouth, flood alleviation scheme.
9. Kingsbridge flood alleviation scheme.



5.23 The plan directs the majority of development to the most sustainable locations, which are the six Main Towns. There are a number of strategic infrastructure projects, identified in Policy TTV3, that are necessary to ensure that development does not have an adverse impact on the qualities that make those towns vibrant places to live and to consolidate their self sufficiency. Transport infrastructure is a key element and the projects identified will maintain links between the towns and between them and the lower order settlements. There is a need for highway, public transport, cycling and walking measures, particularly in the towns of Ivybridge, Tavistock, Totnes and Okehamption, to alleviate congestion and encourage greater use of alternatives modes of transport to the private car.

5.24 The policy also identifies other important infrastructure including education and flood risk management.

5.25 More detail on these and other infrastructure needs are set out in the Infrastructure Needs Assessment.

i. Dartmouth

What we are going to do - our policies for Dartmouth

5.26 Dartmouth is an attractive small coastal town, sited on a steep hillside on the west bank of the Dart Estuary, with a long and distinguished maritime history. It has a population of about 6,822 (including Kingswear and Townstal). The town plays an important role in providing services and facilities for the surrounding area. Most of the town and the surrounding rural hinterland which it serves lie within the South Devon Area of Outstanding Natural Beauty (AONB) which is an important consideration when considering future growth opportunities.

5.27 Dartmouth has a rich marine tradition that is well known nationally and internationally, contributing to its popularity as a tourist destination. The Dart Estuary has characteristics sufficient to support cruise ships, and the local economy differs from the other towns within the TTV Policy Area because of the extent of marine activity.

5.28 The town itself is spatially constrained, and has experienced expansion, predominantly to the south-west of the historic town centre. The topography of the land in this location has led to a feeling of separation and distinction between the historic core of Dartmouth and that of Townstal where the largest recent expansion of the town has taken place.

5.29 Although the town is distant from the strategic transport networks and as such is likely to experience limited growth and investment, opportunities do present themselves due to the proximity of the town to Torbay. In order to support additional development in Dartmouth, the LPA will look to identify future opportunities to secure enhanced ferry services.

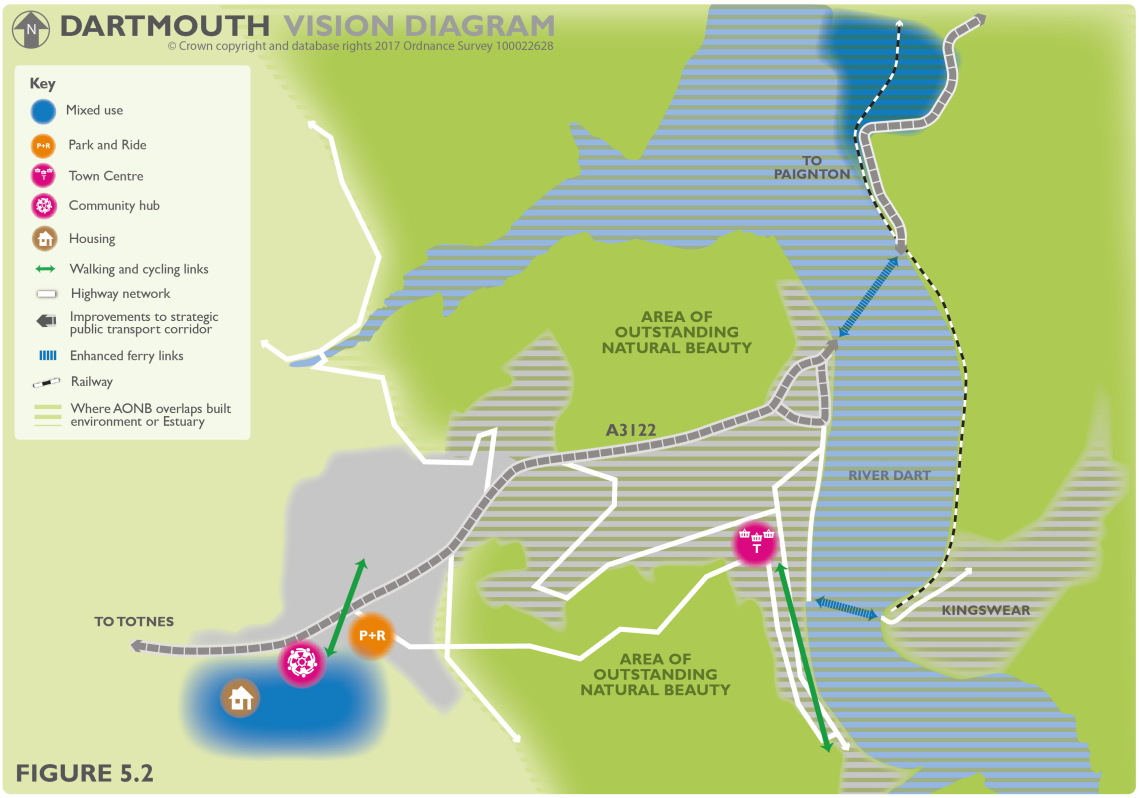


FIGURE 5.2

Spatial Priority SP1

Spatial priorities for development in Dartmouth

The plan seeks to enhance the vibrancy and sustainability of Dartmouth. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.

2. Maintaining and strengthening the town's traditional marine industry and recreational / leisure offer.

3. Recognising and enhancing the relationship with the surrounding AONB.

4. Conserving and enhancing the town's historic and maritime character.

5. Maintaining the existing retail offer, protecting the integrity of the town centre and enhancing its character.

6. Identify the opportunities to invest in enhanced connections between Dartmouth town centre and Townstal.

7. Identify opportunities to secure and enhance ferry links across the River Dart.

8. Ensuring appropriate infrastructure is delivered alongside new development.

9. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town.



5.30 Dartmouth benefits from a high quality built and natural environment, and a local employment market that makes the most of its riverside location and maritime history. The town is constrained topographically, with very few sites within the lower town suitable for the delivery of new homes or jobs. As such, growth to support the future needs of the town will continue to the south-west of the town.

5.31 The success of creating new communities in this area will depend upon the quality of connections between the lower town and Townstal, and how the new development relates to the AONB landscapes. In this respect, the protection of the AONB including its setting, in accordance with Policy DEV25, is a key priority for the area.

5.32 Development in Dartmouth benefits from the co-location of some key services and facilities, including the park and ride, the Dartmouth Academy and a range of retail and leisure options. The delivery of new homes and jobs will be mutually beneficial to the long term sustainability of these services, which will also make a valuable contribution to the long term resilience of the town.

Policy TTV4

Land at Cotton

Land at Cotton is allocated for residential led mixed-use development. Provision is made for in the order of 450 new homes and 10,800 m of employment floorspace (Use Classes B1).

Development should provide for the following:

1. A local community hub.

2. Retention of the existing sports pitches with any re-ordering only acceptable if it would result in enhancement of the facility.

3. Provision of both formal and informal open space.

4. Strategic landscaping, open space, and tree planting to address the scale and prominence of the site, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside.

5. A scale, density, design and southern extent of development which is not overly prominent when viewed from the surrounding countryside.

6. Positive frontages onto the adjoining road network, especially the main road.

7. Delivery of enhanced connectivity with the lower town for public transport, pedestrians and cyclists.

8. A lighting strategy, which minimises the impact of light spill to the surrounding countryside.



5.33 With limited scope for expansion, given landscape restrictions, this site represents an opportunity to provide residential development in close proximity to existing services and facilities at Townstal. Part of the site, which sits within the adjoining Parish of Stoke Fleming, already benefits from planning permission under planning reference 51/1710/14/O.

5.34 The provision of a community hub together with cycle and footpaths will facilitate the creation of a high quality, distinct community that also benefits from links to services in Dartmouth. A strategic approach to landscaping will also be a key requirement to ensure a high quality development.

Policy TTV5

Noss on Dart

Land at Noss-on-Dart is allocated for mixed-use development including employment (Use Classes B1, B2 and B8), commercial, education, a hotel, retail and enabling residential development. Provision is made for in the order of 126 new homes. A comprehensive redevelopment scheme should provide for the following:

1. Improved marina services and facilities.

2. Rentention and improved provision of existing educational facilities.

3. Improved connectivity across the River Dart including improved ferry services.

4. Improved connectivity with local footpaths and improved access through the northern part of the site.

5. Improvements to site access at the junction with the A379 Bridge Road.

6. High quality design, which must take account of the location, wooded character, scale, massing, lighting and the site's sensitive setting in the AONB, especially in views from the River Dart, the Dart Valley Trail, the Greenway Estate, public rights of way, from the main road and railway line.

7. Careful consideration and investigation of opportunities to retain un-designated heritage assets on site, and ensure that the Scheduled Ancient Monument and its setting is conserved or enhanced.

8. Remediation of land.

9. A site specific mitigation plan to ensure all new development does not have any adverse effects on the greater horseshoe bats and their strategic flyways within the South Hams SAC Landscape Connectivity Zone.

10. A sequential approach to the layout and design of development and incorporation of flood resistance and resilience measures for any development that has to be located in a flood zone.

11. Water quality management measures to protect the surrounding estuary.
12. Avoiding the loss of inter-tidal habitat; where loss cannot be avoided, it must be fully mitigated and/or compensated.



5.35 Noss on Dart Marina is a locally important employment site that lies within the Parish of Kingswear. The focus of the development of this site is to deliver an improved marina, services and facilities to provide a stimulus to marine education and employment that will support the objective of strengthening the town's traditional marine industry. Although the site is located within the AONB, it is considered that the redevelopment and reconfiguration of the existing marina, services and facilities and the reprovision of employment and retail uses will provide opportunities to enhance this location and improve the character and special qualities of the AONB. In order for this to happen it is accepted that this site for housing development in the order of 126 dwellings is appropriate to ensure that the wider community benefits from redevelopment in this location can be realised. It is expected that the scale and form of the development proposed will be guided by a design code. Limited accessibility of the site is noted, although conversely redevelopment provides an opportunity to enhance ferry links between Dartmouth and Kingswear.

5.36 Redevelopment will entail site clearance and ground preparation works, including raising of the ground level within the proposed new boatyard area. It is proposed to construct a new boatyard comprising lifting services, commercial property, a dry stack facility, and potential public slipway for small boats. A new marina would provide up to 250 berths. The development will need to demonstrate detailed and careful consideration with respect to the impact on the marine environment and in the context of the South Devon AONB; as well as consideration of the need to extend and refurbish the existing sea wall.

5.37 Improved accessibility may include work to the site access junction on A379 Bridge Road, widening of the existing car park and creation of a new visitor car park on the other side of the access road within an area of existing unmanaged woodland; and the replacement of the existing pontoons. The latter would accommodate an improved ferry service / connection running between the proposed site and Dartmouth.

5.38 In addition to landscape sensitivities it will be essential to demonstrate that the layout, scale, mass and design of development will avoid any adverse effects on the South Hams Special Area of Conservation. A site specific greater horseshoe bat mitigation plan must be submitted and approved before planning permission will be granted. The plan must demonstrate how the proposed development will retain continued ecological functionality for greater horseshoe bat use associated with the South Hams SAC, and that the development will not have an adverse effect on the SAC.

5.39 The specific requirements identified are additional to the generic requirements of other policies. The allocations should, therefore, be read alongside and considered against the other policies in the JLP.

5.40 Taken together, Dartmouth and Noss provide for 576 new homes and 10,800 sqm of new employment floorspace.

ii. Ivybridge

What we are going to do - our policies for Ivybridge

5.41 Ivybridge is the largest town in South Hams with a population of 12,425. Traditionally a mill town located on the southern edge of Dartmoor, Ivybridge was the focus of major expansion in the second half of the 20th century in part as a result of its good location to the east of Plymouth. The town benefits from proximity to the A38, but traffic flow through the town is constrained at peak times, making it difficult to make the most of its strategically favourable location. The town benefits from being located on the main Plymouth to London rail line, although the train station's platform length restricts the number of services that serve the town. The town has distinct characteristics, thanks in part to being well located to access Dartmoor, and also the high percentage of independent shops within the town centre.

5.42 The level of growth proposed for Ivybridge represents an expansion to what can be considered the extent of its natural boundaries, which are constrained by Dartmoor to the north and the A38 to the south. The proposed developments will contribute to the delivery of an alternative road access to the A38 from the east of Ivybridge and improved connectivity to the town and Filham Park by cycling and walking. These measures are important given the existence of an Air Quality Management Area (AQMA) at Western Road. The location of development to the east also seeks to maximise the potential to support enhanced rail services given its close proximity to the railway station.



FIGURE 5.3

Spatial Priority SP2

Spatial priorities for development in Ivybridge

The plan seeks to enhance the vibrancy and sustainability of Ivybridge. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.

2. Delivering investment which enhances the identity and economy of the town alongside building stronger economic and social connections with Plymouth.

3. Improvements to the existing road connections and junctions to the south of Ivybridge, working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town, including new and improved access to the A38 from the east of the town.

4. Improving the existing retail offer, protecting the integrity of the town centre and enhancing its character.

5. Maximising the potential of the A38, and identifying opportunities to invest in rail connections to Plymouth and Exeter.

6. Building on the opportunities presented by proximity to Dartmoor National Park and ensuring development recognises this sensitive location.

7. Ensuring that all development, singularly or cumulatively, will not negatively impact on the ability of the relevant authorities to improve air quality within the Western Road AQMA.

8. Ensuring appropriate infrastructure is delivered alongside new development, including community facilities identified in Policy INP5 of the Ivybridge Neighbourhood Plan.



5.43 The proximity to the A38 offers economic opportunities for Ivybridge, and has attracted business to the town in the past. The A38 also presents something of a challenge for the vitality of Ivybridge town centre, as connectivity to Lee Mill and Plymouth in particular provides ready access to a more diverse retail offer. Ivybridge town centre has built a reputation for local distinctiveness and a high proportion of independent stores. A key challenge within the next plan period is to nurture this distinctiveness, and to maintain the vitality and viability of the town centre whilst also maximising the benefits that come from being well connected to Plymouth by both road and rail.

5.44 Ivybridge serves as a gateway to the southern edge of Dartmoor National Park. This presents leisure and recreation opportunities that enhance the attractiveness of Ivybridge as a destination and brings long term benefits for the health and wellbeing of the residents of the town and the surrounding areas. The requirement for development to enhance connectivity within and around Ivybridge through walking, cycling and public transport will consolidate the attractiveness of the town as a place to live, work and visit.

5.45 Allocated sites to the east and west of the town will continue to deliver long term housing and employment growth that meets many of the identified needs of the town, although other smaller sites will also be needed to increase the diversity of housing sizes and types.

Policy TTV6

East of Ivybridge

Land to the east of Ivybridge is allocated for a residential led mixed-use development. Provision is made for in the order of 540 new homes and 4,600 sq m of employment space (Use Classes B1). Development should provide for the following:

1. Appropriate local facilities to support new residents and to enhance the sustainability of the local area, including local convenience retailing facilities of a scale and format where it can be demonstrated that there will be no significant adverse impact on the existing town centre.

2. The continued and enhanced operation of the railway station and associated park and ride, including high quality design and layout which maximises opportunities for natural surveillance.

3. A landscape strategy which addresses the site's scale and prominence and the edges of the development, and to mitigate any adverse visual impact on Dartmoor National Park.

4. The retention of Ivybridge Rugby Club, with any reordering of land-uses only acceptable if it is beneficial to the operation of the club.

5. A quality form of development which integrates with the existing housing, and provides a design and density that is not prominent when viewed from the Dartmoor National Park.

6. Safe and attractive pedestrian and cycle connections for residents to access local facilities and services, including the station and local schools.

7. An appropriate strategy to mitigate for any impact on the Western Road AQMA, including proportionate contributions as appropriate to any relevant Air Quality Action Plan and traffic management schemes.

8. A site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.



5.46 This allocation comprises three separate areas, one of which benefits from planning permission under planning reference 27_57/1347/15/F. The site spans both sides of the B3213 and is adjacent to the Ivybridge train station Park and Ride. The proposal aims to improve the sustainability and self-sufficiency of Ivybridge through a large scale development incorporating new homes, employment land and local facilities. The site will improve connectivity with the town centre through the provision of enhanced walking and cycling routes, as well as measures to address its impact on the Air Quality Management Area which has been designated on Western Road.

Policy TTV7

Land at Filham

Land to the east of Ivybridge, at Filham, is allocated for housing. Provision is made for in the order of 200 new homes. Development should provide for the following:

1. A quality form of development which integrates with the existing housing.

2. Safe and attractive pedestrian and cycle connections for residents to access local facilities and services, including the station and local schools.

3. An appropriate strategy to mitigate for any impact on the Western Road AQMA, including proportionate contributions as appropriate to any relevant Air Quality Action Plan and traffic management schemes.

4. Strategic landscaping to the site boundaries, and the creation of a landscape framework throughout the site. The scale, character, density and design of development should ensure that it is not overly prominent when viewed from the surrounding countryside, paying particular regard to views towards and from Dartmoor.

5. A site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.



5.47 This allocation seeks to deliver a further 200 dwellings at the east of Ivybridge. This development along with TTV6 will ensure that Ivybridge can deliver its spatial priorities by providing long term housing and employment growth. Whilst connectivity benefits are recognised, this additional growth is likely to have an impact on traffic congestion in the centre of Ivybridge. It is essential, therefore, that development contributes to public transport, cycling and walking routes as well as measures to address the Western Road AQMA.

Policy TTV8

Land at Stibb Lane

Land at Stibb Lane is allocated for housing. Provision is made for in the order of 100 new homes. Development should provide for the following:

1. A quality form of development which integrates with the existing housing.

2. Safe and attractive pedestrian and cycle connections for residents to access local facilities and services, including the station and local schools.

3. An appropriate strategy to mitigate for any impact on the Western Road Air Quality Management Area.

4. Strategic landscaping to the site boundaries to soften the edges of the development onto the undeveloped countryside and provide visual containment of the development in views from Dartmoor National Park. The scale, design, density, and the northern and western extents of development should ensure that it is not overly prominent when viewed from the surrounding countryside, paying particular regard to views from Dartmoor.

5. A site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.



5.48 This allocation is for an additional 100 dwellings on land adjacent to the development permitted at Woodland Road. The site will need to provide for strategic landscape to ensure that the development integrates well to the surrounding countryside. Connectivity benefits are recognised in terms of accessibility to the centre of Ivybridge. It is essential, therefore, that development contributes to public transport, cycling and walking routes in order to address potential impacts on the Western Road AQMA.

5.49 Within the Ivybridge area, four further sites are identified as being suitable for development (two of which have planning permission) for a range of uses including residential and employment. The development of these sites will support the vision and objectives of the JLP and the spatial priorities for Ivybridge.

5.50 The allocations should be read alongside and considered against the other policies in the JLP.

Policy TTV9

Other site allocations at Ivybridge

The following additional sites at Ivybridge are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Stowford Mill	Mixed Use - including housing, employment use (B1a), hotel and food and drink uses	97 homes; 2,330 sq.m. employment floorspace (no net increase)	a. Conserve and where appropriate enhance the significance of the heritage assets, delivering it's renovation and reuse. b. Necessary remediation of on-site contamination. c. Mitigation of highway impacts, including safety and congestion. d. Mitigation of impacts on the Western Road Air Quality Management Area.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
				e. Flood resistant and resilient design, without increasing flood risk elsewhere. f. Leat Management Plan to ensure the proper maintenance of the leat and mill pool, to manage flood risks and protect fish species.
2	Woodland Road	Housing	74 homes	a. Strategic landscaping. b. Provision and maintenance of a surface water drainage scheme. c. Mitigation of highway impacts, including safety and congestion. d. Mitigation of impacts on the Western Road Air Quality Management Area.
3	Cornwood Road	Housing	37 homes	a. Provision and maintenance of a surface water drainage scheme. b. Mitigation of highway impacts, including safety and congestion. c. Mitigation of impacts on the Western Road Air Quality Management Area.
4	Land at Dame Hannah Rogers School	Housing	30 homes	a. Provision and maintenance of a surface water drainage scheme. b. Mitigation of highway impacts, including safety and congestion. c. Mitigation of impacts on the Western Road Air Quality Management Area.



5.51 Taken together Ivybridge provides for in the order of 1,078 new homes and 4,600 sq.m. of employment floorspace.

iii. Kingsbridge

What we are going to do - our policies for Kingsbridge

5.52 Kingsbridge is an historic market town at the head of a large estuary. It has a population of 6,116 and serves a large rural hinterland of numerous smaller rural settlements. The town benefits from a strong local character, and is located deep

in the heart of the South Hams with a large part of the town within the South Devon AONB. The town is accessible via the main road network of the A379 and A381 but is some distance in relation to the strategic transport networks. This contributes to its local distinctiveness, and along with the towns location in and adjacent to the AONB also serves to limit the potential for significant expansion and investment.

5.53 It is important for the future self-sufficiency of Kingsbridge that appropriate levels of residential and employment growth are provided for within the town. It is fully recognised that the town has a close relationship with the AONB, and it is considered that the sites allocated within Kingsbridge provide the best opportunities to meet the future needs of the town whilst having the least impact on the special qualities and character of the AONB. Development within Kingsbridge will need to ensure that water quality issues within the Salcombe to Kingsbridge SSSI are not exacerbated.

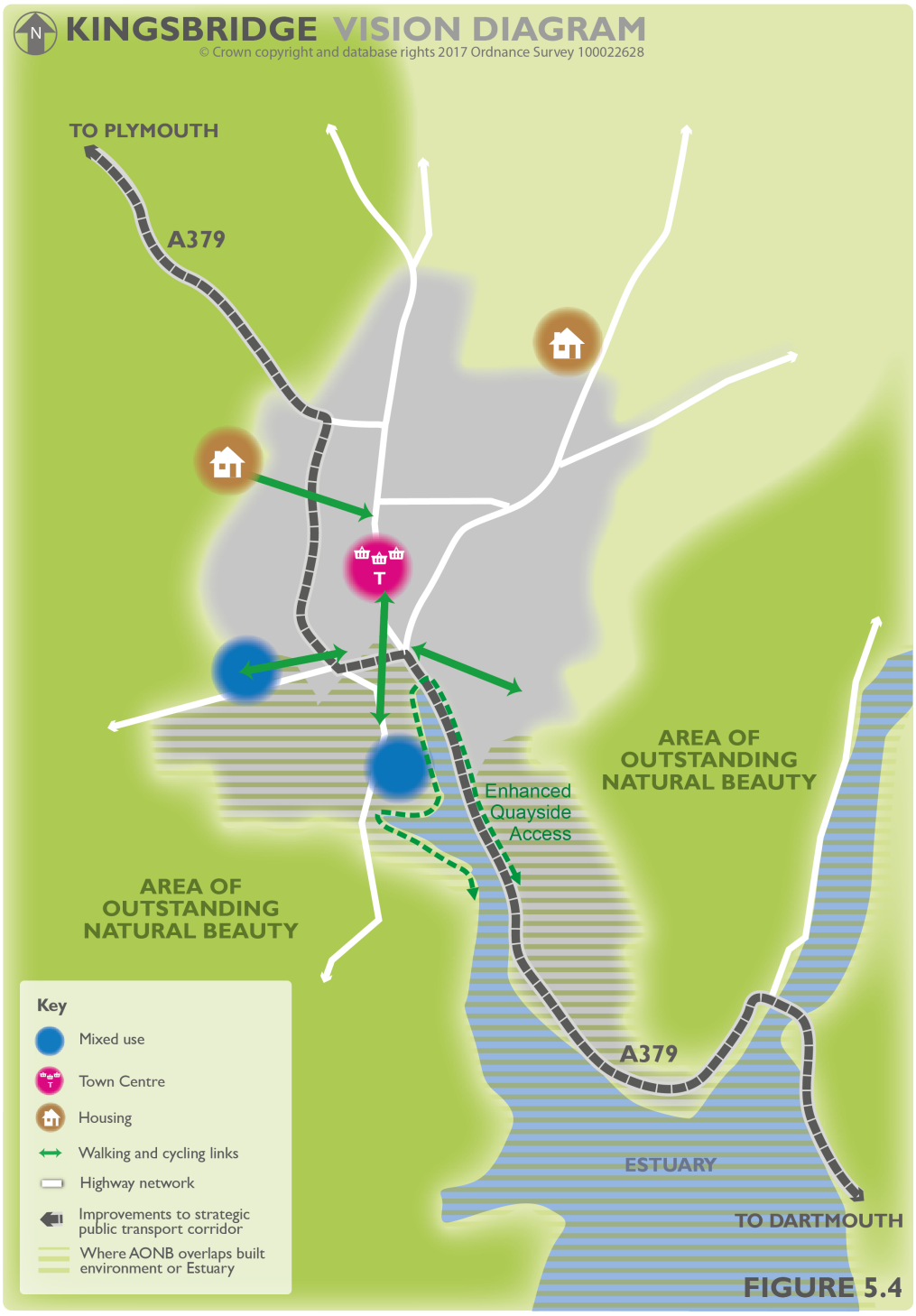


FIGURE 5.4

Spatial Priority SP3

Spatial priorities for development in Kingsbridge

The plan seeks to enhance the vibrancy and sustainability of Kingsbridge. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the Spatial Priority

2. long term resilience of the town.

3. Recognising and enhancing the relationship with the surrounding AONB.

4. Conserving and enhancing the town's historic character.

5. Maintaining the existing retail offer, protecting the integrity of the town centre and enhancing its character.

6. Enhancing the central area and quayside through sensitive regeneration and development.

7. Improvements to public realm, including access to the estuary.

8. Ensuring appropriate infrastructure is delivered alongside new development.

9. Working with relevant authorities to look for appropriate solutions to manage traffic flow and car parking in and around the town.

10. Retention and enhancement of leisure facilities.

11. Recognising the important role of key road links and the need to maintain and improve public transport provision.



5.54 Although Kingsbridge is distant from the strategic road network, there are opportunities to provide land for development within the town. There is potential for brownfield regeneration that would make better use of a key site within the town but beyond this there are limited other brownfield opportunities and therefore in order to provide homes and jobs to meet the needs of the town, greenfield sites on the edge of the town have been carefully selected.

Policy TTV10

The Quayside

Land at The Quayside is allocated for mixed-use re-development, including employment, commercial, residential and community uses. Provision is made for in the order of 60 new homes and 200 sq.m. of employment floorspace (Use Classes B1). Development should provide for the following:

1. Delivery in accordance with a masterplan for the site that should be prepared and consulted upon in advance of the consideration of any planning application.

2. A high quality design for this estuary gateway site which conserves and enhances the natural beauty of the South Devon AONB and provides for enhanced public realm and better connectivity for pedestrians and cyclists to the town centre and estuary.

3. Retention of of public car parking to a level sufficient to support the town's shopping and tourism roles, and which is appropriately located to those roles and sensitively incorporated into the design of new development ensuring that car parking does not dominate the street scene.

4. Appropriate flood risk mitigation measures.

5. A site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site without exacerbating water quality issues within the Salcombe to Kingsbridge SSSI and are designed to deliver landscape, biodiversity and amenity benefits.

6. Sufficient space to allow the retention of a tree canopy within and surrounding the site to conserve the green character of Kingsbridge in this area.
7. Investigation and remediation of contaminated land.



5.55 The Quayside area is a naturally beautiful setting at the head of the Kingsbridge estuary, providing a setting to heritage assets with informal open space and a focal point for residents and tourists alike. The local community has a long held aspiration for regeneration of the Quayside area. It is considered this can be best achieved by a mixed-use scheme incorporating a range of uses, including the retention of the leisure centre. A well designed comprehensive redevelopment scheme should provide a focus for the estuary, accessibility and links to the rest of the town. Maintaining mature trees and restricting height of new buildings to below tree level could help to mitigate against potential harm to heritage assets.

5.56 The allocation area incorporates land used as a car park, buildings with a variety of uses and landscaped areas. It is proposed to redevelop the site through a Masterplanning process that will include extensive engagement with the local community. The key objectives are to meet need for affordable housing; maintain sufficient car parking, informed by a town wide capacity assessment; employment uses; and improved public realm, through better connectivity with the bus station and Fore Street and improvements to the slipway along with other marine infrastructure. Redevelopment offers the opportunity to promote positive regeneration of the town centre, increasing its appeal to visitors.

5.57 The majority of the Quayside car park is located within Flood Zone 3a. Development of the area will need to consider carefully how safe access and egress routes can be achieved. This should be done through the masterplanning process.

Policy TTV11

West of Belle Hill

Land at Belle Hill is allocated for housing. Provision is made for in the order of 96 new homes. Development should provide for the following:

1. High quality design which reflects the quality and character in the context of the setting of the AONB.

2. Strategic landscaping within the site boundaries and the creation of a landscape framework throughout the site. The scale, design, density and northern extents of development should ensure that development is congruous with the adjacent settlement edge when viewed from the surrounding countryside.

3. Enhanced provision for pedestrians and cyclists, including enhanced connectivity with the town centre.

4. A site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site without exacerbating water quality issues within the Salcombe to Kingsbridge SSSI and are designed to deliver landscape, biodiversity and amenity benefits.

5. A lighting strategy, which minimises the impact of light spill to the surrounding countryside.



5.58 Situated to the north of the town, the site provides the opportunity to deliver new housing and enhanced connectivity by walking, cycling and contributions to public transport. Although the site is not within the AONB, it is important that it is sensitively designed so as to mitigate for any impact on the setting of the AONB.

5.59 Within Kingsbridge, a further two sites are identified as being suitable for development, (both of which have planning permission) for residential and employment uses. The development of these sites will support the vision and objectives of the JLP and the spatial priorities for Kingsbridge.

5.60 The specific requirements identified are additional to the generic requirements of other policies. The allocations should, therefore, be read alongside and considered against the other policies in the JLP.

Policy TTV12

Other site allocations at Kingsbridge

The following additional sites at Kingsbridge are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	North West of Kingsbridge	Housing	111 homes	a. Open space and strategic landscaping to the western edge of the site and the creation of a landscape framework throughout the development. b. Provision and maintenance of a surface water drainage scheme. c. Mitigation of highway impacts, including safety and congestion. d. No development in Flood Zone 2 or Flood Zone 3. e. Careful consideration of scale and appearance of development, and the lighting of the site, to minimise wider landscape impacts. f. No exacerbating of water quality issues within the Salcombe to Kingsbridge SSSI.



5.61 Taken together Kingsbridge provides for 267 new homes and 200 sq.m. of employment floorspace.

iv. Okehampton

What we are going to do - our policies for Okehampton

5.62 Okehampton is the second largest market town in West Devon situated in the north of the Borough. The town has a close relationship with the neighbouring Okehampton Hamlets parish where much of the growth to the east of the town will take place. These two areas combined have a collective population of 7,792. Lying on the northern boundary of Dartmoor National Park, Okehampton is an important gateway to the moor and the town's setting is heavily influenced by this green and expansive landscape. The town provides important services and facilities for many of its surrounding rural communities.

5.63 Okehampton is very well located for easy access to the A30 strategic road network, connecting the town with the city of Exeter and the M5. Its location enables good opportunities for business and commercial development, as well as tourism, and the town can usefully promote itself in this way. Plans to introduce regular passenger services to the town's rail network and open a new station in the east of the town will further boost the attractiveness of the town for visitors and inward investment.

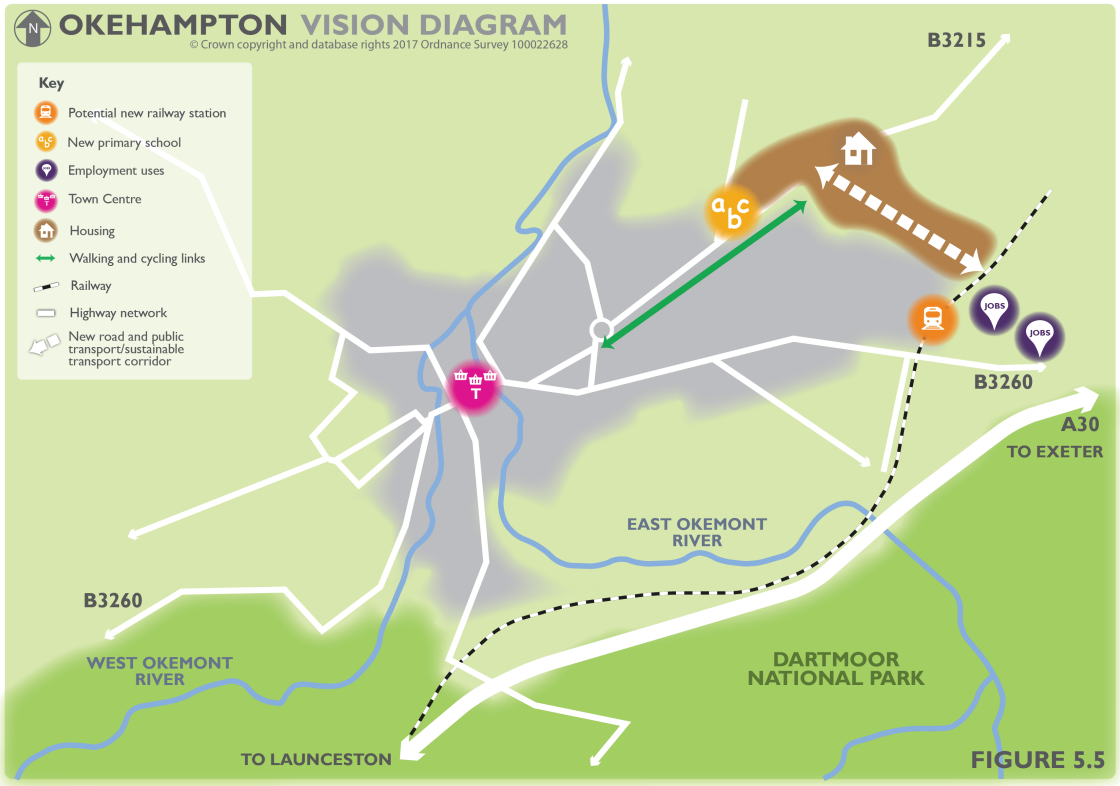


FIGURE 5.5

Spatial Priority SP4

Spatial priorities for development in Okehampton

The plan seeks to enhance the vibrancy and sustainability of Okehampton. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.

2. Fully recognising the strategic location of Okehampton for employment growth.

3. Maximising the potential of the A30, and identifying opportunities to invest in rail and bus connections to Exeter.

4. Enhancing the historic character and vitality of the town.

5. Using opportunities to build community infrastructure related to new housing developments.

6. Maintaining and enhancing strong physical and visual connections between the town and the surrounding countryside, including Dartmoor National Park.

7. The delivery of a new primary school in the east of the town and the relocation of the post 16 provision at Okehampton College, and the expansion of existing schools in the town.

8. Ensuring that all development, singularly or cumulatively, will not negatively impact on the ability of the relevant authorities to improve air quality within the town centre.

9. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town, including exploring opportunities to deliver a town centre access road, and delivery of a link road between Exeter Road and Crediton Road.

10. Ensuring appropriate infrastructure is delivered alongside new development.

11. Ensuring that development on the edges of the town is designed sensitively to respond to the changing character from urban to rural.



5.64 The key long-term challenge for Okehampton is to provide sufficient levels of growth that the town needs, whilst ensuring that the town functions effectively and efficiently, even at peak times, to attract people to the town centre.

5.65 The historic arrangement of roads and continued growth of the town has led to increasing congestion, particularly as the town's only primary school and three supermarkets are all accessed from the key town centre junction of West Street / Fore Street. This limits the potential for further growth and improvement. The sites allocated for development have been part of a longer term strategy for the town for some time, first adopted in the Core Strategy in 2011. These allocations are considered to be the best locations to deliver Okehampton's future growth requirements which support the delivery of the spatial priorities for the town.

5.66 The development will facilitate a link road that will join Crediton Road and Exeter Road to help alleviate the impact of additional traffic in the town centre. Other infrastructure measures include a primary school in the east to help reduce traffic movements through the town centre and contributions towards the delivery of a railway station and/or improved bus services.

5.67 Allocated sites to the east of the town will continue to deliver long term housing and employment growth, although other smaller sites will also be needed to increase the diversity of housing sizes and types.

5.68 Devon County Council has identified the need to relocate the post 16 provision at Okehampton College and opportunities are being considered to relocate this provision.

Policy TTV13

Land at Exeter Road, Okehampton

Land at Exeter Road is allocated for employment use. Provision is made for in the order of 35,000 sqm of B1b,c, B2 and B8 employment floorspace. Development should provide for the following:

1. Strategic and structural landscaping within and surrounding the site, a site layout and building design to help mitigate any adverse visual impact on the Dartmoor National Park.

2. Delivery of an access strategy to ensure that the transport impacts of the development are appropriately managed and mitigated.

3. A well defined and high quality frontage along Exeter Road.

4. Support and not prejudice the provision of a new railway station and associated facilities in the east of the town and the potential to reintroduce a full rail passenger service from Okehampton.

5. Enable the relocation and/or expansion of existing businesses from Okehampton and the surrounding area.

6. Support high value, high productivity sectors.

7. Support and not prejudice the delivery of an access road to the east to land at Stockley.

8. An appropriate strategy to mitigate for any impact on air quality within the town centre.



5.69 This allocation is strategically important and seeks to provide a key location for employment opportunities. The site benefits from planning permission under planning reference 00868/2014. The location on the east side of the town will maximise connectivity with Exeter, which would be further enhanced by improvements to rail and bus links. The site is partially developed and provides an opportunity for a mix of business uses. A key aspiration is to deliver a range of employment uses which supports local business growth, increases job opportunities and promotes high quality employment uses and which do not have an adverse impact on the town centre.

5.70 The design and delivery framework for this policy is amplified in the Okehampton Masterplan Supplementary Planning Document.

Policy TTV14

East of Okehampton

Land to the east of Okehampton is allocated for residential development. Provision is made for in the order of 775 new homes. Development should provide for the following:

1. Strategic landscaping and open space within and surrounding the site to address the site's scale and prominence to mitigate any adverse visual impact on the Dartmoor National Park, and to soften the development edges. The scale, materials, design and extents of development should ensure that it is not overly prominent when viewed from the surrounding countryside, improving the eastern edge of Okehampton.

2. Develop a site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.

3. No development in Flood Zone 2 or Flood Zone 3 and appropriate flood risk mitigation measures.

4. The link road between Crediton Road and Exeter Road.

5. Appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school, local retailing facilities of a scale and format to meet local retailing needs where it can be demonstrated that there will be no significant adverse impact on the existing town centre which act as a focal point for local community interaction.

6. Contributions to enhance public transport.

7. Safe and attractive cycling and walking routes linking to the town.

8. Contributions to playing pitches and the provision of formal and informal open space.

9. Delivery of Stockley Valley Park providing open and recreational space for nearby residents, businesses and visitors to enjoy.

10. A design and layout which conserves and where appropriate enhances the significance of the scheduled monument and the contribution made by its setting to the north west of the site and the layout of the Roman Road running across the site which should be incorporated as part of the public realm.

11. An appropriate strategy to mitigate for any impact on air quality within the town centre.



5.71 The land allocated to the east of Okehampton benefits from planning permissions that make provision for in the order of 775 dwellings under planning references 01089/2013 and 2731/15/OPA. As an urban extension in a sensitive landscape, the delivery of a strong landscape strategy with plentiful and accessible informal open space is essential. Parts of the wider allocation are within areas at risk from flooding and therefore it is important that development is directed away from these areas and the proposal looks at opportunities to not increase drainage or flooding elsewhere on site through the requirement for a Sustainable Drainage Strategy.

5.72 The allocation covers a large area to the east of Okehampton. Along with housing land, the allocation includes provision for other uses, including the link road linking Exeter and Crediton Roads, a primary school, some small neighbourhood retailing, public open space and cycling and walking links to the town centre. Improvements to public transport are also necessary and a contribution would need to be made to bus and / or rail services. The road linking Exeter Road and Crediton Road should be delivered ahead of the majority of the development being occupied.

5.73 The design and delivery framework for this policy is amplified in the Okehampton Masterplan Supplementary Planning Document.

Policy TTV15

Land at Stockley

Land at Stockley is allocated for employment / employment-led mixed use. Provision is made for in the order of 42,700 sqm of B1b,c, B2 and B8 employment floorspace. Development should provide for the following:

1. Strategic landscaping within and bounding the site to help mitigate any adverse visual impact on the Dartmoor National Park. The layout, design, scale and materials should recognise the rural character of the site.

2. Delivery of an access strategy to ensure that the transport impacts of the development are appropriately managed and mitigated.

3. Enable the relocation and/or expansion of existing businesses from Okehampton and the surrounding area.

4. An appropriate strategy to mitigate for any impact on air quality within the town centre.

5. Access preferably to be achieved from the existing highway spur to the south east of Okehampton Business Centre.



5.74 This site is mainly in agricultural use for grazing. In the south western corner of the site is the existing Farmer Luxtons Farm Shop and parking area. This site surrounds the settlement of Stockley Hamlets giving the site a particularly rural character which lends itself less well to heavy industry, larger business and those that require and/or generate significant lorry/HGV movements. It is considered that some lower impact, employment uses can be accommodated within this area in a way which is most compatible with the rural nature of the site.

5.75 Access already exists through the site. However, this is a narrow rural lane which forms part of the Devonshire Heartlands Way. This route has a reduced traffic role, serving the hamlets and existing farmsteads in the area. Devon County Council has advised that access can be achieved to the development off this lane but that access points should be located at the western end of the site to reduce the distance which vehicles travel along this highway. This will maintain the character and quality of the lane. Opportunities should also be explored to provide internal highway access between the development at Exeter Road and this site using the existing spur at the eastern end of the access road east of Higher Stockley Mead.

5.76 The design and delivery framework for this policy is amplified in the Okehampton Masterplan Supplementary Planning Document.

5.77 The specific requirements identified are additional to the generic requirements of other policies. The allocations should, therefore, be read alongside and considered against the other policies in the JLP.

5.78 Taken together Okehampton provides for 775 new homes and 77,700 sqm of employment floorspace.

v. Tavistock

What we are going to do - our policies for Tavistock

5.79 Tavistock is the largest town in West Devon with a population of around 12,450 people. A lively and attractive town, Tavistock is well known for its Pannier and food markets, and attracts visitors from a wide area to see these and explore the many other unique shops, restaurants and attractions the town has to offer.

5.80 The town is largely contained within the valley of the River Tavy and is surrounded on all sides by a distinct and valued countryside. Dartmoor National Park to the east of the town and the Tamar Valley Area of Outstanding Natural Beauty (AONB) to the south are both part of this landscape and form a dramatic backdrop to the town.

5.81 The local architectural and historic interest also adds to Tavistock's charm and lends itself to the town's appeal as a popular tourist destination. The built environment is characteristic of its mining past and is celebrated as a key part of the West Devon and Cornwall Mining Landscape World Heritage Site (WHS).

5.82 As a local market town, Tavistock plays an important role in supporting both its local residents and the communities of its surrounding rural areas. Those living and working in these places look to Tavistock for many basic and essential facilities as well as for its more diverse collection of entertainment, leisure and cultural activities.

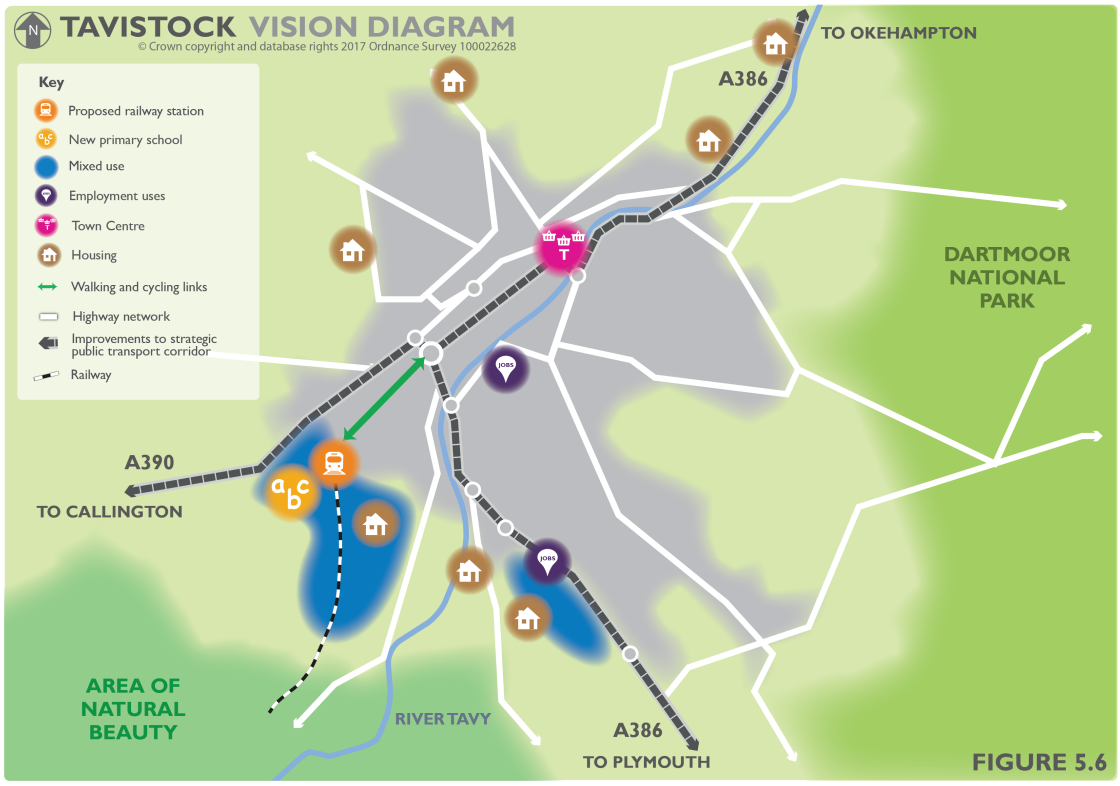


FIGURE 5.6

Spatial Priority SP5

Spatial priorities for development in Tavistock

The plan seeks to enhance to enhance the vibrancy and sustainability of Tavistock. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.

2. Maintaining and improving key road links between Tavistock and Plymouth.

3. Reinstating the former rail link between Tavistock and Bere Alston, alongside improvements to bus services, to provide a high quality sustainable transport alternative for journeys into and from Plymouth.

4. Delivering improvements to secondary school facilities in Tavistock.

5. The delivery of a new primary school in the west of the town and expansion of existing schools.

6. Having regard to the impact of development on the Tamar Valley AONB, Dartmoor National Park, World Heritage Site and areas of conservation and archaeological importance.

7. Protecting, enhancing and promoting the heritage of the town, particularly the World Heritage Site.

8. Delivering an extra care facility.

9. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town.



5.83 There is a strong economic relationship with the city of Plymouth and a significant amount of residents from Tavistock commute to Plymouth on a daily basis. With further development planned for the town, there is a need to provide more attractive and realistic alternatives to the private car for journeys between Tavistock and Plymouth, whilst also continuing to maintain and improve the A386 as a vital transport route. This will help develop the role of the town as a gateway to the moor and to the World Heritage Site, whilst helping to attract more business and industry to the town.

5.84 The long term management of traffic movement through Tavistock will benefit from the introduction of a rail service to Plymouth via the Tamar Valley Line, providing opportunities for people to travel into Plymouth for work and for those visiting Tavistock for tourism and leisure. Maintaining existing business and retail uses and providing for new opportunities is essential to preserve and enhance the vitality of Tavistock.

Policy TTV16

Callington Road, Tavistock

Land at Callington Road is allocated for a residential led development. Provision is made for in the order of 600 new homes. Development should provide for the following:

1. A railway station and related development including car parking to support the re-opening of the railway from Tavistock to Bere Alston.

2. Contributions towards the re-instatement of the railway line.

3. Appropriate local facilities to support new residents and to enhance the sustainability of the local area, including a new primary school and local retailing facilities of a scale and format to meet local retailing needs where

it can be demonstrated that there will be no significant adverse impact on the existing town centre which act as a focal point for local community interaction.

4. High quality design and layout that conserves and enhances the natural beauty of Tamar Valley Area of Outstanding Natural Beauty and Dartmoor National Park, the Outstanding Universal Value of the Cornwall and West Devon Mining Landscape World Heritage Site, and preserve, or where opportunities arise, enhance the setting of the Tavistock Conservation Area.

5. Strategic landscaping and open space to address the site's scale and prominence, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside. The scale, density, design, materials and southern and western extents of development should ensure that it is not overly prominent when viewed from the town and surrounding countryside, and the World Heritage Site and Dartmoor National Park.

6. Positive frontages onto the adjoining road network, especially the main road and also onto Drake's Walk.

7. Safe and attractive connections for pedestrians and cyclists into the town centre and onto the National Cycle Network.

8. Off-site highway works to Drakes Statue, Drakes Store and Pixon Lane roundabout to accommodate increased traffic and to improve local traffic flow.

9. Suitable access arrangements to the eastern part of the site so as not to compromise the re-opening of the railway line.

10. A lighting strategy, which minimises the impact of light spill to the surrounding countryside.



5.85 The Callington Road site benefits from an outline planning permission that requires a minimum of 600 dwellings and a contribution towards the re-instatement of the Tavistock to Plymouth railway line (under planning application 00554/2013/O). The provision of a primary school and local convenience store, together with links to local footpaths will facilitate the creation of a high quality, distinct community that also benefits from good links to services in Tavistock.

5.86 The site lies near to the World Heritage Site and adjacent to the AONB. The development must demonstrate how scale, layout, design and materials will be compatible with these designations. Strategic landscaping will also be a critical element in ensuring the form of development is appropriate to this sensitive location.

5.87 The Peninsula Rail Task Force, a consortium of partners that includes Devon County Council and Network Rail, is working to assemble the land and funding for the re-instatement of the rail line. This forms part of a wider objective of the Task Force, which is a phased development of rail links serving Exeter and Okehampton, Plymouth and Tavistock that will deliver improved travel to work connectivity with added tourism benefits for Dartmoor National Park. The Task Force is also exploring the potential for the full re-opening of the 'northern' route from Exeter to Plymouth via Okehampton.

5.88 The design and delivery framework for this policy is amplified in the Tavistock Masterplan Supplementary Planning Document.

Policy TTV17

Plymouth Road, Tavistock

Land at Plymouth Road is allocated for a mixed-use development. Provision is made for in the order of 300 new homes and 18,600 sq.m. of employment (Use Class B1). Development should provide for the following:

1. A strategic landscaping buffer along the west of the site, to be informed by a Landscape and Visual Assessment, in order to address the site's scale and prominence, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside. The scale, density materials, design and southern extents of development should ensure that it is not overly prominent when viewed from the town and surrounding countryside

2. High quality design including positive frontages onto the adjoining road network, especially the main road, marking the arrival into the town from the south east.

3. Provision of suitable access arrangements, including exploring opportunities for a second access to help local traffic flow.

4. Contributions towards the re-instatement of the railway line.

5. The retention of the Public Right of Way which runs across the site to provide access to the wider countryside and to the National Cycle Network.

6. A lighting strategy, which minimises the impact of light spill to the surrounding countryside.



5.89 The site is currently in use mainly as pastoral farmland and paddocks. The site is generally sloping from higher ground on the south western edge of the site, down towards Plymouth Road on its eastern boundary. A narrow lane separates the allocation and is bounded either side by high Devon banks.

5.90 This allocation supports balanced growth in Tavistock. The sites location on the eastern edge of the town means that it is the most suitable site for new employment-related uses as it benefits from the most convenient access to Plymouth and the major road network in the wider area. It also provides the opportunity to create a strong built frontage to the A386 as the main gateway to the town from the east.

5.91 The land to the north of the lane which bisects the allocation adjoins an existing commercial area on Plymouth Road and is suitable principally for new employment uses, predominantly Use Class B1. The land to the south of the lane which bisects the allocation is the most suitable for the housing. Other commercial uses can also be considered as part of a mixed use development for the site. The councils will work proactively with the landowner and developers to deliver the development objectives set out in the policy, including proactive measures as necessary facilitate the efficient provision of infrastructure and to secure funding streams for development of the employment element.

Policy TTV18

Pixon Lane Employment Area, Tavistock

Pixon Lane employment area will be protected as a location for employment uses within Use Classes B1b,c, B2 and B8, given its vital role for supporting business investment and growth in the town. Changes of use resulting in the loss of land or premises from employment use will not be permitted.



5.92 Pixon Lane is an important local employment area in Tavistock and is home to a range of businesses. This area provides much needed employment land that needs to be protected from changes of use.

5.93 Within Tavistock, a further five sites are identified as being suitable for development, (of which three have planning permission) for residential use. The development of these sites will support the vision and objectives of the JLP and the spatial priorities for Tavistock.

5.94 The specific requirements identified are additional to the generic requirements of other policies. The allocations should, therefore, be read alongside and considered against the other policies in the JLP.

Policy TTV19

Other site allocations in Tavistock

The following additional sites at Tavistock are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	New Launceston Road	Housing	148 homes	a. A new highway access from New Launceston Road. b. Contributions to improved public transport provision. c. Contributions towards the re-instatement of the railway line. d. Open space and strategic landscaping to the west of the site and the creation of a landscape framework throughout the development. e. Careful consideration of scale and appearance of development, and the lighting of the site, to minimise wider landscape impacts.
2	Butcher Park Hill	Housing	110 homes	a. Strategic landscaping to the northern site boundaries and the retention and enhancement of existing hedgerows throughout the site. b. Careful consideration of scale and appearance of development, and the lighting of the site, to minimise wider landscape impacts. c. Safe and convenient pedestrian and cycle links to the town centre. d. Contributions towards the re-instatement of the railway line.
3	Brook Lane	Housing	23 homes	a. Contributions to improved public transport provision to the town centre.
4	The Trendle	Housing	12 homes	a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Contributions to improved public transport provision to the town centre.

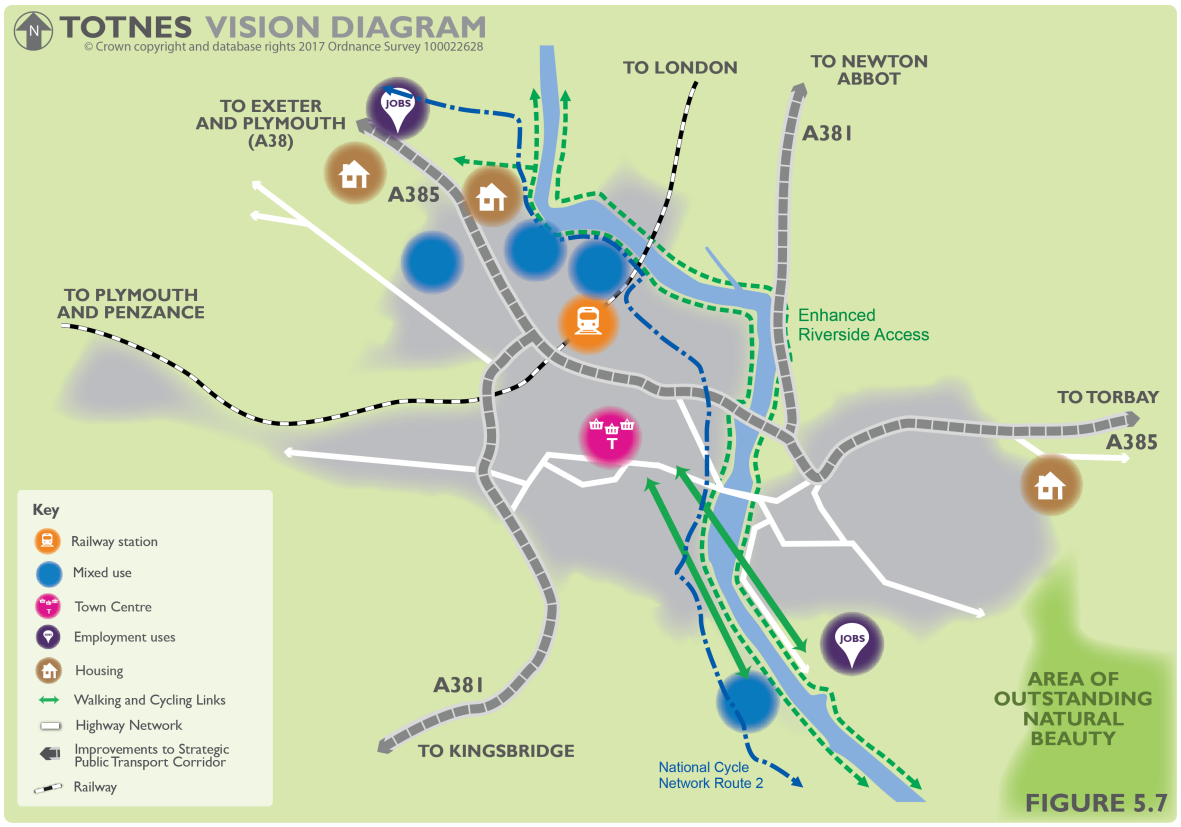
5.95 Taken together Tavistock provides for 1,203 new homes and 18,600 sqm of employment land.

vi. Totnes

What we are going to do - our policies for Totnes

5.96 Totnes has a recognisable character and reputation that reaches far beyond what would normally be expected of an equivalent sized market town. The town has long been associated with alternative therapies and counter-culture, which attracts visitors and residents alike. The town benefits greatly from the mainline train service that links Plymouth and London, although such connectivity has also resulted in some inflation of property and land prices in relation to other towns. The A38 can also be reasonably accessed, and along with the proximity of Torbay, Totnes can be considered to be well connected within the sub-region.

5.97 The role of Totnes as a destination and as a transport hub has led to traffic congestion issues in the town, and any future expansion of the town will need to adequately and effectively deal with air quality issues. The plan proposes development at Dartington, which can directly deliver improvements to bus services and provide further contributions to public transport with the objective of minimising the impact of growth on air quality in Totnes.



Spatial Priority SP6

Spatial priorities for development in Totnes

The plan seeks to enhance the vibrancy and sustainability of Totnes. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.

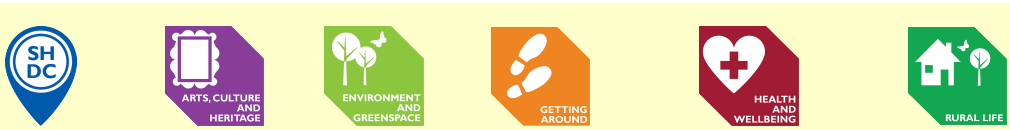
2. Protecting the integrity and character of the historic town centre.

3. Ensuring that all development, singularly or cumulatively, will not negatively impact on the ability of the relevant authorities to improve air quality within the A385 AQMA.

4. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town.

5. Ensuring appropriate infrastructure is delivered alongside new development.

6. Ensuring all new development does not have any negative impact on the greater horseshoe bat species and their flight paths within the protected South Hams SAC.



5.98 Totnes is one of the principal heritage attractions of the region. The town is characterised by its distinct identity and its historic town centre, and the quality of the surrounding landscape, extending downstream towards Dartmouth. This character and the extensive range of independent shops are significant in attracting tourists and residents to the town centre.

5.99 The attractiveness of Totnes as a place to live is enhanced by the quality of transport links to other larger employment and retail centres, including Plymouth, Torbay and Exeter. The presence of mainline rail services places Totnes within a wide travel to work area, and provides access to employment markets that offer higher levels of wages than are typically available locally.

5.100 A key challenge for Totnes throughout the plan period is how to provide new homes that are affordable to local people, without further compromising the A385 transport corridor, and without constraining the level of connectivity to larger settlements. Access to the town centre also presents a challenge to the vitality of Totnes, with investment in alternative transport options an opportunity that requires exploration.

5.101 The number of short journeys taken throughout the town has a detrimental impact on the air quality of the entire town, and continues to contribute to the A385 AQMA.

Policy TTV20

Land at KEVICC

Land at KEVICC is allocated for residential-led development, with enhanced education and sports facilities. Provision is made for in the order of 130 new homes. Development should also provide for the following:

1. A replacement of the all-weather sports pitch.

2. Community facilities including public space alongside the River Dart with continuous riverside access.

3. Submission of a site specific mitigation plan to ensure that all new development does not have any negative impact on the greater horseshoe bat species and their flight paths within the protected South Hams SAC.

4. A high quality form of development which integrates with the existing housing.

5. Safe and attractive pedestrian and cycle connections for residents to access local facilities and services.

6. An appropriate strategy to mitigate for any impact on the A385 Air Quality Management Area.



5.102 King Edward VI Community College (KEVICC) provides secondary education for pupils from Totnes and the surrounding area. The school has been replacing and upgrading its teaching and sports facilities over recent years, a process that is continuing. A significant issue has been the split site campus, either side of the main A385 road. Planning permission has recently been granted for the replacement of the all-weather pitch on the Lower School site.

5.103 KEVICC are in the process of considering the re-modelling of the school, but it is recognised that there is capacity within the campus for non-school related development. The realisation of this potential could help fund upgrading of the school's facilities as well as contributing towards the development needs of the town.

5.104 A site specific greater horseshoe bat mitigation plan must be submitted and approved before planning permission will be granted. The plan must demonstrate how the proposed development will retain continued ecological functionality for greater horseshoe bat use associated with the South Hams SAC, and that the development will not have an adverse effect on the SAC.

Policy TTV21

Land at Baltic Wharf

Land at Baltic Wharf is allocated for a mixed-use redevelopment, including residential, marine / employment and commercial uses. Provision is made for in the order of 190 new homes and 3,300 sq.m. employment floorspace (Use Class B1 and B2). Development should provide for the following:

1. A continuing care retirement community including a nursing home (up to 60 bed spaces) an assisted living facility (up to 80 units) and communal facilities.

2. Retention of boatyard and associated facilities.

3. Footpath and cycle path provision including riverside access and connectivity to the Totnes – Ashprington route and towards the town centre.

4. Appropriate flood risk mitigation measures.

5. Submission of a site specific mitigation plan to ensure that all new development does not have any negative impact on the greater horseshoe bat species and their flight paths within the protected South Hams SAC.

6. An appropriate strategy to mitigate for any impact on the A385 Air Quality Management Area.

7. A high quality form of development which integrates with the existing area and the setting of nearby heritage assets.

8. Extensive public access to the riverside.

9. Investigation and remediation of contaminated land.



5.105 Baltic Wharf is an important brownfield regeneration site in a prominent location alongside the River Dart. It was allocated for development in previous plans and has been granted consent for a mixed-use scheme which is now being implemented. Phase one of the housing is largely complete, with the other elements of the scheme, including employment provision and further housing, to be commenced. In addition to the benefits of redeveloping the site for Totnes and the local economy more widely, the appearance of the site and its visual impact on the River Dart can be greatly enhanced.

5.106 The potential flood risk on this site is significant along the eastern edge immediately adjacent to the river. Proposals should find solutions to mitigate against this flood risk.

5.107 A site specific greater horseshoe bat mitigation plan must be submitted and approved before planning permission will be granted. The plan must demonstrate how the proposed development will retain continued ecological functionality for greater horseshoe bat use associated with the South Hams SAC, and that the development will not have an adverse effect on the SAC.

5.108 Within the Totnes area, six further sites are identified as being suitable for development (four of which have planning permission) for a range of uses including residential and employment. The development of these sites will support the vision and objectives of the JLP and the spatial priorities for Totnes.

5.109 The specific requirements identified are additional to the generic requirements of other policies. The allocations should, therefore, be read alongside and considered against the other policies in the JLP.

Policy TTV22

Other site allocations in Totnes

The following additional sites at Totnes are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	Dartington Lane	Housing	45 homes	a. Sensitive and high quality design which conserves and enhances the heritage assets.
2	Great Court Farm	Housing	74 homes	a. Appropriate landscaping to address the prominence and scale of development.
3	Transition Homes	Housing	27 homes	a. Appropriate landscaping to address the prominence and scale of development.
4	Riverside	Employment (Use Classes B1,B2 and B8)	3,200 sq.m. of employment floorpsace	a. Appropriate landscaping to address the prominence and scale of development. b. Sensitive and high quality design which integrates with the existing area and the setting of nearby heritage assets.
5	ATMOS (former Dairy Crest site)	Mixed use - including new homes and a range of business, commercial and community uses	62 homes	a. Delivery in accordance with the provisions of the Community Right to Build Order (CRtBO), including appropriate flood risk mitigation measures (including improvements to the leat to protect existing development downstream), remediation of contaminated land and habitat enhancement. b. Sensitive and high quality design which integrates with the existing area and the setting of nearby heritage assets.
6	Ashburton Road	Employment (Use Classes B1b,c and B2)	1,200 sq.m. of employment floorspace	



5.110 Taken together Totnes provides for 528 new homes and 7,700 sq.m. of employment floorspace.

c. Smaller Towns and key villages

What we are trying to achieve - our strategic objective for the Smaller Towns and Key Villages

Strategic Outcome

South West Devon's Smaller Towns and Key Villages will provide an essential mix of services and amenities that support a number of surrounding rural communities, and support the roles played by our Main Towns. The Smaller Towns and Key Villages have distinctive local identities and strong connections with the natural landscapes in the rural areas.

5.111 The Smaller Towns and Key Villages perform a valuable role within the rural settlement hierarchy, providing a range of services and amenities that reduces the need to travel long distances to the Main Towns for many rural communities. These communities have strong local identities and connections with the rural hinterlands that they support.

5.112 Planning for some growth of these settlements should ensure that the levels of services and amenities are maintained and where possible enhanced.

Strategic Objective SO8

Maintaining the vitality and viability of the Smaller Towns and Key Villages

To promote the provision of homes, jobs, services and community infrastructure sufficient to enable the smaller towns and key villages to continue to play their important role as local service centres for their surrounding areas. This will be achieved through:

1. Delivering an appropriate level and mix of new homes that responds positively to local housing needs and improves long-term sustainability.

2. Enabling local employment opportunities that can support a thriving rural economy.

3. Sustaining and where possible improving the range of services and amenities available, including sustainable transport links to other settlements. and supporting the provision of new services where needs arise.

4. Conserving and enhancing the local distinctiveness and the historic character of the smaller towns and key villages.



5.113 The settlements that fall into this category are: Bere Alston, Dartington, Hatherleigh, Lifton, Modbury, North Tawton, Salcombe, Stokenham / Chillington and Yealmpton.

5.114 These settlements are all characterised by a level of services and amenities that can support the daily needs of a rural population, although the extent of the provision varies from place to place. These locations are also supported by some public transport have local employment opportunities and there are opportunities for the local community to access locally provided small-scale leisure and recreation choices.

5.115 These settlements make an important contribution to the vitality and sustainability of the Thriving Towns and Villages policy area. In order to ensure our rural communities continue to thrive and benefit from a range of services and facilities, the JLP has identified sites to bring forward a supply of new homes and jobs in our Smaller Towns and Key Villages. It is fully recognised that some of these settlements lie within or adjacent to important designated landscapes including the Tamar and South Devon AONBs and the Dartmoor National Park. The councils are aware of the stringent tests in national planning policy regarding placing major development in these areas. Development in these locations is considered important for the long term sustainability of these towns and villages, to respond to future changes within those communities and also to fully support the role that they play in the wider area. In line with the development strategy for the JLP and the settlement hierarchy for the Thriving Towns and Villages policy area, it is considered that these smaller towns and key villages are required to take an appropriate level of growth.

5.116 In some of these locations, there are neighbourhood planning groups working within the community to prepare plans for their areas. The councils will continue to work alongside these groups to help them plan for sustainable development.

5.117 **Bere Alston** sits within the heart of the Bere Peninsula, and serves a wide range of small rural communities, farmsteads and rural businesses. The village lies within the Tamar Valley AONB and adjacent to the Cornwall and West Devon Mining World Heritage Site. Any new development needs to be delivered sensitively, and with careful consideration given to the impact of development on the special qualities and character of the AONB and the Outstanding Universal Value of the World Heritage Site.

5.118 Bere Alston is located on the Tamar Valley rail line, providing a regular service into Plymouth, as well as further up the valley into Cornwall. In the long term, this service is proposed to be extended to Tavistock by the re-opening of part of the former mainline. The value of the rail service cannot be underestimated, as the road network to Plymouth from the Bere Peninsula does not have the capacity to handle large volumes of traffic.

5.119 As set out in Policy TTV24, 50 new homes are proposed within Bere Alston and this is considered to be an appropriate scale of growth which respects its sensitive location within the AONB to support the future sustainability of the settlement.

5.120 **Dartington** is a settlement that has an extensive range of services and amenities. It is also well connected to other centres, especially the nearby town of Totnes, which extends the range of facilities that can be accessed within a short

distance. This relationship is reciprocal, as many people from around the Totnes area use the services and facilities at Dartington. The village has good pedestrian and bus links to Totnes and the National Cycle Network also connects the two settlements. The primary school has a wide catchment area and the shops at Dartington attract people from the local area and from further afield. The Dartington Hall Estate, which adjoins the village, contains numerous heritage assets of national importance and has established a national and international reputation for its cultural and educational work and events. The Estate also provides significant opportunities for informal recreation, enjoyed by local residents and visitors alike.

5.121 An emphasis is placed on the delivery of a high proportion of self and custom build homes in this area. This is considered to be in keeping with the heritage and legacy of Dartington, which has a global reputation, more recently through the Schumacher College, for leading on sustainable design.

5.122 As set out in Policies TTV23 and TTV24, 254 new homes and 11,800 sqm of employment floorspace are proposed within Dartington and this is considered to be an appropriate scale of growth which respects its historic character and relationship with Totnes to support the future sustainability of the settlement. Given the special qualities of the Dartington Estate, future redevelopment must be sensitive to its character and importance both locally and nationally. It is therefore worth particular mention that the form, scope, scale and design of development in Dartington must be informed by the detail contained by the Heritage Impact Assessment.

5.123 **Hatherleigh** is a thriving small town in the north of the JLP area located on the A386 some 7 miles from Okehampton. It has a popular weekly market which is at the heart of the local community and is part of traditional life in this town.

5.124 The town benefits from a range of shops, cafes and restaurants, and is also located on the popular Devon coast-to-coast cycle trail that brings a large number of passing visitors each year. There is a large dependent community of smaller villages and hamlets that surround the town, which help support the range of services and facilities available.

5.125 There is a strong agricultural tradition in and around the town which traditionally focussed around the cattle market. As agricultural industry and practices have changed over the years, the need for a cattle market has diminished. However, other market functions continue to be popular and are important for the continued success of the town. As a result, the market has been identified as having potential for a comprehensive redevelopment for some time with the retention of market provision.

5.126 In addition to the market site, there is potential to meet some local housing and employment needs on the south western edge of the town, providing greater diversity of housing and employment options for the town than relying on a single large allocation.

5.127 Additional primary school capacity may be needed during the plan period. Land to the south of Hatherleigh primary school was identified for this purpose in the West Devon Local Plan 2005 (Policy H45), and this will be an option for further

consideration with Devon County Council. Should it be determined that additional land is required this will be identified through local planning documents linked to the provisions of Policy SPT13.

5.128 As set out in Policy TTV24, 156 new homes and 8,000 sqm of employment floorspace are proposed within Hatherleigh and this is considered to be an appropriate scale of growth which respects this traditional market town and to support the future sustainability of the settlement.

5.129 **Lifton** is a large village in the north-west of the JLP area, close to the border with Cornwall. Indeed Lifton has a closer functional relationship with Launceston in Cornwall, a short trip down the A30, than with a main town in West Devon.

5.130 Within close proximity to Lifton is Tinhay, home of Premier Foods, Tinhay Builders Merchants and other large local employers. The number of jobs located at Tinhay makes a valuable contribution to the local economy, and helps to make Lifton the sustainable location for future growth that it is. Tinhay is, and continues to be, a distinct and separate settlement to Lifton and whilst there is a functional relationship between the two settlements, the JLP recognises the importance of preventing coalescence. As such, development that could damage the integrity of the two villages will not be supported.

5.131 The provision of local services, the quantity and range of local jobs, as well as access to a wider range of jobs and services via the A30 make Lifton a suitable location for a moderate number of new homes.

5.132 As set out in policy TTV24, 100 new homes and 14,400 sqm of employment floorspace are proposed within Lifton and this is considered to be an appropriate scale of growth to support the future sustainability of the village.

5.133 **Modbury** is a small town located within the southern part of the JLP area, benefiting from a main road and public transport links to Plymouth to the west, and Kingsbridge to the east.

5.134 Modbury has a range of services and amenities typically found in a larger settlement. The town has a good range of independent shops which could benefit if there were more opportunities for car parking and this will be explored if suitably located development sites become available.

5.135 The landscape to the south of the town forms the northern edge of the South Devon AONB, which limits the development potential of this part of the town. Many parts of the landscape to the north of the town are constrained by a steep topography and limited access via narrow lanes, resulting in a necessity to make the most efficient use of the land that is available, and that does not result in a significant adverse impact on the designated landscape to the south.

5.136 Modbury supports many rural communities between the town and coast to the south west. These small villages and hamlets sit firmly within the AONB, and even moderate growth in these locations would be neither sustainable or appropriate. As such, Modbury is the most appropriate location to provide new homes to ensure that local housing needs are met, and that the level of services and amenities enjoyed by the local and surrounding communities are retained and enhanced where possible.

5.137 As set out in policy TTV24, 173 new homes and 1,900 sqm of employment floorspace are proposed within Modbury and this is considered to be an appropriate scale of growth to support the future sustainability of the town.

5.138 **North Tawton** is located to the north of the JLP area, and has functional links with Okehampton and Exeter. The town has a range of services and facilities and there are three significant large local employers in the town; Gregory Distribution, Taw Valley Creamery and Vital Pet Products. Together, this makes North Tawton a sustainable small town, and suitable location for a moderate level of new homes.

5.139 As set out in policy TTV24, 61 new homes and 1,300 sqm of employment floorspace are proposed within North Tawton and this is considered to be an appropriate scale of growth to support the future sustainability of the town.

5.140 **Salcombe** is located in the far south of the JLP area, sitting at the mouth of the Kingsbridge estuary and in the heart of the South Devon AONB. Salcombe is a small town that boasts an enviable and distinctive natural setting, and mild micro climate. It is for this reason that the town continues to prove popular with visitors, who underpin a tourism industry that contributes significantly to the local economy.

5.141 Salcombe's popularity has not all been positive however, with property prices becoming so far inflated that anyone earning a local wage is unable to purchase a home on the open market. Salcombe has become known far beyond Devon as a place that is both expensive to visit and to live in. Such is the character of the town, and of the surrounding landscape, that there are very few available and suitable sites on which to provide homes that are affordable for local people.

5.142 Outside the tourism industry, Salcombe still maintains a small marine sector and fishing fleet. Although boat building no longer makes the contribution to the local economy that it once did, marine services and the related industry and commerce remain an essential part of the heritage and character of the town. As a result, diversity of employment premises is required, with an emphasis on a limited number of small scale premises that can be used flexibly to support a range of trades and sectors.

5.143 A key challenge for the town is to provide affordable homes for local people. Support will be given to innovative delivery mechanisms for housing such as community-led housing schemes, self/custom-build and community land trust models. Any such proposals will need to be carefully considered in respect of the character and special qualities of the AONB.

5.144 As set out in policy TTV24, 63 new homes and 2,000 sqm of employment floorspace is proposed within Salcombe and this is considered to be an appropriate scale of growth which will help to deliver much needed affordable housing whilst respecting its sensitive location within the AONB to support the future sustainability of the settlement.

5.145 **Chillington,** with nearby **Stokenham,** provide a valuable range of services and facilities that supports a large dependent area to the south of the A379. The villages are located within the far south east of the JLP area, and are bordered to the south by the South Devon AONB. The A379 runs through both settlements, providing a valuable transport link between Kingsbridge and Dartmouth, including a

frequent bus service. However, the A379 narrows significantly in places, and is subject to large volumes of traffic during the peak holiday seasons. Notable local pinch points occur to the east and west of Stokenham and Chillington, as well as in between the villages.

5.146 There is an identified need to provide more family housing in the area to help diversify the local housing market in both villages with the current local housing market placing many homes out of the reach of people working in the local area.

5.147 As set out in policy TTV24, 65 new homes are proposed within Chillington and this is considered to be an appropriate scale of growth which will help to deliver much needed family housing whilst respecting its location adjacent to the AONB to support the future sustainability of the settlements.

5.148 **Yealmpton** is a large village located close to Plymouth, and is well connected to both Plymouth and Modbury via the A379. The village is well served with a moderate level of services and facilities.

5.149 The village has seen a moderate level of growth in recent years, with allocated sites in the process of being developed as the JLP is introduced. The existing employment allocation that has yet to be commenced will remain as an allocated site within the JLP, with the provision of new homes in Yealmpton being addressed within the first review of the JLP.

5.150 As set out in policy TTV24, 9,100 sqm of employment floorspace is proposed within Yealmpton and this is considered to be an appropriate scale of development given the growth experienced in recent years. This growth will provide much needed employment land to help balance the development and support the future sustainability of the area.

5.151 Policy TTV24 identifies twenty five sites in the smaller towns and key villages for development within the plan period.

5.152 The allocations should be read alongside and considered against the other policies in the JLP.

What we are going to do - our policies for the Smaller Towns and Key Villages

Policy TTV23

Dartington Hall Estate

Development at the Dartington Hall Estate (within the boundaries defined on the Policies Map), including in the order of 120 dwellings will be supported as a means of securing its long term future and to ensure the conservation of its historic buildings and landscape, where it is brought forward in line with an endorsed Estate Framework and other policies in this Plan. The Estate Framework, which will be periodically reviewed, will identify:

a. The need for the development and how it will help to achieve the long-term sustainability of the Estate including the future of its historic buildings and landscape without causing harmful fragmentation of the historic entity.

b. The physical, economic and environmental context.

c. The significance of heritage assets within the Estate together with an overarching assessment of their condition and vulnerability now and in the future and setting out solutions for how they will be sustained, re-used, conserved and enhanced with identified priorities for investment.

d. Development principles to underpin future development proposals, the broad areas for development, the type of uses proposed, and how these developments will assist in the conservation of the heritage assets identified in the framework as vulnerable or will deliver other justifiable public benefits.

e. An estate-wide transport, movement and parking strategy.

f. How development will be accommodated without any impact on ancient woodland in and adjacent to the site.

Planning applications for development will be required to demonstrate the following where relevant and appropriate to the scale and nature of the proposal:

1. How the proposal complies with the Estate Framework.

2. How the proposal addresses sustainable development by achieving economic, social and environmental gains.

3. Planning applications for the development of sites within the Estate that are outside settlement boundaries should clearly demonstrate how they are contributing to securing key environmental or cultural objectives of the Trust, such as contributing financially to the reuse/repair of heritage assets.

4. Where the proposal could affect the significance of a designated heritage asset, whether as a result of works to the asset or within its setting, how the development will help to secure the long term viable use of the asset and enhance the positive contribution that the asset or its setting makes, or otherwise will deliver justifiable public benefits.

5. How the proposal will make a positive contribution to heritage settings and to the wider distinctiveness and character of the Estate and its landscape.

6. That an archaeological assessment has been undertaken to inform and guide the development proposal.

7. That a full assessment of the potential ecological impacts of the proposed development has been undertaken (including greater horseshoe bats), and, where appropriate, a mitigation plan has been prepared.

8. How design standards ensure that the special architectural, historic, archaeological and artistic qualities of the Estate are retained.

9. The implementation of a appropriate boundary treatment in order to retain the rural character of the wider Estate landscape.



5.153 The Dartington Hall Estate is a major local employer which provides significant social and economic benefits. It is also an internationally important heritage ensemble, incorporating 42 listed buildings (including the Grade I listed Hall), 4 scheduled monuments and a Grade II* historic park and garden.

5.154 The Dartington Hall Trust, as a charitable organisation responsible for the management of the Estate, has a strong innovation agenda and undertakes many educational and research projects of national interest. It also has an important role to play in the conservation of historic buildings and landscape.

5.155 The LPAs acknowledge the special heritage and landscape qualities of the Estate and the unique role that it and the Trust play in the social and economic life of the parish, Totnes and the region. This policy, therefore, seeks to support the role of the Dartington Hall Estate and recognises that an Estate Framework may be able to demonstrate material considerations that justify development outside the settlement boundary. This includes the need for housing and commercial development to generate long term funding streams for re-investment in vulnerable or deteriorating heritage assets.

5.156 The policy requires that individual projects requiring planning permission are brought forward within the context of an Estate Framework which would clearly assess the impacts of development and explain how such development can contribute to the long-term sustainability of the Estate, including the future of its historic buildings and landscape. Importantly, the Estate Framework will provide the Trust with the confidence that once strategic decisions have been taken they can be delivered over time as part of an agreed comprehensive vision. The Trust will engage with Historic England and South Hams District Council, as the relevant LPA, to prepare the Estate Framework with a view to it being endorsed by these parties. It will also be the subject of consultation with its partners, other statutory consultees and the local community.

5.157 It is anticipated that the Estate Framework will demonstrate how the core estate could support in the region of 120 new homes with a range of other uses as part of a sustainable growth strategy including employment, retail, learning and tourism/leisure opportunities. The main focus for enhancement and development will likely be at Foxhole, The Shops, Higher Barton, Woodlands Yard, Old Postern and Aller Park and adjacent land. The core estate's capacity to accommodate future development will, however, need to be tested and justified through the preparation of the Estate Framework. This represents a positive strategy for the ongoing conservation, enhancement and enjoyment of this historic environment. The Estate Framework will be reviewed and revised at agreed intervals, with updated versions being subject to endorsement by the same parties.

5.158 Should development proposals be promoted beyond those identified in the Estate Framework, these will be considered in light of points 1 to 9 in the policy, where relevant and appropriate to the scale and nature of the development proposed and other policies within the JLP.

Policy TTV24

Site allocations in the Smaller Towns and Key Villages

The following sites in the smaller towns and key villages are allocated for development:

	Site	Proposal	est. of housing provision / employment floorspace	Policy considerations / things to be provided for by the development
1	Woolacombe Road, Bere Alston	Housing	30 homes	a. Layout, design and location of structural landscaping to be guided by landscape assessment. b. Mitigation of recreational impact on SAC. c. Contribution towards rail link between Tavistock and Bere Alston. d. Ensuring that proposals are well integrated with the existing development.
2	South of Woolacombe Road, Bere Alston	Housing	20 homes	a. Layout, design and location of structural landscaping to be guided by landscape assessment. b. Mitigation of recreational impact on SAC.
3	Beacon Park, Dartington	Employment (Use Classes B1b,c,B2 and B8)	11,300 sq.m. employment floorspace	a. Appropriate landscaping to address the prominence and scale of development. b. Appropriate flood risk mitigation measures. c. Improved pedestrian and cycle connectivity with the Dartington Estate and village centre.
4	Brimhay Bungalows, Dartington	Housing	14 homes	a. Demolition of existing housing and remediation of land. b. Measures to avoid and mitigate biodiversity impact, including protection of woodland and minimising lighting. c. Re-provision of community housing. d. Retention of Public Right of Way.

	Site	Proposal	est. of housing provision / employment floorspace	Policy considerations / things to be provided for by the development
5	Broom Park, Dartington	Housing	80 homes	a. Footpath and cycle access to the main road, connecting to the NCN and on towards the village centre. b. An overall site layout and design that respects the setting of the existing housing at Broom Park. c. Retention and future management of the hedgerow along the western boundary. d. Additional strategic landscaping on the western side of the site to soften the edges of the development onto the undeveloped countryside beyond. e. Appropriate flood risk mitigation measures. f. Acceptable impact on the setting of St Mary's Church to the east, which necessitates both strategic landscaping that is sensitive to this context as well as an appropriate extent, scale, layout, design and materials.
6	Higher Tweed Mill, Dartington	Employment (Use Class B1)	500 sq.m. employment floorspace	a. Footpath and cycle access to the main road, connecting on towards the village centre and National Cycle Network. b. Retention and future management of the hedgerow at edges of the site. c. Additional strategic landscaping soften the edges of the development onto the undeveloped countryside. d. Locally distinctive frontages.
7	Sawmills Field, Dartington	Housing	40 homes	a. Footpath and cycle access to the main road, connecting on towards the village centre and National Cycle Network. b. Retention and future management of the hedgerow along the western boundary and of the tree-belt on the northern part of the site. c. Additional strategic landscaping to the western site boundary to soften the edges of the development onto the undeveloped countryside. d. Provision of locally distinctive frontages onto movement routes, especially the main A385.

	Site	Proposal	est. of housing provision / employment floorspace	Policy considerations / things to be provided for by the development
8	Hatherleigh Market, Hatherleigh	Mixed use - with homes and employment (Use Classes B1, B2 and B8)	106 homes; 880 sq.m. employment floorspace (no net increase)	a. Regeneration of existing site to make more efficient use of land including demolition of buildings as appropriate. b. Retail uses where there is no adverse impact on the town centre. c. New public realm including Market Square with associated Pavilion. d. Contributions to expanding primary school capacity in the area. e. Public and private car parking, and associated Infrastructure. f. Appropriate flood risk mitigation measures.
9	Hatchmoor, Hatherleigh	Mixed use - with homes and emloyment use (B1, B2)	50 homes; 8,000 sq.m. employment floorspace	a. Layout and design to be guided by landscape assessment. b. Creation of a high quality 'gateway' to the village. c. Contributions to expanding primary school capacity in the area.
10	Glenhaven, Lifton	Housing	100 homes	a. Layout and design to be guided by landscape and heritage assessment. b. Creation of a high quality 'gateway' to the village. c. Contributions to expanding primary school capacity in the area.
11	Land adjacent to Lifton Farm Shop, Lifton	Employment (Use Class B2, B8)	14,400 sq.m.	a. Support and promote local tourism initiatives. b. Provide flexible office spaces and / or light industrial units; and/or c. Enable complementary uses such as craft workshops.
12	West of Palm Cross, Modbury	Mixed use - with homes and employment (Use Class B1)	92 homes; 1,900 sq.m. employment floorspace	a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Layout and design to be guided by landscape assessment. c. Strategic landscaping and open space to the north and east of the site, linked to the open space to the north east of the site at West Barracks Road.

	Site	Proposal	est. of housing provision / employment floorspace	Policy considerations / things to be provided for by the development
13	Pennpark, Modbury	Housing	40 homes	a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Layout and design to be guided by landscape assessment.
14	West of Barracks Road, Modbury	Housing	40 homes	a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Layout, design and landscaping to be guided by landscape assessment, with careful consideration of scale and appearance of development, and the lighting of the site, to minimise wider landscape impacts.
15	Batheway Fields, North Tawton	Mixed use - with homes and employment (Use Class B1)	61 homes; 1,300 sq.m. employment floorspace	a. Layout and design to be guided by landscape assessment. b. Creation of a high quality 'gateway' to the town. c. Contributions to expanding primary school capacity in the area.
16	Bonfire Hill, Salcombe	Housing	13 homes	a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Layout and design to be guided by landscape assessment. c. Strategic landscaping bordering the site. d. Careful consideration of the scale and appearance of the development, and the lighting of the site, to minimise wider landscape impacts. e. No exacerbating of water quality issues within the Salcombe to Kingsbridge SSSI.
17	Shadycombe, Salcombe	Mixed use - with homes and employment (Use Classes B1)	20 homes; 2,000 sq.m. employment floorspace	a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Layout and design to be guided by landscape and heritage assessment, with careful consideration of scale and appearance of development and any ground engineering operations, to minimise wider landscape impacts. c. No exacerbating of water quality issues within the Salcombe to Kingsbridge SSSI. d. Appropriate flood risk mitigation measures.

	Site	Proposal	est. of housing provision / employment floorspace	Policy considerations / things to be provided for by the development
18	Land West of West End Garage, Salcombe	Housing	20 homes	a. Strategic landscaping to address the sites prominence, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside. The scale, design and density of development should ensure that it is not overly prominent when viewed from the surrounding countryside. b. A lighting strategy, which minimises the impact of light spill to the surrounding countryside. c. No exacerbating of water quality issues within the Salcombe to Kingsbridge SSSI. d. Careful consideration of extent, scale and appearance of development to minimise local landscape impacts.
19	Green Park Way, Chillington	Housing	65 homes	a. Recognising and enhancing the relationship with the South Devon AONB, with careful consideration of scale, height, density, appearance and lighting of development, and strategic landscaping to minimise wider landscape impacts. b. Mitigation of highway impacts, including safety and congestion. c. Provision and maintenance of a surface water drainage scheme.
20	North of Milizac Close, Yealmpton	Employment (Use Classes B1b,c, B2, B8)	2,500 sq.m. employment floorspace	a. Recognising and enhancing the relationship with the South Devon AONB, with careful consideration of scale, height, density, appearance and lighting of development, and strategic landscaping to minimise wider landscape impacts.
21	North of Riverford Farm Shop, Yealmpton	Employment (Use Classes B1b,c, B2, B8)	4,000 sq.m. employment floorspace	a. Recognising and enhancing the relationship with the South Devon AONB, with careful consideration of scale, height, density, appearance and lighting of development, and strategic landscaping to minimise wider landscape impacts.



5.159 Taken together the smaller towns and key villages provide for 911 new homes and 46,780 sqm of employment floorspace.

d. Sustainable villages

What we are trying to achieve - our strategic objective for the Sustainable Villages

Strategic Outcome

South West Devon's Sustainable Villages will be characterised by strong social networks and traditions. Development will have contributed to enhancing their character and local distinctiveness, and helped to provide a more balanced demographic profile and greater resilience to change for rural communities.

5.160 The Sustainable Villages provide limited yet vital services and amenities to a large proportion of our rural communities. The contribution that they make to our settlement hierarchy is often multiplied by the relationship that many villages have with each other, forming a complementary network of sustainable settlements that are able to meet a number of day to day needs for rural communities.

Strategic Objective SO9

Maintaining the viability of the many sustainable villages in the rural area

To enable the development of new homes, jobs and community infrastructure sufficient to meet the local needs of the sustainable villages identified in the area and the village networks they serve. This will be achieved through:

1. Delivering a mix of new homes that add diversity and accessibility to the rural housing stock.
2. Enabling a balanced demographic profile that retains and attracts young people and working age families.
3. Enabling local employment opportunities that can support a thriving rural economy.
4. Delivering digital connectivity that supports the rural economy and reduces the need to travel.
5. Responding positively to rural travel patterns through innovation and investment.
6. Strengthening links between our rural settlements and the surrounding landscapes.
7. Protecting and enhancing the local distinctiveness and the historic character of the smaller towns and key villages.



What we are going to do - our policies for the Sustainable Villages

Policy TTV25

Development in the Sustainable Villages

Provision in the order of 550 homes will be sought from the sustainable villages as part of the overall housing supply for the TTV Policy Area.

The LPAs support the preparation of neighbourhood plans as a means of identifying local housing and other development needs in the sustainable villages. Development within the sustainable villages, including the indicative level of housing set out in Figure 5.8, should be provided through neighbourhood plans, unless such provision would conflict with other policies of the JLP.

Within sustainable villages without neighbourhood plans the LPAs will still support development that meets the identified local needs of local communities and development which responds positively to the indicative housing figures set out in Figure 5.8. All development proposals, whether in villages which have neighbourhood plans or not, will be considered against the other policies of this plan.



5.161 The JLP does not identify sites for development in the villages defined as being the Sustainable Villages. Rather, an approach is taken which aims to enable development to come forward in these villages which reflects their sustainability, and which will respond to local needs. In these locations, it is clearly important to strike a balance so that development maintains or improves the viability of the villages whilst also being of an appropriate scale and meeting the needs of local people. It is also important that any development in the Sustainable Villages also respects the character of the villages, and particularly of any landscape designations such as the AONBs.

5.162 In the Sustainable Villages, the most appropriate way to balance these considerations will often be for local people to develop neighbourhood plans, responding to local needs and opportunities. The LPAs are supportive of the neighbourhood planning process as a means of identifying and responding to local needs for development and the delivery of sustainable communities. However, where there is no neighbourhood plan, development proposals could come forward through the planning application process, and these would be assessed against the policies of the JLP. It should be noted that neighbourhood plans can also be brought forward for other parts of the Plan Area, but Policy TTV25 specifically relates to their role in meeting local needs in the Sustainable Villages.

5.163 It will be for neighbourhood plans themselves to determine which sites to bring forward for development, provided that they are consistent with the provisions of the JLP. To help identify a potential housing supply figure for the individual

Sustainable Villages, and to provide some guidance for the level of housing that might be appropriate in a village, an indicative assessment has been made of the potential number of homes that are capable of coming forward through neighbourhood plans (the South Hams & West Devon Village Sustainability Assessment Framework', Feb 2017). This assessment is based upon factors such as the level of services and facilities available in each settlement, the accessibility of larger settlements, the quality of digital communications, and the availability of sites in the SHLAA. These indicative housing figures are set out in Figure 5.8.

5.164 The indicative housing figures should be used to inform neighbourhood plan or development plan-led development throughout the TTV policy area. Commitments and completions within sustainable villages prior to the end of March 2017 are not considered to make a contribution to the indicative figures, as these have already been counted within the JLP housing supply figures. The figures should be interpreted locally, applying constraints and opportunities. It is therefore understood that some neighbourhood plans may deliver more or less than indicated where justified by the appropriate level of evidence. The LPAs will keep under review the number of new homes coming forward in the Sustainable Villages over the life of the JLP. If monitoring shows that Neighbourhood Plans are not bringing forward allocations to support Policy TTV25, the LPAs will consider undertaking informal planning studies to identify new site opportunities that can be built in to the next review of the JLP.

Figure 5.8. Indicative Levels of New Housing in Sustainable Villages

Villages able to accommodate around 30 dwellings each	Blackawton, East Allington, Harbertonford, Marldon, Sparkwell, Ugborough Bridestowe, Exbourne, Lewdown, Spreyton
Villages able to accommodate around 20 dwellings each	Berry Pomeroy, Ermington, Halwell, Harberton, Lee Mill, Staverton, Woolston Green Bratton Clovelly, Highampton, Lamerton, Milton Abbot, Northlew, Sampford Courtenay
Villages able to accommodate around 10 dwellings each	Lee Moor, Morleigh, Rattery, Wotter Broadwoodkelly, Folly Gate, Grenofen, Inwardleigh, Monkokehampton, Stowford

5.165 It should be noted that Figure 5.8 does not include villages within AONBs. This is in acknowledgement of the great weight that should be given to conserving their landscapes and scenic beauty. However, neighbourhood plans may wish to bring forward positive allocations to meet local housing need where justified by an appropriate evidence base. Policy DEV25 sets out the policy approach to considering development proposals in AONBs.

e. Countryside

What we are trying to achieve - our strategic objective for the Countryside

Strategic Outcome

The integrity of South West Devon's countryside remains intact, with a strong rural communities that reflect the traditions of the rural landscape. The countryside continues to enjoy national recognition and contributes to a thriving rural economy through investment in traditional industries and innovative diversification.

5.166 The countryside of South West Devon is some of the finest in the country, with no less than three designated landscapes represented within the JLP area. The rural character of the area provides a setting within which our high quality built environments can thrive, supporting not only traditional industries but also by diversifying the rural economy in a way that benefits a wide cross section of the community.

5.167 Since the plan makes enough provision for homes to meet the full objectively assessed need within the sustainable settlements, the countryside areas of South West Devon are not expected to contribute to meeting the OAN of the HMA other than through 'windfall' developments.

Strategic Objective SO10

Maintaining a naturally beautiful and thriving countryside

To protect, conserve and enhance the natural beauty of South West Devon's countryside, and to avoid the creation of new homes development in unsustainable or inappropriate locations.

1. Delivering new homes only in areas where there is an identified local need.
2. Protecting and managing the landscape.
3. Contributing to carbon reduction measures by reducing the need to travel.
4. Delivering digital connectivity that supports diversity and innovation in the rural economy.
5. Responding positively to rural travel patterns through innovation and investment.
6. Strengthening links between our rural settlements and the surrounding landscapes.



What we are going to do - our policies for the Countryside

Policy TTV26

Development in the countryside

The LPAs will protect the special characteristics and role of the countryside. The following provisions will apply to the consideration of development proposals:

1. Isolated development in the countryside will be avoided and only permitted in exceptional circumstances, such as where it would:

    i. Meet an essential need for a rural worker to live permanently at or near their place of work in the countryside and maintain that role for the development in perpetuity; or
    ii. Secure the long term future and viable use of a significant heritage asset; or
    iii. Secure the re-use of redundant or disused buildings and brownfield sites for an appropriate use; or
    iv. Secure a development of truly outstanding or innovative sustainability and design, which helps to raise standards of design more generally in the rural area, significantly enhances its immediate setting, and is sensitive to the defining characteristics of the local area; or
    v. Protect or enhance the character of historic assets and their settings.

2. Development proposals should, where appropriate:

    i. Protect and improve public rights of way and bridleways.

    ii. Re-use traditional buildings that are structurally sound enough for renovation without significant enhancement or alteration.

    iii. Be complementary to and not prejudice any viable agricultural operations on a farm and other existing viable uses.

    iv. Respond to a proven agricultural, forestry and other occupational need that requires a countryside location.

    v. Avoid the use of Best and Most Versatile Agricultural Land.

    vi. Help enhance the immediate setting of the site and include a management plan and exit strategy that demonstrates how long term degradation of the landscape and natural environment will be avoided.



5.168 Policy TTV26 provides a policy framework for guiding development within the countryside. It needs to be read alongside other policies of the plan, and especially Policies SPT2 and TTV2 on sustainable communities and rural sustainability and development policies in Section 6 which deal with matters such as rural diversification, AONBs and the natural environment.

5.169 It is acknowledged that even in small rural settlements some limited organic growth may be appropriate and may assist in providing homes and facilities meeting local needs, although the delivery of new homes that are distant from existing services and amenities do not represent a sustainable solution to the need for new homes in rural areas. The policy therefore provides the criteria that need to be met before a development proposal can be supported in the countryside, including the provisions required for the re-use of existing buildings in the countryside, as well as Rural Exception Sites and Village Housing Initiative provisions in relation to housing and employment development adjoining a settlement. These provisions will be amplified as appropriate through the Thriving Towns and Villages SPD and neighbourhood plans. The approach to managing change in the rural areas needs not only to provide adequate protection for the countryside, but will also reinforce the permissive criteria for sites that can be considered sustainable within and adjoining sustainable settlements.

Policy TTV27

Meeting local housing needs in rural areas

Proposals for residential development on sites adjoining or very near to an existing settlement which would not otherwise be released for this purpose may be permitted provided that it can be demonstrated that:

1. It meets a proven need for affordable housing for local people.

2. It includes a mix of affordable and market housing products where necessary to be financially viable. This includes open market housing, providing it does not represent more than 40% of the homes or 40% of the land take excluding infrastructure and services.

3. Management of the scheme will ensure that the dwellings continue to meet the identified need in perpetuity.

4. The proposal meets the requirement of all other relevant policies of the Plan.



5.170 Community led housing initiatives will be supported on rural exception sites. New affordable housing will be subject to eligibility criteria requiring a local connection, and suppressed in value against open market values in perpetuity to ensure that dwellings continue to meet the affordable housing needs of local people.

Policy TTV28

Horse related developments in the countryside

Horse related developments will be supported where:

1. There is adequate land and, for commercial uses, adequate off-road riding facilities available for the number of horses to be kept on the land.

2. Existing buildings are reused where possible but where new buildings are necessary, these are well-related to existing buildings, commensurate in size with the number of horses to be kept on the land and the amount of land available for use by those horses.

3. There is an agreed comprehensive scheme of management for any ancillary development including hardstanding, access roads, parking, fencing, lighting, storage, waste disposal, manèges and sub division of fields.

4. The proposal, either on its own or cumulatively, with other horse related uses in the area, is compatible with its surroundings and adequately protects water courses, groundwater and the safety of all road users.



5.171 The policy addresses the need to have adequate management of horse related developments, which are an important countryside use but need to be implemented in a way which protects the environment and local communities.

Policy TTV29

Residential extensions and replacement dwellings in the countryside

Proposals to extend or replace existing dwellings in the countryside will be permitted provided:

1. The existing dwelling has a lawful use for permanent residential use and has not been abandoned.

2. The size of the new replacement dwelling will not be significantly larger than the original house volume.

3. The number of new dwellings is no more than the number of dwellings to be demolished and replaced.

4. Any new replacement dwelling should be positioned on the footprint of the existing dwelling, unless on design, landscape, highway safety, residential amenity, or other environmental grounds a more appropriate location can be agreed.

5. The extension is appropriate in scale and design in the context of the setting of the host dwelling.



5.172 To help protect the character of the countryside there is a need to manage new built development in rural locations. The erection of replacement dwellings and extensions to existing dwellings can individually, and cumulatively over a period of years, have an adverse impact both on the character of individual properties and on their surroundings.

5.173 When managed effectively the addition of extensions and the creation of new dwellings within rural areas can make a significant contribution to the built and natural landscape, as well as adding diversity to the rural housing stock.

5.174 Further design guidance on the implementation of Policy TTV29 will be included in the Thriving Towns and Villages SPD.

6 Development policies

What we are trying to achieve - our development policies for Plymouth and South West Devon

Strategic Outcome

The development process will have delivered positive changes in the area, delivering sustainable development of the right quality in the right locations to meet the needs of local people for homes and jobs, successful neighbourhoods and communities, and protecting the environment.

6.1 This section of the plan sets out more detailed policies that relate to how and where development takes place, structured around a series of key themes. Each policy needs to be understood in the context of the vision and spatial strategy, as well as the area specific policies that have been set out earlier in the plan. Together, they set out a positive planning framework in order to ensure that sustainable development is delivered.

6.2 Many of the policies will be amplified in supplementary planning documents (SPDs) , one for the Plymouth Policy Area and one for the Thriving Towns and Villages Policy Area.

Strategic Objective SO11

Delivering high quality development

To deliver development which is sustainable and of the right type for its location and of good quality, which:

1. Supports healthy communities that enjoy good quality and clean environments and where healthy lifestyles are positively encouraged through the developments and services that are provided.

2. Provides a wide choice of homes that meet the needs of all sectors of the community and provide high quality living environments.

3. Supports a diverse and strong economy, enabled by protecting and providing a good supply of sites.

4. Provides high quality places, which create a positive legacy for future generations, and properly responds to the historic environment, positively engaging with it as an asset to deliver high quality development and sustainable communities.

5. Contributes to and enhances the natural network, providing multiple benefits both to people and wildlife.

6. Responds positively to the challenges of climate change, reducing carbon emissions and creating more resilient communities.

7. Provides for and meets the infrastructure needs generated by the proposal.



a. Healthy Communities

What we are going to do - our development policies for delivering healthy communities

6.3 Healthy communities are places where the local population experiences the conditions that enable them to have good quality of life.

6.4 Health and wellbeing is multi-faceted. To be healthy, communities need to have an identity that engenders community participation in the life of an area with good access to education, employment, transport, housing, green space and leisure, and health and wellbeing facilities and opportunities. There is also a need to protect the quality of environment for, and amenities of, local communities.

6.5 Many of these themes are addressed by policies in other parts of the plan. This section addresses the impacts of development on health and local amenities, its ability to address issues of pollution, and the ways in which development can encourage active and healthy lifestyles through sport and healthy eating.

Policy DEV1

Protecting health and amenity

Development proposals will be required to safeguard the health and the amenity of local communities. In addition to measures set out in other policies of the plan, this will be through, as appropriate:

1. Ensuring that new development provides for satisfactory daylight, sunlight, outlook, privacy and the protection from noise disturbance for both new and existing residents, workers and visitors. Unacceptable impacts will be judged against the level of amenity generally in the locality.

2. Ensuring that developments and public spaces are designed to be accessible to all people, including people with disabilities or for whose mobility is impaired by other circumstances.

3. Requiring a Health Impact Assessment to be submitted as part of any Environmental Statement submitted in relation to planning applications with a likely significant health impact.

Further guidance in relation to this policy will be set out within an appropriate supplementary planning document.



6.6 The policy builds upon the other policies of the JLP to ensure that development helps to deliver healthy communities.

6.7 In particular Policy DEV1 addresses the need for development to support good residential amenity, accessibility and, in respect of larger developments, their wider health impacts.

6.8 Detailed guidance on the implementation of this policy, including the basis by which car parking is provided for in different parts of the Plan Area, will be set out in the Plymouth Policy Area and Thriving Towns and Villages Policy Area SPDs.

Policy DEV2

Air, water, soil, noise, land and light

Development proposals which will cause unacceptable on- or off-site risk or harm to human health, the natural environment or living conditions, either individually or cumulatively, will not be permitted. Development should:

1. Avoid harmful environmental impacts and health risks for both new and existing development arising from soil, air, water, land, or noise pollution or land instability.

2. Where located in or impacting on an Air Quality Management Area, avoid or mitigate its impact through positively contributing towards the implementation of measures contained within air quality action plans and transport programmes, and through green infrastructure provision and enhancements, building design and layout which helps minimise air quality impacts.

3. Prevent deterioration of and where appropriate protect, enhance and restore water quality.

4. Limit the impact of light pollution on local amenity, intrinsically dark landscapes and nature conservation.

5. Where appropriate, remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land.
6. Protect soils, safeguarding the long term potential of best and most versatile agricultural land and conserving soil resources.

7. Maintain and where appropriate improve the noise environment in accordance with the Noise Policy Statement for England (including any subsequent updates).

8. Not cause an adverse effect on the integrity of a European Site (see Policy SPT12).



6.9 The planning system plays an important role in protecting the environment and people from pollution and in managing natural resources. Policy DEV2 considers air, water, land, noise and light pollution, alongside other natural resource issues such as land stability and the need to safeguard soils and agricultural land. Its implementation will be amplified in the Plymouth Policy Area and Thriving Towns and Villages SPDs.

6.10 Air Quality Management Areas (AQMAs) highlight those areas where air quality presents a particular issue and challenge. In addition to avoiding unacceptable impacts to air quality in any event, Policy DEV2 seeks to ensure that the individual and cumulative impacts of development on AQMAs is appropriately considered and looks to Air Quality Action Plans and transport programmes in the first instance for appropriate measures to be implemented. The context and circumstances of an existing AQMA will inform the extent to which any impact is considered unacceptable. Any development, whether having an impact on an existing AQMA or not, that could have a significant cumulative impact on air quality, would normally be considered in the context of an Air Quality Assessment or Environmental Impact Assessment.

6.11 Under the Water Framework Directive (WFD) development should not result in deterioration of the status of the relevant waterbody and should aim to improve water quality where possible to help deliver the South West River Basin Management Plan objectives. This includes protected areas under WFD (bathing waters, shellfish waters etc.) which rely on the surrounding water quality. A catchment based approach will be taken when considering water quality following guidance in the National Planning Practice Guidance. Where there is an issue early engagement should be sought with the Environment Agency and relevant water and sewerage companies to clarify the type of assessment required.

Policy DEV3

Sport and recreation

The LPAs will support opportunities for sport, physical activity and active leisure by:

1. Supporting the creation of new or enhancing existing sports facilities where a need has been identified, including bringing private and education related sports facilities into wider community use.

2. Resisting development proposals that result in the loss of sports and recreational buildings and land unless:

   i. An assessment has been undertaken which has clearly shown the facilities to be surplus to requirements; or

   ii. The loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable location; or

   iii. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

3. Protecting and, where appropriate, enhancing and creating new public rights of way and bridleways.



6.12 Access to high quality sports facilities as well as informal recreational opportunities, including playing pitches which are also covered by the above policy, is a key component in supporting healthy active communities. The development of new and enhanced facilities will need to be delivered in line with the planned growth of the area and meet the needs of new and existing communities.

6.13 The Plymouth and South West Devon Sport and Leisure Facilities Plan supports the JLP and is based on a detailed assessment of local needs and broader ambition for indoor and outdoor sport and leisure provision (excluding playing pitches), in line with national best practice and guidance. This work has identified the need to protect and maintain the existing network of facilities, ensure planned facilities are delivered, invest in improving the quality of some facilities, focus on improving access to sports and leisure facilities where people are less active and improve access to sporting facilities.

6.14 It also identifies a network of key strategic sports sites and specific sports and local facilities that require protection and enhancement to ensure that the sporting needs of the area are met as it grows. These recommendations will be delivered through the life of the JLP to meet the needs of the area.

Policy DEV4

Playing pitches

The LPAs will ensure that development and growth is matched by an appropriate level of provision for playing pitch facilities. This will be achieved through protecting and improving the stock and capacity of playing pitch facilities, and improving the quality of existing playing pitches and ancillary facilities.

New residential development on larger sites will, where practicable, be expected to deliver new playing pitch facilities on site as part of an integrated scheme. On smaller sites or where this is not practicable, a planning obligation will be sought to mitigate for the impact of new residents through new or improved provision in an appropriate location.



6.15 Playing pitches are a key part of the sporting offer for the Plan Area as they make a significant contribution to the health and well being of communities. The need to protect, enhance and deliver new facilities is based an up to date assessment work included in Playing Pitch Plans for the area.

6.16 The Playing Pitch Plans provide a detailed assessment of local needs and the projected future growth for pitch sports, football, rugby, hockey and cricket following best practice methodology. This assessment has been used to identify the key requirements to protect and enhance playing pitch facilities and deliver new facilities in line with growth as detailed in the JLP. The delivery of these requirements will ensure that the sporting needs of communities are met through the life of the JLP.

6.17 The policy distinguishes between larger and smaller sites. This reflects the general principle that it is better to provide playing pitches closest to the point of need. However, the application of this principle will need to be determined on a case-by-case basis, having regard not only to the practicality and viability of delivering on-site provision, but also to the context of the development in relation to other sports infrastructure within the locality. For example, it is more appropriate to deliver sports facilities in hubs rather than as isolated facilities. For this reason, the policy does not identify a site size threshold to define 'larger sites', and instead leaves this to the planning application process.

Policy DEV5

Community food growing and allotments

The LPAs will support and encourage local food growing by seeking provision of new allotments and/or community food growing sites where there is a deficiency of provision, having regard to the overall demand for and supply of such facilities in the locality and the provisions of Policy SPT2.

Development on existing allotment and community food growing sites will only be permitted where there is an overriding sustainable development justification for the proposal, with re-provision of the lost facilities in a location appropriate to the demand.



6.18 The provision of allotments and food growing land is an important component of a healthy and sustainable community. The LPAs will use a local standard to seek adequate provision for these facilities as set out in Policy SPT2 and its supporting text. Opportunities to explore food growing within the development such as edible landscaping, planting orchards are also encouraged.

Policy DEV6

Hot food take aways in Plymouth

The LPAs within the Plymouth Policy Area will resist proposals to provide new hot food take aways within a 400 metre radius of providers of secondary education to protect the school's food environment.



6.19 Tackling food poverty is recognised as an effective measure in reducing health inequalities, which is a issue of great significance within Plymouth. The Plymouth Health and Wellbeing Board identified obesity and healthy weight as a priority for tackling health inequalities across the city and the City is committed to taking co-ordinated and integrated action to tackle the issue through inter-agency working.

6.20 The Plymouth Report 2014 identifies that across the city 24.9 per cent of children are identified as having excess weight or are obese. A particular measure to help change this narrative is the protection of the food environment (which represents the characteristics of food that is available within a particularly locality) around secondary schools. By limiting the availability of hot food take aways in these locations, there is an increased opportunity for health benefits to be realised in young people. This measure is complementary to other measures in the JLP and Plymouth Plan which support healthy lifestyle choices, and to the work of schools in gaining the Healthy Child Quality Mark which ensures that nutrition is taught and that schools facilitate healthier behaviour in children.

6.21 Detailed guidance on the implementation of this policy through the planning process will be provided in the Plymouth Policy Area Supplementary Planning Document. This is to ensure that there is a proportionate and effective approach to managing the food environment around schools.

b. Housing

What we are going to do - our development policies for delivering quality homes

6.22 The delivery of sufficient homes to meet the needs of the Plan Area is perhaps the greatest challenge for this local plan. Section 3 of the plan (the spatial strategy) sets out the overall need that the plan is seeking to achieve, and the sustainability and strategic principles governing how these homes will be distributed across the

area. Sections 4 and 5 (the strategies for the Plymouth and Thriving Towns and Villages Policy Areas) include strategic and site allocation policies showing how the plan will specifically meet the need identified.

6.23 This section considers the type, mix and quality of housing to be provided, also addressing specific housing needs such as those of students and travellers.

Policy DEV7

Meeting local housing need in the Plymouth Policy Area

The LPAs will seek to deliver a wide choice of high quality homes which widen opportunities for home ownership, meet needs for social and rented housing, and create sustainable, inclusive and mixed communities. The following provisions will apply:

1. A mix of housing sizes, types and tenure appropriate to the area and as supported by local housing evidence should be provided, to ensure that there is a range of housing, broadening choice and meeting specialist needs for existing and future residents. The most particular needs in the policy area are:

    i. Smaller dwellings most suited to younger and older people.

    ii. Housing suitable for households with specific needs.

    iii. Larger three and four bedroom houses, and executive homes at appropriate locations.

2. For developments of above ten homes, at least 30 per cent of the total number of dwellings should be affordable homes without public subsidy. These homes should be provided on-site, except in the case of sites of between 11 and 14 dwellings or where robustly justified. In such cases the requirement can be met by providing an off-site provision or commuted payments in lieu of on-site provision to deliver affordable housing elsewhere in the policy area.



6.24 The justification for this policy is considered after Policy DEV9.

Policy DEV8

Meeting local housing need in the Thriving Towns and Villages Policy Area

The LPAs will seek to deliver a wide choice of high quality homes which widen opportunities for home ownership, meet needs for social and rented housing, and create sustainable, inclusive and mixed communities. The following provisions will apply:

1. A mix of housing sizes, types and tenure appropriate to the area and as supported by local housing evidence should be provided, to ensure that there is a range of housing, broadening choice and meeting specialist needs for existing and future residents. The most particular needs in the policy area are:

    i. Homes that redress an imbalance within the existing housing stock.

    ii. Housing suitable for households with specific need.

    iii. Dwellings most suited to younger people, working families and older people who wish to retain a sense of self-sufficiency.

2. Within rural areas with special designations, as defined in section 157 of the Housing Act 1985, all residential developments of 6 to 10 dwellings will provide an off-site commuted sum to deliver affordable housing to the equivalent of at least 30 per cent of the total number of dwellings in the scheme.

3. Within the whole policy area a minimum of at least 30 per cent on-site affordable housing will be sought for all schemes of 11 or more dwellings. Off-site provision or commuted payments in lieu of on-site provision will only be allowed where robustly justified.



6.25 The justification for this policy is considered after Policy DEV9.

Policy DEV9

Meeting local housing need in the Plan Area

The following additional provisions for the delivery of a range and mix of housing to meet local housing needs shall apply to the Plan Area;

1. Affordable housing could include social and affordable rent, shared ownership, and innovative housing models that meet the local demand/need, such as rent-to-buy, starter homes and shared equity as appropriate.

2. Self and custom build housing will be supported providing they meet the over-arching sustainable development, general amenity and design policies. The LPAs will:

    i. Negotiate the identification of suitable plots on major development sites to meet this need.

    ii. Encourage the provision of serviced plots and co-housing schemes.

    iii. Be proactive in exploring ways to ensure sufficient plots are consented to meet the duty set out in the Self-Build and Custom Housebuilding Regulations.

3. The LPAs will support development which increases choice in housing by greater utilisation of the private rented sector, including new build private rented accommodation (Build to Rent).

4. A mix of accessible housing units will be sought in new housing schemes, representative of the wider housing mix of the development including:

    i. Requiring at least 20 per cent of dwellings on all schemes of five or more dwellings (including conversions), where practicable, to meet national standards for accessibility and adaptability (Category M4(2) of Building Regulations).

    ii. Requiring at least 2 per cent of dwellings on all schemes of 50 or more dwellings (including new build housing and conversions) to meet national standards for wheelchair user homes (Category M4(3) of Building Regulations). Category M4(3) dwellings will be counted as contributing towards the category M4(2) dwelling requirement.



6.26 Policies DEV7, DEV8 and DEV9 collectively provide for a range and mix of housing that meets the needs of local communities.

6.27 In order to contribute to the delivery of sustainable linked neighbourhoods and sustainable rural communities it is important that housing development promotes a wide choice of housing types, for both affordable and market housing, to meet the needs of all members of the community, ensuring a better balance between housing demand and supply as well as improving affordability.

6.28 The spatial strategy sets out in Policy SPT3 the overall housing requirement the JLP is seeking to accommodate, and the proportion of that housing requirement that should be affordable. In addition to the measures set out in Policies DEV7 and DEV8, it should be noted that the calculation of the objectively assessed need for new homes in the Plymouth HMA includes a significant uplift to the need for new homes to take account of high house prices across the Plan Area. In effect, this means that the housing requirements of the JLP have been increased to enable more affordable housing to be brought forward, and to boost the supply of housing in response to high house prices.

6.29 In the Plymouth Policy Area even the lowest property prices to be found in the city are over six times the earnings of those on the lowest wages. The analysis of the city's affordable housing needs indicates that we require both smaller properties, with a particular need for one bed properties, as well as larger four bedroom homes, due to significantly lower levels of turnover in larger properties, in order to address current and future needs.

6.30 In the Thriving Towns and Villages Policy Area the affordability gap ranges from average homes costing 11 times the local wage in West Devon, to 14.3 times in the South Hams. High property values are effectively pricing people out of the market in some areas. Further guidance and exceptions can be found in the Affordable Housing Code of Practice. This document will be reviewed annually or when guidance is issued by central government.

6.31 To meet the varied needs of existing and future residents, new development needs to ensure that a mixture of different types, tenure and sizes of homes are provided. This includes delivering accessible homes to accommodate the needs of an ageing population and households with restricted mobility, specialist housing projects for people with a range of disability, and opportunities for self and custom build and co-housing.

6.32 Within the rural areas the need is for housing which provides for a mix of ages and genders. Evidence in the SHMNA has shown a significant ageing population in the Thriving Towns and Villages, which leads to a number of challenges in ensuring that the housing stock caters for the needs of older people. Policy DEV8 sets out that the LPAs will seek to provide a range of dwellings meeting specific identified needs, including enabling the provision of specialist forms of housing such as Assisted Living. More detail on how this should be provided will be set out in the Thriving Towns and Villages SPD. Given the age profile of the Thriving Towns and Villages, it will also be important to maintain a strong core of young working age families that can provide solid foundations from which to build our future economic growth and secure our rural services and facilities.

6.33 Policy DEV8 also contains a range of measures to boost the supply of affordable housing in the policy area, where there are particular difficulties for younger people and local families looking to remain in the area. In addition, by promoting using self and custom build approaches to the provision of new homes, we are not only increasing the opportunities for young working age people to build their own home, but also sharing the responsibility for the delivery of homes for local people.

6.34 Where viability is identified as a constraint on the delivery of the policies, this will be considered in the context of Policy DEL1. The LPAs have a strong expectation of on-site provision of affordable housing, but acknowledge that there can be exceptional circumstance where off site provision or commuted sums might be justified on the basis of robust evidence provided by the applicant. The Plymouth and Thriving Towns and Villages Policy Area SPDs, and for the TTV Policy Area the update of Affordable Housing Code of Practice, will provide amplification of how these policies will be delivered through the development process.

Policy DEV10

Delivering high quality housing

Housing development should be of a high quality in terms of its design and resilience, and provide adequate space to achieve good living standards. The following provisions will apply:

1. Housing developments should be designed to be integrated with the adjacent developments and not appear to be an unrelated addition to the rest of the town, village and neighbourhood. This is to be achieved in the quality of the building design, materials and layout. The development should provide good pedestrian, cycling and public transport connectivity to existing developed areas, open spaces and local services such as schools and shops, as well as visually relating well to adjacent greenspaces to prevent hard urban edges.

2. Development proposals should look for opportunities to design out crime and the fear of crime in the layout of the development.

3. Affordable housing should be indistinguishable from other homes on the site, reflecting the type of housing on the development as a whole.

4. Residential annexes will be supported where they are within the same curtilage and ownership as the principal dwelling. Annexes should be clearly ancillary to the principal dwelling via a functional link, with no separate demarcation or boundary.

5. New dwellings (including conversions of existing properties into flats) should be of sufficient size and layout to provide good quality accommodation to meet the needs of their occupants, with developers required to meet Nationally Described Space Standards. Sufficient external amenity space or private gardens should also be provided.

6. To protect the quality of the urban environment and prevent 'town cramming', development of garden space within Plymouth and the towns will only be permitted where it does not adversely affect the character and amenities of the area, and where the proposal can demonstrate that it contributes to the creation of sustainable linked neighbourhoods.

7. Conversions of existing properties into flats and Houses in Multiple Occupation will only be permitted where the development will not harm the character of the area having regard to the existing number of converted and non-family dwellings in the vicinity, and in the case of flats, where the accommodation is self-contained.

8. Houses in Multiple Occupation will only be permitted where the proposal:

   i. Provides adequate communal space for future residents including sufficient space to accommodate cooking, dining, bathroom and toilet facilities.

   ii. Provides a good standard of accommodation and living.

   iii. Will be adequately managed, including external maintenance and upkeep of the building and curtilage.

   iv. Does not lead to levels of activity that cause excessive noise and disturbance to other residents in the locality.

   v. Incorporates adequate refuse provision and facilitates bin container storage that will not have a detrimental effect on the mobility of pedestrians or vehicles.

   vi. Is located within walking and cycling distance of local services and infrastructure.

   vii. Provides for levels of on-street parking that can be reasonably accommodated, and sufficient and secure on site cycle storage for residents.



6.35 The LPAs recognise that there are many different needs within our communities regarding the range, type and size of housing required, and that access to good housing is fundamental to improving the health and wellbeing of our communities.

6.36 Ensuring that housing is built to a high standard, and in locations that relate well to existing communities, will bring long term benefits to current and future residents, and make a positive contribution to the character of our all settlements within the JLP area.

6.37 The LPAs recognise the fundamental need to ensure that new homes are delivered in sufficient quantity to meet the identified housing needs across the JLP area. The quality of new housing is of equal importance for all three LPAs, who will ensure that the full range of housing policies will be applied to deliver sustainable development that meets the variety of needs across the JLP area.

6.38 Specific housing needs and local circumstances will arise in different locations across the JLP area, and these may require more specific guidance to ensure that the right homes are provided in the right places. Where appropriate, more explicit standards can be found in either the Plymouth or the Thriving Towns and Villages SPD. It may also be appropriate for locally specific policy requirements to be contained within a Neighbourhood Plan, where sufficient evidence and justification exists.

Policy DEV11

Houses in Multiple Occupation in the Plymouth Article 4 Direction Area

In order to support mixed and balanced communities and to ensure a range of housing needs continue to be accommodated in Plymouth's Article 4 Direction Area, the LPA will not support applications for Homes in Multiple Occupation unless:

1. The proportion of dwelling units in multiple occupation (including the proposed site) does not exceed 10 per cent of the total dwelling stock within 100 metres of the application site.

2. The application site does not sandwich a C3 dwelling unit between two HMO properties.

6.39 Houses in Multiple Occupation (HMOs) can make a valuable contribution to the private rented housing stock. They provide an affordable type of accommodation and contribute to the mix of housing types and tenures available in Plymouth. They are often suited to young and single people, including students, and those on low incomes. However, HMOs can have a detrimental impact on residential character and community cohesion and high concentrations within neighbourhoods can result in harmful impacts including:

- Imbalanced and unsustainable communities;
- Pressure upon local community facilities;
- Negative impacts on the physical environment and streetscape;
- Anti-social behaviour, increased levels of crime, noise and disturbance;
- Issues with parking provision and traffic congestion;
- Community tensions and lack of cohesion.

6.40 Neighbourhoods situated close to Plymouth's higher education institutes, such as Mutley, Greenbank and Pennycomequick have a significant proportion of student occupied HMOs that emerged as a consequence of exponential student population growth; when accommodation needs grew faster than the corresponding purpose built accommodation supply. The private sector responded positively to the increasing demand for student accommodation, which led to the significant conversion of family housing to student occupied HMOs. The uneven distribution of student occupied houses and other HMOs, however, has put pressure on Plymouth's housing stock and the transient nature of students has also changed the character of local services and community facilities.

6.41 In 2012, an Article 4 Direction was enforced by the City Council across a number of centrally located neighbourhoods in the city. The Direction sought to address concerns about the over concentration of HMOs and removed permitted development rights to change a dwelling house in to a large HMO; such changes of use have subsequently required planning permission.

6.42 Since this change of use has been brought under the control of the City Council, fewer new large HMOs have become available for student occupation in the city. Council tax records show that there are currently 2,859 properties in Plymouth that are occupied exclusively by students (Council Tax records November 2016) and many of these properties include large HMOs that are located a short distance from the city's main education campus. In January 2017, there were over 770 licensed HMOs (properties that are occupied by 5 or more people in two or more households or properties that include 3 habitable storeys) in Plymouth with 99 per cent of these located in the Article 4 Direction Area.

6.43 Although it is mandatory to register large HMOs, the type of housing data available to the City Council is restricted, resources are limited and the housing market remains fluid, which means it is not possible to identify every HMO in the city. Using Council Tax data and licensing information, however, the City Council considers there to be a need to continue managing the supply of new large HMOs to avoid high concentrations of non-family dwellings that can create community imbalance and put pressure on the city's housing stock and community infrastructure.

Policy DEV12

Purpose built student accommodation in the Plymouth Policy Area

The provision of purpose built student accommodation in the Plymouth Policy Area will not be supported unless the following criteria can be adequately addressed:

1. The development meets an identified need for the type of accommodation proposed.

2. The development is in an appropriate location, which is easily accessible to university/college facilities by sustainable travel modes.

3. The proposal does not result in an excessive concentration of student accommodation in one locality.

4. The proposal does not result in a harmful loss of an existing use.

5. The layout, design and facilities provided within the development is of a high standard and meet identified student needs including adequate laundry provisions, communal space and social learning facilities.

6. The development does not conflict with adjacent uses or the general amenity of the surrounding area.

7. Appropriate management plans are submitted ensuring that a positive and safe living environment is created for students and to minimise the potential negative impacts on the local community.

8. Detailed arrivals plans are submitted ensuring that adequate facilities are in place to accommodate vehicular movements in particular at the start and end of terms.

9. All proposals are future proofed in terms of design to support potential alternative uses as appropriate.

10. The levels of on street parking required can be reasonably accommodated or regulated through parking control measures.

11. There is adequate storage for recycling/refuse and cycles.



6.44 The education economy is of significant importance to Plymouth. The city hosts three major Higher Education Institutes (HEI) including Plymouth University, the University of St Mark and St John and Plymouth College of Art.

6.45 In total, there are some 22,200 students currently enrolled at HEIs in Plymouth, of which 18,500 are studying full time. Approximately 3,500 students are undergraduates in their first academic year of study at Plymouth University. First year students are considered to have the greatest need for Purpose Built Student Accommodation (PBSA). However, it is also important to allow for overseas students and students in and beyond their second year. This is particularly important given the problems caused by a proliferation of student HMOs. Plymouth University actively encourages these more vulnerable students to live in managed PBSA and provide a commitment that all first year students will have access to PBSA when studying in the city. It is important that we meet the accommodation needs of these students for their welfare and to ensure our HEIs can flourish and continue to positively contribute to Plymouth's economy.

6.46 At present, there is a sufficient number of rooms available in PBSA to accommodate the needs of all first year students enrolled in the city's HEIs. There are approximately 5,420 bed spaces in large-scale operational PBSA and student halls in Plymouth. A significant number of students live in this accommodation type. However, not all of these bed spaces are restricted to student use and can be

occupied by a proportion of key workers. The pipeline supply of PBSA is set to increase in Plymouth; at January 2017 there were approximately 1,281 bed spaces under construction with 1,048 further bed spaces with extant planning consent. If all of these bed spaces are delivered, there will be a total of more than 7,749 bed spaces in PBSA - which is an increase of more than 40 per cent increase on the current number of bed spaces available at present.

6.47 The policy responds to the following issues:

- The need to prevent an over-supply of PBSA, especially where vacant PBSA is not flexible enough to be used to serve another housing or economic need.
- The need to prevent an over-proliferation of PBSA, leading to unbalanced communities.
- The need to protect residential amenity and the supply of family homes.

6.48 However, it also recognises there is a need to provide accommodation for students and it is preferable that student needs are met as far as possible in PBSA because it can:

- Reduce the need to convert more housing that is currently available for families and other non-student resident use.
- Create sustainable locations for student accommodation which reduces the need to travel in areas that serve the needs of students.
- Provide a stock of well-managed, secure and regulated environments that will minimise the impact on amenity for other households in residential neighbourhoods.

6.49 The policy approach therefore applies a series of tests to ensure that when a scheme is to be approved it is responding to a clear need, it is appropriately located and does not lead to over-concentration of student developments, it serves wider regeneration and planning purposes, it has appropriate management in place, and it is future proofed. The Plymouth Policy Area SPD will amplify the policy in more detail.

Policy DEV13

Consideration of sites for Travellers and Travelling Showpeople

New sites for Travellers and Travelling Showpeople will be permitted where they are part of, or can demonstrate that they will contribute to the creation of a sustainable linked neighbourhood or sustainable rural community. Development proposals will be considered in relation to the following provisions:

1. New sites should be located near to existing settlements, with a scale of development that does not dominate the nearest settled community and avoids placing an undue pressure on the local infrastructure.

2. Safe and convenient vehicular, pedestrian, and cycling access must be provided to the site, and proposals should minimise impacts on the local highways network.

3. The site must be large enough to provide for adequate on-site facilities for parking, storage, play, sewage and waste management, and residential amenity.

4. Full consideration will be given to the effect of the proposed site on local environmental quality (such as noise and air quality), on the health and well-being of any Travellers that may locate there, or on others as a result of new development. Particular care will be needed in relation to the provision of mixed-use yards and space for storage of equipment.

5. New sites in areas at high risk of flooding, especially functional floodplains, will not be permitted given the particular vulnerability of caravans.

6. Full consideration will be given to the landscape impacts of any proposals, and measures to mitigate impacts will be sought.



6.50 The policy aims to facilitate the traditional and nomadic life of Travellers and Travelling Showpeople while respecting the interests of the settled community. Its provisions seek to promote peaceful and integrated co-existence between the site and the local community, providing a form of development which considers the well being of the travelling community themselves and the potential impacts of such development on the community.

6.51 No new sites are allocated in this plan given the findings of the South West Devon Gypsy and Traveller Needs Assessment (2016), which identifies a low level of evidence based need in the Plan Area (of only 3 pitches for Travellers in South Hams and only 1 plot for Travelling Showpeople in Plymouth), and the existence of an unimplemented planning consent at Roborough, to the north of Plymouth. This level of need could be met through small sites which come through the planning application process and does not justify the allocation of new sites. This has occurred in the past as members of the travelling community have brought forward sites to meet their specific requirements. It is therefore important to have a policy that sets out how applications will be considered.

c. Economy

What we are going to do - our development policies for supporting a strong and sustainable local economy

6.52 This section of the plan identifies policies that seek to ensure that the Plan Area has a vibrant and diverse economy, supporting too the overarching vision and strategic objectives of the Heart of the South West Local Enterprise Partnership's Strategic Economic Plan (SEP) for 2014-2030.

6.53 The SEP was submitted to the Government on 31 March 2014. It sets out a vision for vibrant and strong urban and rural economies. It builds on the region's core strengths, including its superb natural environment and its economic assets, to set out a vision and strategy for its long term prosperity. Of particular relevance to the Plan Area is the SEP's emphasis on knowledge based industries, digital and transport connectivity, the marine sector, agriculture, food and drink and tourism. The SEP aims to deliver an inclusive approach to growth that links urban and rural economies, continuing to make the area attractive to new and existing residents, tourists and inward investors. Furthermore, it recognises the need for economic growth to benefit both rural and urban people, businesses and places.

6.54 Section 3 of the plan (the spatial strategy) sets out the overall employment and retail need that the plan is seeking to achieve, and the sustainability and strategic principles governing how these facilities will be distributed across the area. Sections 4 and 5 (the strategies for the Plymouth and Thriving Towns and Villages Policy Areas) include strategic and site allocation policies showing how the plan will specifically meet the needs identified.

6.55 This section considers in particular how land will be kept available for employment uses, including the specific requirements of key growth sectors, the diversification of the rural economy, tourism, and shopping.

Policy DEV14

Maintaining a flexible mix of employment sites

A flexible supply of employment land and premises will be maintained to support investment and expansion of existing businesses as well as for the inward investment of high-value businesses, particularly but not exclusively those involved in the marine sector, advanced manufacturing and knowledge based industries. The following provisions will apply:

1. Change of use of existing employment sites (including vacant sites whose lawful use is for employment purposes) will only be allowed where the following applies:

    i. The proposal is specifically provided for by the local plan to deliver wider strategic objectives, or

ii. There are overriding and demonstrable economic, regeneration and sustainable neighbourhood / communities benefits from doing so, or

iii. There is no reasonable prospect of a site being used for employment use in the future.

2. The following categories of site will be specifically protected:

i. Sites that have clear future potential to support the future expansion of existing businesses.

ii. Employment sites with access to wharves and/or deep water facilities, quays and pontoons, which will be protected for marine related uses appropriate to the site and location.

3. Employment sites will be protected from inappropriate neighbouring development that will adversely affect the employment operations taking place on the site.



6.56 A fundamental element of delivering economic growth will be ensuring that there is sufficient land to meet the need for new employment premises. New jobs will be created in many different sectors, not simply those associated with business and manufacturing (the Town and Country Planning 'B' use classes). Nevertheless, at the heart of the plan's economic policy is a drive for businesses to grow and new businesses to locate in the area, particularly in marine industries, knowledge based industries and in the rural areas, businesses that provide valuable local services and employment.

6.57 The plan needs to ensure that there is enough land available for new employment development to accommodate the growth in jobs. There are some types of land (for example marine employment sites with deep water access, or access to rivers and estuaries that are able to support small and medium size marine enterprises) which are in short supply, and that in order to meet the needs of all businesses it is important to be very cautious when considering proposals for the redevelopment of existing employment sites. Research undertaken for the City Deal identified lack of suitable waterside sites with deep water access as a major constraint to growing the marine sector.

Policy DEV15

Supporting the rural economy

Support will be given to proposals in suitable locations which seek to improve the balance of jobs within the rural areas and diversify the rural economy. The following provisions apply:

1. Appropriate and proportionate expansion of existing employment sites in order to enable retention and growth of local employers will be supported, subject to an assessment that demonstrates no adverse residual impacts on neighbouring uses and the environment**.**

2. Business start-ups, home working, small scale employment and the development and expansion of small business in residential and rural areas will generally be supported, subject to an assessment that demonstrates no residual adverse impacts on neighbouring uses and the environment.

3. Proposals should explore opportunities to improve internet connectivity for rural communities where appropriate.

4. Support will be given to the reuse of suitable buildings for employment uses.

5. The creation of new, or extensions to existing, garden centres or farm shops in the open countryside and unrelated to a settlement will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation, and provided that 75 per cent of the goods sold will be produced within the immediate and adjoining parishes.

6. Development will be supported which meets the essential needs of agriculture or forestry interests.

7. The loss of tourist or leisure development will only be permitted where there is no proven demand for the facility. Camping, caravan, chalet or similar facilities that respond to an identified local need will be supported, provided the proposal is compatible with the rural road network, has no adverse environmental impact and is not located within the Undeveloped Coast policy area.

8. Development proposals should:

    i. Demonstrate safe access to the existing highway network.

    ii. Avoid a significant increase in the number of trips requiring the private car and facilitate the use of sustainable transport, including walking and cycling, where appropriate. Sustainable Travel Plans will be required to demonstrate how the traffic impacts of the development have been considered and mitigated.

iii. Demonstrate how a positive relationship with existing buildings has been achieved, including scale, design, massing and orientation.

iv. Avoid incongruous or isolated new buildings. If there are unused existing buildings within the site, applicants are required to demonstrate why these cannot be used for the uses proposed before new buildings will be considered.



6.58 To support the economic growth and diversification in the TTV Policy Area, it is important that land is made available for business use. It is recognised that some economic activities do not have a land requirement, for example where small businesses can be established from home, and permitted development rights also enable some home working use. However, to support the rural economy to grow and become more prosperous, land is needed to provide premises for businesses to expand, and to accommodate new businesses. Supporting rural entrepreneurial culture and setting aside land to support start up survival rates will help build resilience in the rural economy.

6.59 This policy provides some flexibility to enable carefully selected development outside settlements where it can be demonstrated that this could be achieved sustainably, taking into account how the proposal might reduce rural isolation, provide jobs for residents of the immediate area reducing commuting, and foster vitality without significant adverse effects on the local character and environmental quality.

6.60 The uses of the rural environment have changed over time and some buildings which have become redundant offer opportunities for redevelopment. This policy supports that where it can be demonstrated that it meets the sustainable development criteria set out in other policies of this plan.

Policy DEV16

Providing retail and town centre uses in appropriate locations

In determining development proposals which include retail and other town centre uses, including new floorspace, changes of use of existing floorspace, variations in planning conditions and obligations, and also extensions of existing units, the LPAs will consider the following matters:

1. Proposals will be assessed in relation to their support for the spatial strategy of the local plan and the sequential hierarchy of centres. Proposals within identified centres should be of a scale appropriate to the role of the centre.

2. Proposals for main town centre uses in edge of centre locations, out of centre locations and the Derriford Commercial Centre should be supported by a sequential test that demonstrates flexibility in its assessment and that there are no other sequentially preferable suitable and available sites within or on the edge of an appropriate centre within the hierarchy of centres. This sequential approach is not applicable to applications for small scale rural offices or other small scale rural development.

3. Proposals for retail, leisure and office development in edge of centre locations, out of centre locations and the Derriford Commercial Centre must be accompanied by an impact assessment where the floorspace exceeds the thresholds set out below. Any proposal which would have a significant adverse impact on the investment in and/or the vitality and viability of an existing centre or prejudice the deliverability or investment in a proposed centre will not be permitted.

    i. Retail development creating new or additional floorspace greater than 500 square metres (gross) in the Plymouth Policy Area.

    ii. Retail development creating new or additional floorspace greater than 250 square metres (gross) in the Thriving Towns and Villages Policy Area.

    iii. Leisure and office development creating new or additional floor space greater than 2,500 sq.m.(gross).

4. For bulky goods retail provision a limited amount of out of centre retail floorspace will be permitted only where it is robustly demonstrated that it relates to a format of store which has particular market and locational requirements which can only be accommodated in specific locations and cannot be located in the City Centre or another centre in the retail hierarchy. This floorspace will be closely controlled in terms of size of units, range of goods and overall amount of floorspace, and will only be permitted if it is shown through a retail impact assessment that there is no significant adverse impact on the investment in and/or the vitality and viability of any other centre, existing or proposed. Consideration will also be given to how a scheme can improve the appearance and accessibility of the area.

5. Limited development of main town centre uses including retail may be permitted within Plymouth's core tourism areas, including the waterfront area, provided that they are complementary to the role of Plymouth City Centre and other centres and specifically support the visitor economy of these destinations.



6.61 Sequential and impact tests are planning tools that need to be used, where appropriate to ensure that the integrity of the retail hierarchy is maintained. In particular, this aims to protect Plymouth City Centre as a regional and sub regional centre of strategic importance, and to ensure that all centres continue to deliver their functions effectively.

6.62 In considering the sequential test, the hierarchy of centres forms the starting point for any assessment. Applicants must demonstrate that in centre and edge of town centre locations have been thoroughly assessed and sites within these locations can only be discounted where it is shown that sites are not suitable and/or available. In undertaking that assessment, flexibility in relation to the proposed development must be demonstrated for sites to have been properly considered. The LPAs will also consider whether the development is of an appropriate scale for the centre having regard to the function it plays, for example, a large supermarket or department store would normally not be appropriate scale for a local centre.

6.63 Given the specific potential impacts of retail development in the Plymouth Policy Area on the City Centre, the policy sets out a locally defined threshold for when a retail impact assessment is needed. In relation to the Thriving Towns and Villages Policy Area, the threshold is set lower reflecting the nature of retail provision in its town centres. The national default threshold of 2,500 sq.m. is maintained for leisure and office development generally.

6.64 The policy recognises that there are particular types and formats of retail development which can be difficult to accommodate within centres. Therefore, provision is made for out of centre floorspace which provides for genuinely bulky goods retailing where it is robustly demonstrated that there are locational requirements which mean it cannot be located in town centre locations. This particular type of retail floorspace will only be permitted where it can be demonstrated that there will be no significant harm to the hierarchy of centres having considered a sequential and impact assessments. The floorspace will be closely controlled to ensure that it is and will be retained as bulky goods. This will be secured through detailed conditions which restrict the size of units, range of goods to be sold, total amount of floorspace and type of occupier. The LPA's will also consider how such proposals can improve the appearance and accessibility (by all modes of transport) of the area they are seeking to locate in as part of the consideration of proposals.

6.65 Additionally, within Plymouth's core tourism areas the policy allows for complementary forms of town centre use. Such uses should help to develop and enhance the visitor economy of these destinations.

Policy DEV17

Promoting competitive town centres

In the town centres of the Thriving Towns and Villages Policy Area the LPAs will enable and where appropriate support measures to enhance the economy, including:

1. The identification and redevelopment of appropriate town centre sites.

2. Initiatives such as Business Improvement Districts, and Heritage based schemes.

3. Provision of visitor attractions, events, festivals, weekly and permanent markets and other such initiatives.

4. Proposals which create larger floorspaces for comparison shopping uses in the town centre.

5. Uses which increase variety and choice in shopping provision.

6. Business, social and residential uses above ground floor retailing, commercial and eating premises.

7. Improved walking, cycling and public transport links in and around the town centre.

8. Improved sustainable transport facilities, for walking, cycling, public transport and low emission vehicles, including cycle parking and electric vehicle charging points.

9. Uses which boost the evening economy of the town.

Such proposals for development or change of uses in the town centres will be supported in suitable locations and in accordance with the town centre, primary shopping frontages and secondary shopping frontages designations.



6.66 South Hams and West Devon have a complex network of shopping catchments with different roles and functions. Dartmouth, Ivybridge, Kingsbridge, Okehampton, Tavistock and Totnes are the main retail centres but the smaller towns and key villages also play an important role in providing shopping facilities. Shopping patterns are influenced by the accessibility of Plymouth and Exeter, which are major retail destinations.

6.67 The PBA Retail and Leisure Study identifies individual but similar circumstances in the towns across the area, in that they are vibrant but vulnerable to out of centre development and to leakage of trade to other centres. Specifically the report finds that each town centre performs well against the NPPG health check indicators and that the key drivers of town centre vitality and viability are local affluence and tourism.

6.68 Policy DEV17 supports protection of this vital function provided by the main towns and facilitates the specific opportunities for redevelopment as well as the more general, but innovative, aspirations in the PBA Report. In this way the JLP will deliver enhancement in the main towns to the retail, leisure and tourism-related offer along with complementary strategies to improve the quality of the public realm, and to encourage sustainable modes of transport to reduce congestion.

Policy DEV18

Protecting local shops and services

The LPAs will consider proposals which result in the loss of retail and local services and facilities, both within and outside designated centres in accordance with the following provisions:

1. Development within centres should maintain the vitality and viability of the centre as a whole and ensure that the centre retains its role in the retail hierarchy, meeting the needs of the area it serves.

2. Development within centres should create an attractive street frontage and not cause unacceptable fragmentation or isolation of retail premises or a frontage.

3. In the Plymouth Policy Area the LPA will support proposals which:

    i. Preserve the primary retailing role within primary frontages, with complementary supporting A2, and A3 uses and a limited number of other town centre uses which support the principal shopping role of the area.

    ii. Provide a mix of principally A1, A2 and A3 uses. with other leisure and town centre uses within secondary frontages, subject to the overall shopping character of the centre being maintained and the use adding to the vitality of the area.

    iii. Within the wider centre, provide a broad range of uses which contribute to vitality of the area and do not lead to inactive frontage.

4. In the Thriving Towns and Villages Policy Area the LPA will support proposals which:

    i. Result in the loss of ground floor premises in retail use (Use Class A1) within primary frontages to uses within Use Class A2 and A3 only where they do not create a continuous frontage of more than two non Class A1 uses and would not result in more than 15m of continuous frontage in non-Class A1 use.

    ii. Do not result in more than:

        - 30 per cent of the overall number of units within the defined Primary Shopping Frontage being in non-Class A1 uses in Dartmouth and Tavistock;

        - 40 per cent of the overall number of units within the defined Primary Shopping Frontage being in non-Class A1 uses in Kingsbridge;

- 45 per cent of the overall number of units within the defined Primary Shopping Frontage being in non-Class A1 uses in Ivybridge and Totnes; and
- 60 per cent of the overall number of units within the defined Primary Shopping Frontage being in non-Class A1 uses in Okehampton.

iii. Provide uses outside Classes A1, A2 or A3 in ground floor premises within primary frontages only where the use would achieve a significant improvement in the vitality and viability of the centre.

iv. Result in the loss of ground floor premises in retail use (Use Class A1) within secondary frontages to other main town centre uses where they encourage footfall within the centre and support the main functions of the rest of the centre.

v. Within the wider centre, provide a broad range of uses which contribute to vitality of the area and do not lead to inactive frontage.

5. Proposals for drinking establishments (Use Class A4), hot food take aways (Use Class A5), betting shops, pay day loan premises and amusement arcades, when considered individually or cumulatively, will not be permitted where they result in:

i. Unacceptable levels of noise, smell, litter, disturbance, or otherwise detrimental impacts to the role and function of the area or centre and residential amenity.

ii. Unacceptable traffic and parking problems.

iii. Detrimental impact on the character and appearance of the area.

6. The change of use to other uses of facilities of local community importance, such as local convenience shops, post offices, public houses, cafes, restaurants and community facilities, will only be supported where there is no significant harm to the level of service locally and where there is no reasonable prospect of the business or community use continuing.



6.69 The policy seeks to ensure that centres retain their primary functions and to ensure that local services and facilities are retained to serve communities. In implementing the policy there is a need to recognise that the nature and role of town centres has evolved over the years in response to issues such as changing retail

behaviour. The policy therefore seeks to find a balance between protecting the primary retail functions of centres whilst also allowing the process of change to continue so that centres stay strong and relevant at the heart of local communities.

6.70 Each centres' Primary Shopping Area (PSA) boundary is defined on the Policies Map. For the City Centre, the PSA is defined as the main shopping areas shown on Figure 4.2.

6.71 Within Plymouth, it is not considered appropriate to apply specific thresholds to determine the numbers of different uses which should be located within a centre or individual type of frontage. The primary function of a centre is substantially determined by the nature of the retail role it plays within the city. However they also play a wider role in providing a social heart for communities and, in some locations, play an important role in supporting the visitor and tourism economy. The Plymouth Policy Area Supplementary Planning Document provides detailed amplification of how the policy will be implemented in Plymouth.

6.72 The loss of retail uses in rural areas is a particularly pertinent issue, where the impact of services and facilities is often conversely proportionate to the amount of services and facilities available - when there is only one shop within a 10 mile radius, that shop is very important to a large number of people.

Policy DEV19

Provisions for local employment and skills

Major development proposals will be required to enter into site related employment and skills plans in order to support local employment and skills in the construction industry.

Developments that result in the loss of existing employment buildings or sites, or the non-implementation of previously consented employment use, will be expected to contribute to an appropriate local employment growth scheme or alternative employment uses.



6.73 These requirements are on the basis that to properly provide for the required growth it is necessary to ensure a commensurate growth in the area's employment base which it is recognised to require investment both in job growth and skills, with both Science, Technology, Engineering and Maths (STEM) and construction jobs and skills being of primary importance.

6.74 Local employment growth schemes will be varied throughout the Plan Area, and might be delivered by a a council economic development service, a town or parish council, or charitable and commuity based training and local employment organisations.

6.75 The Supplementary Planning Documents for the Plymouth and Thriving Towns and Villages Policy Areas will provide guidance on the implementation of this policy, including in cases where the delivery of a local employment growth scheme is not practical or feasible.

d. Place shaping and heritage

What we are going to do - our development policies for delivering distinctive places which respect our heritage and culture

6.76 Although great priority is placed on meeting the objectively assessed needs for new homes and jobs, the plan does not seek growth for growth's sake, nor at any cost. Instead, the plan is seeking to deliver quality growth that provides places for people, contributing to their quality of life and engendering a sense of local pride.

6.77 The Plan Area is rich in heritage assets and they play a huge role in its community life, giving a sense of place, wellbeing and cultural identity. The way we nurture and value our historic environment has the potential to bring economic, social and environmental benefits across the Plan Area. The historic environment plays a key part in making the Plymouth and South West Devon area a diverse and special place to live, work and enjoy. It is varied and unique, and the heritage assets have intrinsic value as an irreplaceable international and national resource. The historic environment contains a number of important historic assets including listed buildings, scheduled monuments, registered parks and gardens, archaeological sites and other buildings and areas which contribute to the character of the local area. Historic assets also make a significant contribution to a sense of local identity and place and new development should make a positive contribution to the historic character of the area.

6.78 The LPAs also think it is important to respond positively to proposals which help secure the long term viability of our heritage assets and their role in the community while also ensuring that development schemes respect their integrity and enhance, conserve and protect them. These uses may include opportunities for new uses, including those supporting local communities.

6.79 This section sets out policies which will help ensure that development genuinely helps to shape high quality and locally distinct places which celebrates and strengthens the unique quality and inherent value that historic assets and culture offer. These policies provide a positive strategy for the conservation, enjoyment and enhancement of the historic environment.

Policy DEV20

Place shaping and the quality of the built environment

Development proposals will be required to meet good standards of design, contributing positively to both townscape and landscape, and protect and improve the quality of the built environment through:

1. Using materials and design solutions that are resilient to their context and will endure over time. Larger scale development should seek to address Building for Life criteria or a similar design framework.

2. Having proper regard to the pattern of local development and the wider development context and surroundings in terms of style, local distinctiveness, siting, layout, orientation, visual impact, views, scale, massing, height, density, materials, detailing, historic value, landscaping and character, and the demands for movement to and from nearby locations.

3. Achieving a good quality sense of place and character through good utilisation of existing assets such as quality buildings, heritage assets, trees and landscape features and attention to the design details of the scheme. Masterplanning approaches will be strongly encouraged for major schemes.

4. Delivering locally distinctive design.

5. Delivering landscape design that is appropriate to the location of the development, with full consideration given to its future management and maintenance and the need for landscape measures that are resilient.

6. Ensuring that the layout and details of new development adequately contribute towards high standards of community safety and reduce opportunities for crime and fear of crime.

7. Rectifying and repairing damaged environments and townscapes.

8. Enhancing the appearance of key gateway locations and routes into Plymouth and the main towns.

9. Integrating public art into proposals for major developments in Plymouth. Artists should be engaged in the process at an early stage, when the design brief is being scoped. The use of public art will be particularly promoted in strategically important gateway locations for Plymouth and in the city's core tourism area, including the City Centre.



6.80 The quality of the built environment is important to meeting the aspirations of the city and also to maintaining the local distinctiveness of rural settlements. Design affects the way we interact with our city place and can contribute positively to people's lives.

6.81 The policy seeks to ensure that all development has regard to key design principles for a high quality places. Design is not just about the architecture of a building. It is also about the spaces within which the development sits, the quality of the relationships between the development and surrounding areas, and the appropriateness of the function of the building in its context. Together these types of consideration combine to create high quality places that people find attractive, accessible and easy to live in.

6.82 The policy will be amplified in the Plymouth and Thriving Towns and Villages Policy Areas through supplementary planning documents.

Policy DEV21

Development affecting the historic environment

Development proposals will need to sustain the local character and distinctiveness of the area by conserving and where appropriate enhancing its historic environment, both designated and non-designated heritage assets and their settings, according to their national and local significance. The following provisions will apply:

1. The significance, character, setting and local distinctiveness of heritage assets should be considered within an appropriate assessment to determine impact.
2. Great weight will be given to the conservation of the Plan Area's designated heritage assets. Where development proposals will lead to any harm to the significance of a designated heritage asset, they must be fully justified against:

    i. the public benefits of the development, and whether there are substantial public benefits in cases where there would be substantial harm

    ii. whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses or mitigate the extent of harm to the assets significance and if the work is the minimum required to secure its long term use.

3. Development that harms the significance of locally important non-designated heritage assets, or their contribution to the character of a place will only be permitted where it can be justified on the basis of a balanced judgement, having regard to the scale of any harm or loss and the significance of the heritage asset.
4. Where harm to designated and non- designated heritage assets can be justified applicants will be required to undertake excavation or recording as appropriate, followed by analysis and publication to professionally acceptable standards.
5. Development should help secure the long term sustainable future for the Plan Area's heritage assets, especially those identified as being of greater risk of loss and decay and that might have a community benefit where possible.

6. Development should respond positively and creatively to ensure those elements that contribute to the special character and appearance of conservation areas are conserved or enhanced using, where appropriate, Conservation Area Appraisals and Management Plans to inform future development.



6.83 New development, including alterations and the conversion of buildings and the placement of advertisements, will be required to conserve or enhance the historic environment and contribute to local distinctiveness, drawing upon local character and displaying new ideas which help create new quality townscapes and other local built and landscaped settings. Heritage assets and their settings are an irreplaceable national resource and contribute significantly to the local character and distinctiveness of an area.

Policy DEV22

Cornwall and West Devon Mining Landscape World Heritage Site

Development proposals within the Cornwall and West Devon Mining Landscape World Heritage Site or its setting will conserve or where appropriate enhance the Outstanding Universal Value of the site. In particular, regard should be given to the following:

1. The historical and cultural significance of the seven key attributes that express the Outstanding Universal Value of the Site as well as other key buildings or other features and their contextual setting as may contribute to this significance.

2. The need to conserve and maintain existing historic fabric and to retain and reflect locally distinctive features in the design of buildings, layouts and landscape to ensure the authenticity and integrity of the World Heritage Site is maintained.

3. The integrity and authenticity of industrial infrastructure, transportation networks and associated features.

4. The importance of and evidence for ancillary industries.

5. The need to be in accordance with the principles and objectives of the relevant Cornwall and West Devon Mining Landscape World Heritage Site Management Plan and other guidance/ adopted documents, including the World Heritage Site Supplementary Planning Document.

6. Proposals that would result in harm to the authenticity and integrity of the Outstanding Universal Value should be wholly exceptional. Less than substantial harm must be justified. Proposals causing harm will be weighed against the substantial public, not private, benefits of the proposal and whether it has been demonstrated that all reasonable efforts have been made to mitigate the extent of the harm. If the impact of the proposal is neutral, either on the significance or setting, then opportunities to enhance or better reveal the significance should be taken.

7. All development proposals should be informed by proportionate historic environment assessments and evaluations. These will identify the significance of all heritage assets that would be affected by the proposals, the nature and degree of any effects, and demonstrate how any harm will be avoided, minimised or mitigated.



6.84 Parts of West Devon are designated within the Cornwall and West Devon Mining Landscape World Heritage Site which was inscribed in 2006. The conservation and enhancement of the Outstanding Universal Value (OUV) of the World Heritage Site is of strategic importance, and the adopted Management Plan for the World Heritage Site sets out how the protection and enhancement of this important cultural landscape should be undertaken. The influence of mining is clear to see in the historic buildings, structures, listed buildings and scheduled monuments within 'Area 10: Tamar Valley Mining District with Tavistock' of the World Heritage Site.

e. Natural Environment

What we are going to do - our development policies for delivering the natural network

6.85 The natural network is multi-faceted and includes statutory and non-statutory designated sites for nature conservation, geodiversity and landscape; public open space, allotments, play areas, woodlands, trees, playing pitches, Local Green Spaces, Strategic Greenspace Areas, Undeveloped Coast and marine areas.

6.86 Plymouth has a unique and diverse natural environments of any city in the country. Over 40 per cent of the city is designated as green space, and is surrounded by three Areas of Outstanding Natural Beauty (AONBs), a European Marine Site, a Marine Conservation Zone and Dartmoor National Park.

6.87 The majority of the natural environment throughout South Hams and West Devon is of the very highest quality, with much of it designated and protected in recognition its intrinsic value and the contribution that our natural landscapes make to the lives of our communities.

6.88 High quality natural spaces, and the network of links and stepping stones between them, are essential in the delivery of services that provide significant social, economic and environmental benefits. A high quality and properly functioning natural network will therefore provide the following:

- Spaces for nature
- Space for recreation and relaxation.
- Playful spaces.
- Engaging learning environments.

- Benefits to businesses.
- Climate change support measures.

Policy DEV23

Landscape character

Development will conserve and enhance landscape, townscape and seascape character and scenic and visual quality, avoiding significant and adverse landscape or visual impacts. Development proposals should:

1. Be located and designed to respect scenic quality and maintain an area's distinctive sense of place and reinforce local distinctiveness.
2. Conserve and enhance the characteristics and views of the area along with valued attributes and existing site features such as trees, hedgerows and watercourses that contribute to the character and quality of the area.
3. Be of high quality architectural and landscape design appropriate to its landscape context.
4. Be located and designed to prevent erosion of relative tranquility and intrinsically dark landscapes, and where possible use opportunities to enhance areas in which tranquility has been eroded.
5. Restore positive landscape characteristics and features that reinforce local landscape quality and distinctiveness.
6. Where necessary, be supported by Landscape and Visual Impact Assessments and landscaping schemes that enhance that proposed development.
7. Avoid, mitigate, and where appropriate compensate, for any residual adverse effects and take opportunities to secure landscape character and visual enhancements.



6.89 The Plan Area contains a wide range of landscapes, townscapes and seascapes including three nationally protected landscapes. The LPAs are committed to ensuring that proper consideration of impacts on landscape character and visual amenity is made through the planning process and that development will contribute to this area's valued character and identity. In this regard, landscape and visual impact assessments will need to be provided where appropriate.

Policy DEV24

Undeveloped Coast and Heritage Coast

Development which would have a detrimental effect on the undeveloped and unspoilt character, appearance or tranquility of the Undeveloped Coast, estuaries, and the Heritage Coast will not be permitted except under exceptional circumstances. Development will only be permitted in the Undeveloped Coast where the development:

1. Can demonstrate that it requires a coastal location.

2. It cannot reasonably be located outside the Undeveloped Coast.

3. Protects, maintains and enhances the unique landscape and seascape character and special qualities of the area.

4. Is consistent with policy statements for the local policy unit in the current Shoreline Management Plan.

5. Is consistent with the relevant Heritage Coast objectives, as contained within the relevant AONB Management Plan.

Development for the purposes of agriculture, forestry, public access and enjoyment of the coast and estuaries, or community facilities that meet the objectively assessed needs of the local community, will be supported if it meets the above tests.



6.90 Some of the country's most spectacular undeveloped coastlines are found in the Plan Area. These are a hugely important part of character, identity and economic asset base of the region. Throughout South Hams and West Devon the coastlines are cherished for their unspoilt, wild and rugged nature as is evident in the popularity of the South West Coast Path and coastal tourism and recreation in the Plan Area. Whilst the port city of Plymouth is heavily developed and the coastline is punctuated with historic coastal settlements the area retains a predominantly undeveloped coastline. In Plymouth the character of Plymouth Sound is heavily influenced by the undeveloped, rural edges to the south.

6.91 Undeveloped Coasts have been designated for the Plan Area to conserve their undeveloped character. Heritage Coasts are defined by Natural England to conserve, protect and enhance the natural beauty, heritage, and flora and fauna of the Heritage Coasts; to facilitate and enhance their enjoyment, understanding and appreciation by the public; to maintain and improve the environmental health of their inshore waters and beaches; and to take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of small communities on these coasts.

6.92 This policy seeks to protect this region's valuable undeveloped coast and defined Heritage Coast, ensuring that only development that contributes positively to its character is permitted. The South Devon AONB Management Plan incorporates the objectives and targets for the South Devon Heritage Coast.

Policy DEV25

Nationally protected landscapes

The highest degree of protection will be given to the protected landscapes of the South Devon AONB, Tamar Valley AONB and Dartmoor National Park. The LPAs will protect the AONBs and National Park from potentially damaging or inappropriate development located either within the protected landscapes or their settings. In considering development proposals the LPAs will:

1. Refuse permission for major developments within a protected landscapes, except in exceptional circumstances and where it can be demonstrated that they are in the public interest.

2. Give great weight to conserving landscape and scenic beauty in the protected landscapes.

3. Give substantial weight to other natural beauty criteria, including the conservation of wildlife and cultural heritage in the AONBs and great weight to the conservation of wildlife and cultural heritage in Dartmoor National Park.

4. Assess their direct, indirect and cumulative impacts on natural beauty.

5. Encourage small-scale proposals that are sustainably and appropriately located and designed to conserve, enhance and restore the protected landscapes.

6. Seek opportunities to enhance and restore protected landscapes by addressing areas of visually poor quality or inconsistent with character, securing through the development visual and other enhancements to restore local distinctiveness, guided by the protected landscape's special qualities and distinctive characteristics or valued attributes.

7. Support proposals which are appropriate to the economic, social and environmental wellbeing of the area or desirable for the understanding and enjoyment of the area.

8. Require development proposals located within or within the setting of a protected landscape to:

    i. Conserve and enhance the natural beauty of the protected landscape with particular reference to their special qualities and distinctive characteristics or valued attributes.

ii. Be designed to prevent the addition of incongruous features, and where appropriate take the opportunity to remove or ameliorate existing incongruous features.

iii. Be located and designed to respect scenic quality and maintain an area's distinctive sense of place, or reinforce local distinctiveness.

iv. Be designed to prevent impacts of light pollution from artificial light on intrinsically dark landscapes and nature conservation interests.

v. Be located and designed to prevent the erosion of relative tranquility and, where possible use opportunities to enhance areas in which tranquility has been eroded.

vi. Be located and designed to conserve and enhance flora, fauna, geological and physiographical features, in particular those which contribute to the distinctive sense of place, relative wildness or tranquillity, or to other aspects of landscape and scenic quality.

vii. Retain links, where appropriate, with the distinctive historic and cultural heritage features of the protected landscape.

viii. Further the delivery of the relevant protected landscape management plan, having regard to its supporting guidance documents.

ix. Avoid, mitigate, and as a last resort compensate, for any residual adverse effects.



6.93 Areas of Outstanding Natural Beauty (AONBs) and National Parks are protected landscape areas which receive the highest degree of protection owing to their national significance. AONBs and National Parks are International Union for Conservation of Nature (IUCN) Category V protected landscapes. The international objectives of these landscapes are '*To protect and sustain important landscapes/seascapes and the associated nature conservation and other values created by interactions with humans through traditional management practices*'. Local authorities have a legal duty to have regard to the statutory purposes of AONBs and National Parks during plan-making and decision-taking on individual developments. This duty also applies to Parish and Town Councils during the preparation of Neighbourhood Plans. These statutory duties are set out in the Countryside and Rights of Way Act 2000 and The National Parks and Access to the Countryside Act 1949, for AONBs and National Parks respectively.

6.94 The statutory purposes of these nationally significant landscape areas are:

- For AONBs the purpose is the conservation and enhancement of their natural beauty.

- For National Parks the purposes are, first, to conserve and enhance their natural beauty, wildlife and cultural heritage; and second, to promote opportunities for the understanding and enjoyment of the special qualities of those areas by the public. Where there is a conflict between these two purposes, greater weight shall be attached to the first purpose.

6.95 Dartmoor National Park, South Devon AONB and Tamar Valley AONB each make a significant contribution to the economic, social and environmental value of the Plan Area. The LPA's are committed to supporting the delivery of their respective Management Plans and ensuring they receive the required level of protection from inappropriate development.

Policy DEV26

Protecting and enhancing biodiversity and geological conservation

Development should support the protection**,** conservation, enhancement and restoration of biodiversity and geodiversity across the Plan Area. Specific provisions are identified below:

1. The highest level of protection will be given to European Sites. Development will not be permitted unless it will not adversely affect the integrity of a European site, either alone or in combination with other development. Proposals having a harmful impact on the integrity of European Sites that cannot be avoided or adequately mitigated will not be permitted other than in exceptional circumstances. These circumstances will only apply where:

    i. There are no suitable alternatives.
    ii. There are Imperative Reasons of Overriding Public Interest.
    iii. Necessary compensatory provision can be secured to ensure that the overall coherence of the Natura 2000 network of European Sites is protected.

2. A high level of protection will be given to sites of national significance for nature conservation Development proposed on land within or outside such a site which would be likely to have a harmful impact on the site (either individually or in combination with other developments) will not be permitted unless the benefits of the development, at the site, clearly outweigh both the impacts on the notified special interest features of the site and any broader impacts on the national network of sites of national significance for nature conservation.
3. Development likely to have a harmful impact on locally designated sites, their features or their function as part of the ecological network, will only be permitted where the need and benefits of the development clearly outweigh the loss and where the coherence of the local ecological network is maintained.

4. Harmful impacts on European and UK protected species and Biodiversity Action Plan habitats and species must be avoided wherever possible, subject to the legal tests afforded to them where applicable, and unless the need for, or benefits of the development clearly outweigh the loss.
5. Net gains in biodiversity will be sought from all major development proposals through the promotion, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of legally protected and priority species populations. Delivery of net gains in biodiversity should be designed to support the delivery of the identified biodiversity network that crosses the Plan Area and links the city of Plymouth to the countryside and coast, as well as the network within the city itself. The level of biodiversity net gain required will be proportionate to the type, scale and impact of development. Enhancements for wildlife within the built environment will be sought where appropriate from all scales of development.

6. Development will provide for the long term management of biodiversity features retained and enhanced within the site or for those features created off site to compensate for development impacts.



6.96 Biodiversity and geological interests (geodiversity) are protected through a hierarchy of European, national and locally designated sites which seek to protect important habitats and the habitats of species of conservation importance, as well as geological and geomorphological interests. The importance of protecting and enhancing biodiversity occurring outside these designated sites is also recognised in European and national law and in the NPPF. In particular, requirements to maintain functioning ecological networks at the landscape scale and irreplaceable habitats and biodiversity features which may not necessarily be covered by a formal designation.

6.97 The Biodiversity Network has been designed to help protect and enhance wildlife. The Network consists of Core Sites (consisting of European, National and locally designated sites) but also future Restoration Areas, Stepping Stones and Corridors. This approach is consistent with the UK Governments' commitment to halt the decline in biodiversity and the approach taken in Lawton's 'Making Space for Nature' report in 2010. This approach is embedded within NPPF paragraphs 109, 114 and 117 which require Local Authorities to create biodiversity or ecological networks.

6.98 Inter-tidal habitats (including priority habitats) are an important part of the biodiversity network in the Plan Area. Tidal encroachment should be avoided and potential impacts upon estuarine ecology must be fully assessed, taking account of predicted sea level rise (coastal squeeze) and any in-combination effects.

Policy DEV27

Green and play spaces

The LPA's will protect and support a diverse and multi-functional network of green space. The following provisions apply:

1. Development that would result in an unacceptable conflict with the function(s) or characteristic of Strategic Green Spaces will be resisted. In these areas development will normally only be permitted where it enhances the value of the green space, for example through sports, allotment and play provision, lighting, cafes, educational uses and sustainable transport routes.

2. Existing open spaces, which also includes designated City Green Spaces and Neighbourhood Green Spaces, should not be built on unless it is demonstrated that the open space is surplus to requirements; or the loss will be replaced by equivalent or better provision in a suitable location; or the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss. In making this judgement regard will be had to evidence of the identified value of the green space's attributes as set out in relevant open space assessments and account will be taken of the plan's green space and play accessibility standards. Development will be resisted on sites where the functions and characteristics of the greenspace will be lost and mitigation is not possible.

3. The quality and quantity of accessible green space and play space should be improved in line with local targets and standards for the provision of greenspace and play space. This can be delivered through on-site provision or financial contributions to off-site provision where appropriate.

4. Local deficiencies in the accessibility and quality of green space and play space should be addressed in development, in line with local standards.



6.99 Green open spaces and play spaces are an integral part of sustainable communities. To ensure that these spaces are protected and enhanced as a result of the growth in the area the network of greenspaces have been mapped and will be protected. There is a hierarchy of greenspace due to their importance and role in relation to the area's growth. Policy DEV27 relates both to sites with a specific designation and also to undesignated green spaces within the Plan Area.

6.100 Within the Plymouth Policy Area, the hierarchy includes Strategic Green Spaces, City Green Spaces and Neighbourhood Green Spaces. Strategic Green Spaces are allocated due to their essential and multi-functional role in the

growth of the area. Neighbourhood Green Spaces are identified in terms of their greenspace and community value. Each category of green space includes land which is either publicly accessible or not accessible.

6.101 Policy DEV27 seeks to protect existing open space from new built development, whilst acknowledging also the circumstances where development can be justified. Proposals therefore will need to be carefully assessed, and particular regard will be had to published Open Space Assessments that identify the key functions and value attributes of green spaces, and in the case of accessible green space the wider standard of the LPAs in terms of accessibility and whether suitable replacement provision can be made (having regard to Policy SPT2 and Figure 3.2.

6.102 An important element of a sustainable community is the accessibility of green open spaces and play spaces due to their substantial health and well being benefits. Spaces should be in close proximity to where people live and a good level of provision should be provided across the Plan Area.

6.103 Green infrastructure also provides significant benefits in terms of flood risk and water quality management as well as aiding adaptation to climate change.

Policy DEV28

Trees, woodlands and hedgerows

Development that would result in the loss or deterioration of the quality of:

- Ancient woodland, aged or veteran trees or impact on their immediate surroundings;
- Other woodlands or high amenity trees including protected trees;
- Important hedgerows including Devon hedgebanks; will not be permitted unless the need for, and benefits of, the development in that location clearly outweigh the loss and this can be demonstrated.

Development should be designed so as to avoid the loss or deterioration of woodlands, trees or hedgerows. If the loss of trees, woodlands or hedgerows, cannot be avoided, new native and locally appropriate trees and hedgerows will be secured as mitigation to ensure they contribute to a 'net gain'. Mitigation should be delivered on site, but if this is not achievable, offsite compensation will be required to provide a net gain in canopy cover in line with local standards.



6.104 The visual contribution that trees, woodlands and hedgerows make to the communities is significant. They also offer additional benefits which may not be so visible, but are hugely significant as we move to adapt to climate change. For example they:-

- Provide urban cooling through evapotranspiration.
- Create micro-climatic effects that can reduce energy demands in buildings by reducing wind speeds.
- Reduce rain water runoff, provide shade, shelter and help improve air quality.
- Help deliver sustainable water flow and improved water quality through interception and filtration in our catchment area.

6.105 In addition trees, woodlands and hedgerows offer other benefits, including:

- Providing visual amenity, softening or complementing the effect of the built environment; adding maturity and value to new developments
- Displaying seasonal change and providing opportunities for biodiversity in urban environments.
- Improving mental health and wellbeing
- Providing corridors for wildlife to move along, such as bats.

6.106 The Plan Area contains Ancient woodland and veteran trees that are irreplaceable and the NPPF paragraph 18 emphasises their importance.

6.107 A Tree Canopy Cover assessment has been undertaken in the Plymouth Policy Area which will be used to ensure new planting required when tree, woodland or hedgerow loss on a site cannot be avoided, is targeted and results in a positive contribution to the area.

6.108 Tree Preservation Orders will be made where appropriate in the interest of amenity and in accordance with Government Guidance.

f. Transport and infrastructure

What we are going to do - our development policies for meeting transport and infrastructure needs

6.109 One of the most important issues in the management of development delivery is the need to ensure that the necessary infrastructure is also provided. Infrastructure includes the public systems, services, and facilities that are necessary for economic and social activity, including highways, schools, waste management facilities, telecommunications, power and water supplies. Unless infrastructure needs are met, development can be unsustainable and lead to the creation of unbalanced communities without the services and facilities they need to thrive.

6.110 This section sets out policies in relation to transport, community infrastructure and (in the case of Plymouth which is a waste planning authority) waste management.

Policy DEV29

Specific provisions relating to transport

Development will be required to contribute positively to the achievement of a high quality, effective and safe transport system in the Plan Area. It will promote sustainable transport choices and facilitate sustainable growth that respects the natural and historic environment. Development proposals should therefore, where appropriate:

1. Consider the impact of development on the wider transport network.

2. Provide safe and satisfactory traffic movement and vehicular access to and within the site.

3. Ensure sufficient provision and management of car parking in order to protect the amenity of surrounding residential areas and ensure safety of the highway network.

4. Limit / control the overall level of car parking provision at employment, retail and other destination locations.

5. Provide for high quality, safe and convenient facilities for walking, cycling, public transport and zero emission vehicles.

6. Mitigate the environmental impacts of transport, including impacts on air quality, noise pollution, landscape character and the quality and distinctiveness of urban and rural environments.

7. Incorporate travel planning, including Personalised Travel Planning (PTP), which helps to maximise the use of sustainable transport in relation to the travel demands generated by the development and limit the impact of the development on the road network.

8. Ensure that access and infrastructure delivered as part of the development meets the need for walking, cycling and public transport connectivity both within the development and in the wider area alongside supporting place-shaping objectives.

9. Contribute to meeting the wider strategic transport infrastructure needs generated by the cumulative impact of development in the area.

10. Locate new homes in locations that can enable safe, secure walking, cycling and public transport access to local services and amenities.

6.111 As the population of the Plan Area grows so too will the demand for travel. The scale of growth necessitates major infrastructure investments to provide greater real travel choices with more reliable journey times, across all modes of transport alongside smarter choices measures to encourage people to try those alternatives.

6.112 In accordance with the National Planning Policy Framework the transport proposals supporting this plan are being developed such that the system is balanced in favour of sustainable travel giving people a real choice about how they travel with consideration being given to both the physical transport infrastructure needed to deliver a high quality, effective and safe transport system and the complementary behavioural change schemes.

6.113 Through encouraging and enabling more walking, cycling and use of public transport; network capacity will be released. The independently immobile will be able to access places of education, employment and training, the accessibility of key services will rise, public health will improve and environmental benefits will be achieved.

6.114 There is a significant need, and opportunity, to affect travel behaviour. Development has a key role to play in achieving the transport philosophy set out within the Plan both in terms of providing critical infrastructure and the complementary measures (either directly, or indirectly in the form of a financial contribution) by supporting residents and employees predisposed to reviewing their travel habits arising from one or more of the following factors; moving house, changing school or changing job.

Policy DEV30

Meeting the community infrastructure needs of new homes

The development of new homes (including student housing) should contribute to the delivery of sustainable communities with an appropriate range of community infrastructure, such as schools, primary health care infrastructure, sports / recreation and community facilities / village halls.

Major housing developments will be considered in the context of the sufficiency (or otherwise) of the community infrastructure to meet the demands generated by the development. Where there are existing or anticipated capacity issues, financial contributions to appropriate projects will be sought to enable the community impacts of the development to be mitigated. Where possible, developments should directly incorporate community infrastructure and services as integral parts of the development.



6.115 The LPAs are concerned not just about delivering new homes but delivering sustainable communities. This means that extensive single use areas of housing need to be avoided, instead ensuring that developments build in community infrastructure and help mitigate any adverse impacts (e.g. through Section 106 contributions to appropriate projects).

6.116 Major developments should include an assessment of their impacts on local communities, including off-site impacts such as the need to support safe walking and cycling routes to local schools and contribute to local services, including transport.

6.117 This policy needs to be read alongside other policies of this plan that deal with open space, play facilities, local shops, playing pitches and transport impacts - which taken together are designed to deliver the infrastructure and service needs of development.

6.118 The link between infrastructure, services and facilities and new homes will very from place to place. Neighbourhood Plans can play an important role in bringing forward the amount of new homes identified as being appropriate within the JLP, and also working alongside LPAs and infrastructure providers to identify future infrastructure and service needs are adequately understood and planned for alongside new homes and jobs.

Policy DEV31

Waste management

The LPAs will support the implementation of the following waste management hierarchy: Prevention; Preparing for reuse; Recycling; Other recovery; Disposal. This will be achieved through the following provisions:

1. New developments should have regard to the operational needs of the relevant waste collection authorities in their design and access arrangements.

2. New developments should provide integrated facilities for the storage of recyclable and non-recyclable waste.

3. All planning applications for major development in the Plymouth administrative area will be required to include a site waste management plan demonstrating how the demolition, construction and operational phases of the development will minimise the generation of waste. The provisions of Policy W4 of the Devon Waste Plan will apply to the South Hams and West Devon administrative areas.

4. Encouragement will be given to the reuse and recycling of construction and demolition waste in the city, together with other suitable alternative secondary aggregates, in delivering regeneration and infrastructure projects that support the delivery of Plymouth's growth vision.

5. Within the Plymouth administrative area, where Plymouth City Council is the statutory waste planning authority, proposals for new waste management facilities, or extensions and amendments to existing facilities, will need to demonstrate that:

   i. The proposals are compatible with the objective of moving the management of waste up the waste hierarchy. Landfill of waste arisings within Plymouth will not be supported.

   ii. The proposals will not result in unacceptable direct or indirect impacts on the residential amenity of existing or proposed communities, or unacceptable impacts on the amenity of other neighbouring uses that would be sensitive to waste management development.

   iii. There is good access to the principal road network. Where practicable, they should have access to a choice of transport modes other than road.



6.119 Policy DEV31 seeks to ensure that development takes place in a manner which supports sustainable waste management within the Plan Area. This is in support of the waste management hierarchy of: 1. Prevention; 2. Preparing for reuse; 3. Recycling; 4. Other recovery; 5. Disposal. It also acknowledges that waste does not respect local authority boundaries and a partnership relationship sees flows of waste to and from the city, region and district.

6.120 One important method of reducing is ensuring the careful management of resources. In terms of construction, conditions will be used on planning consents where appropriate to ensure that waste is minimised during the construction process. Conditions are also used to ensure residents are provided with facilities to assist them in recycling waste. A second important function of the local plan is to ensure look for alternative materials that can be reused for construction and therefore reduce the need for quarrying.

6.121 In respect of proposals for waste management uses, the Devon Waste Plan sets the policies that will need to be complied with in South Hams and West Devon council areas. This includes a supplementary planning document; Waste Management and Infrastructure.

6.122 In Plymouth, a strategic 'energy from waste plant' provides capacity to meet the domestic waste disposal needs of Plymouth, South Hams and Torbay in full for the plan period as well as spare capacity for commercial and industrial waste. Additionally, a materials recycling facility is provides at Chelson Meadow. Other than the policies identified elsewhere in this plan for waste management facilities (Chelson Meadow and Moorcroft Quarry), there is no identified need for new site allocations. However, any proposals for new or extended facilities will need to support the overall waste hierarchy and be appropriately located in relation to other sites and the road network. The City will work jointly with adjoining waste planning authorities to ensure that adequate capacity remains available to meet the city's needs.

g. Climate change, flooding and coastal change

What we are going to do - our development policies for delivering resilient communities and a low carbon future

6.123 The JLP has an important role to play in helping to deliver a more sustainable future for the area, whilst at the same time supporting national and international efforts to respond to the challenge of climate change and build more resilient communities.

6.124 The spatial strategy of the plan (Section 3) puts in place the strategic framework for sustainable patterns of development and growth to take place. This section sets out more detailed policies so that individual development proposals play their part, through providing low carbon solutions and managing the risks associated with flooding and other impacts of climate change.

Policy DEV32

Delivering low carbon development

The need to deliver a low carbon future for Plymouth and South West Devon should be considered in the design and implementation of all developments, in support of a Plan Area target to halve 2005 levels of carbon emissions by 2034 and to increase the use and production of decentralised energy. The following provisions apply:

1. Developments should identify opportunities to minimise the use of natural resources in the development over its lifetime, such as water, minerals and consumable products, by reuse or recycling of materials in construction, and by making best use of existing buildings and infrastructure.

2. Major development should take account of projected changes in temperature, rainfall, wind and sea level in its design with the aim of mitigating and remaining resilient to the effects of changing climate.

3. Development proposals will be considered in relation to the 'energy hierarchy' set out below:

    i. Reducing the energy load of the development.

ii. Maximising the energy efficiency of fabric.

iii. Delivering on-site low carbon or renewable energy systems.

iv. Delivering carbon reductions through off-site measures.

4. Developments should reduce the energy load of the development by good layout, orientation and design to maximise natural heating, cooling and lighting, and reduce the heat loss area. For major developments, a solar master plan should show how access to natural light has been optimised in the development, aiming to achieve a minimum daylight standard of 27 per cent Vertical Sky Component and 10 per cent Winter Probable Sunlight Hours.

5. All major development proposals should incorporate low carbon or renewable energy generation to achieve regulated carbon emissions levels of 20 per cent less than that required to comply with Building Regulations Part L.

6. Developments will be required to connect to existing district energy networks in the locality or, where there is a future network planned, to be designed to be capable of connection to that network. Where appropriate, proportionate contributions will be sought to enable a network to be established or completed.



6.125 The UK continues to move towards the legally binding commitment of reducing our national carbon emissions by 80 per cent from the 1990 baseline (Climate Change Act 2008). In order to ensure national governments are progressing as effectively as possible towards this target, interim targets have been periodically agreed, the most recent of these being the 5th Carbon Budget, adopted by Parliament in 2016. The LPAs will play an important role through seeking developments that are well designed and which support the delivery of renewable and low carbon energy. The policy identifies a carbon reduction target for the Plan Area in support of this outcome.

6.126 Research commissioned by the City Council has established the main sources of carbon emissions from Plymouth. It indicates that the commercial and industrial sector is responsible for 39 per cent of the city's carbon dioxide emissions, the residential sector 34 per cent, and the transport sector 27 per cent. The research has identified the elements of a strategy which could help deliver challenging carbon reduction goals. These are supported by the policy. Its success will rely on proactive local implementation of national schemes to reduce energy use, drive energy efficiency in how we live, work and move around; and an increased uptake of renewable and low carbon forms of energy generation. Sustainable design and construction will be integral to new development in South West Devon, including the delivery of zero carbon development where possible.

6.127 Development should minimise energy demand, maximise energy efficiency and integrate the use of renewable and low carbon energy, and we will expect energy strategies for major developments to apply the energy hierarchy as a fundamental principle for sustainable development.

6.128 The UK Climate Change Commission has recently drawn attention to the need for continued improvement in energy efficiency in order to meet UK government commitments under the Climate Change Act 2008 and Paris Climate Change Agreement. The Energy Performance of Buildings Directive requires all new buildings to be nearly zero-energy by the end of 2020, and all new public buildings to be nearly zero-energy by 2018. The UK Government has paused its stated trajectory towards this end point. Nevertheless, the LPAs regards action on energy efficiency to be good business practice, and that building to lower energy efficiency standards places additional future costs (in higher energy bills) on businesses occupying those buildings and therefore negatively impacts productivity and competitiveness. Further, the LPAs are mindful of the likelihood of further moves towards a zero carbon standard, and will respond to any new national policy in the first review of the plan.

6.129 To mitigate the effects of growth on climate change and increase the level of decentralised energy, major developments should deliver a proportional contribution to on-site or off-site renewable energy generation capacity. Where appropriate, this will include heat networks using low carbon or renewable heat sources. Recognising that fabric efficiency measures are most efficient (see energy hierarchy) the policy allows fabric efficiencies in excess of Building Regulation standards at the time of construction to be offset against the renewable/low carbon generation requirement. Building Regulations Part L provides a convenient, measurable baseline against which to measure relative carbon savings. We have used carbon as a convenient metric by which we quantify the amount of renewable energy generation and energy efficiency savings, as calculating energy demand can be complex.

6.130 Layout, orientation and design of development to maximise natural heating, cooling and lighting can achieve significant benefits. We set out a standard for developments to meet, measured as the Vertical Sky Component (VSC) and Winter Probable Sunlight Hours (WPSH) following BRE guidance (BR209).

6.131 Delivery of renewable heat to multiple sites is complex and planning plays an important role in facilitating the delivery of the requisite infrastructure. Similarly, supporting the transition to low carbon lifestyles requires a coordinated approach, such as provision of strategic infrastructure to encourage the use of Ultra Low Emission Vehicles.

Policy DEV33

Renewable and low carbon energy (including heat)

To increase the use and production of renewable and low carbon energy to contribute to national targets, renewable energy development will be supported where:

1. The impacts arising from the construction, operation and de-commissioning of installations (both individually and cumulatively) are or can be made acceptable.

2. The proposal has been robustly assessed and shown to be acceptable, both individually and cumulatively, in terms of its likely impact on landscape sensitivity and capacity, and on the natural environment and heritage assets. It should also be demonstrated that the proposal does not compromise the purposes of nationally designated landscapes.

3. There are appropriate plans in place for the removal of the technology on cessation of generation, and restoration of the site to an acceptable alternative use.

4. Any farm land that is used is retained in some form of agricultural or biodiversity use, proportionate to the scale of the proposal.

5. There has been early consultation with the local communities affected by the development, the planning application demonstrates how the proposal has been informed by the outcome of the consultation, and the development contains proposals for shared ownership between the developer/operator and the community or justification as to why this is not appropriate.

6. Where the development is to meet a business need, the proposed generation is proportionate to the business use.

7. For wind turbine proposals, the site has been allocated for that use within a neighbourhood plan.

8. For renewable or low carbon energy generating proposals (including energy from waste), where appropriate, the development should provide for the efficient distribution of heat off site, for the co-location of energy producers with users, and for the maximisation of energy recovery or efficiency of generation.

9. The proposals do not lead to unsustainable, isolated development in the countryside.



6.132 There are many contributory factors to carbon reduction, and the opportunities and challenges faced in urban and rural areas can vary greatly. Efficiency of energy use in buildings and transport continue to make valuable contributions to reducing emissions, but the production of low and zero carbon energy offers significant potential for greater reductions still and for mitigating the carbon emissions due to new growth.

6.133 The energy market is continually evolving, with new technologies and innovations competing against more established energy sources. The market is also continually volatile with both supply and pricing subject to significant fluctuation. The establishment of a clean, secure supply of energy has been recognised by successive

governments as playing a key part in ensuring long-term economic prosperity, with a clear role identified for renewable energy and energy storage as part of the required energy mix. The mechanisms that different governments have deployed to achieve this have varied, and will continue to do so. Notwithstanding the shifting sands of technological innovation and market fluctuation, the planning system must remain as permissive as possible to the principle of renewable energy, whilst recognising specific transient restrictions placed on certain technologies.

6.134 The Government has promoted shared ownership of commercially developed renewable energy schemes. Shared ownership most commonly takes the form of split ownership, shared revenue or joint venture. One-off payments in cash or in kind to community groups or organisations do not constitute shared ownership. The LPAs expect shared ownership to be delivered through a not-for-profit institution, having a majority of local representation on its governing body and being established to deliver benefits that will be enjoyed by the community for the lifetime of the development.

Policy DEV34

Community energy

Community-led energy efficiency and energy generation projects will be supported where:

1. The impacts arising from the proposal are acceptable or can be made acceptable.
2. They are community led and there is evidence of community consensus in support of the proposal and/or the proposals are brought forward as part of neighbourhood planning processes.
3. The proposals deliver local social and community benefits.
4. There are administrative and financial structures in place to deliver/manage the project and the income stream from it.



6.135 The government has promoted community energy, which it defines as being 'collective action to reduce, purchase, manage and generate energy'. Community energy projects have an emphasis on 'local engagement, local leadership and control and the local community benefiting collectively from the outcomes'. Community-led action can often tackle challenging issues around energy, with community groups well placed to understand their local areas and to bring people together with common purpose.

6.136 Community-led energy development proposals will be required to address impacts of the development in the same way as any commercial scheme. However, the LPAs consider that community-led schemes have the potential to offer significant and greater sustainable development benefits than wholly privately owned and operated developments. These benefits should be elaborated fully in applications for consent.

Policy DEV35

Managing flood risk and water quality impacts

The LPAs will assist the Lead Local Flood Authority in the management of flood risk and water pollution within the Plan Area by directing development away from areas at highest risk, but where development is necessary ensuring that it is safe without increasing flood risk and pollution elsewhere. Specific provisions include:

1. In respect of development of sites not provided for in this plan, a sequential approach will be used in areas known to be at risk from any form of flooding. Development will be resisted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

2. Where it is not possible for the development to be located in zones with a lower probability of flooding, an Exception Test must be undertaken to demonstrate that:

    i. There are overriding sustainability benefits to the community to be gained from allowing the development.

    ii. The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. This must be demonstrated through a site-specific flood risk assessment.

3. Development proposals at sites which fall into Flood Zones 2 or 3 (in whole or in part) should as a minimum:

    i. Be supported by a comprehensive and deliverable strategy to minimise flood risk.

    ii. Be resilient to flooding through design and layout, incorporating sensitively designed mitigation measures. These may take the form of on-site flood defence works and/or a contribution towards, or a commitment to undertake such off-site measures as may be necessary to meet required flood protection standards, for example, as set out in the Local Flood Risk Management Strategy.

iii. Provide sufficient space for drainage and flood alleviation schemes.

iv. Promote the safety of people in consultation with emergency planning services.

4. Development should incorporate sustainable water management measures to reduce water use, and increase its reuse, minimise surface water run-off, and ensure that it does not increase flood risks or impact water quality elsewhere, in compliance with the Local Flood Risk Management Plan and national standards for sustainable urban drainage systems. Surface water from proposed developments should be discharged in a separate surface water drainage system which should be discharged according to the drainage hierarchies set out in the Plymouth and Devon Local Flood Risk Management Strategies.

5. Proposals for discharges of surface water direct to coastal waters must include measures to remove particulate and dissolved pollutants in order to conserve the quality of coastal environments.

6. Developments which undermine the role of undeveloped estuarine coastal margins in providing resilience to climate change will not be allowed.

7. Developments located within the Critical Drainage Area should include a Drainage Strategy setting out and justifying the option(s) proposed, present supporting evidence, and include proposals for long term maintenance and management.

8. Development will not be permitted without confirmation that sewage / wastewater treatment facilities can accommodate or will be improved to accommodate the new development, in advance of the development taking place.

9. Where necessary, financial contributions will be sought for the maintenance and improvement of drainage infrastructure, fluvial and tidal flood defences, and erosion defences. Development should provide financial contributions, as necessary, to mitigate impacts on sewer network and to ensure no adverse effect on the integrity of any designated sites.



6.137 Flooding can come from a range of sources such as tidal inundation, flooding from rivers after heavy rainfall and flash flooding caused by rainfall running off hard surfaces or from fields in rural areas. The risks of flooding are a significant issue for the Plan Area. The policy seeks to ensure that adequate measures are in place to reduce the risk of flooding and to make Plymouth and South West Devon more resilient to the increased risks of flooding arising from climate change.

6.138 It is important that flood risk is carefully considered, including how new development is designed so as not to increase vulnerability. Where areas are vulnerable, risks should be managed through suitable adaptation measures.

6.139 Flood risk areas are divided into different categories: Flood Zone 1 consists of areas of no or low risk to flooding and Flood Zones 2, 3a and 3b are areas which are more likely to flood. Information on the sequential and exception tests are set out in the National Planning Policy Framework and Planning Practice Guidance. The sequential test steers new development to areas with the lowest probability of flooding, but allows also for an exceptions test where there are no reasonable alternative sites for the development. This can test whether there are wider sustainability benefits for the community, which might include the need for regeneration, developer contributions or reducing flood risk overall.

6.140 The policy supports national requirements for all major development to incorporate sustainable urban drainage systems (SUDS) and will also help by requiring design and drainage solutions which should lead to a reduction in the amount of rainwater reaching the sewers and water courses. and improvements to the capacity of particular water courses and sewers. Discharges of surface water flows to the combined sewer should be avoided as they can increase the risk of pollution of the water environment through releases from combined sewer overflows which in turn can have impacts on the water quality, especially bathing waters. Development should incorporate water efficient design principles, reducing water usage through sustainable water management, such as reuse of rainwater and other water use reduction measures. Flood risk management strategies for specific risk areas will be developed as necessary to help define and quantify essential infrastructure needs. The provision of high quality sustainable drainage systems need to be fully integrated into the design process, in addition to managing flood risk this will result in multiple environmental benefits for amenity, water quality, biodiversity and green infrastructure provision.

6.141 Plymouth City Council's Local Flood Risk Management Strategy sets out a drainage hierarchy which differs from the Devon County Council in that discharge of surface water to a waterbody is identified ahead of infiltration, both hierarchies are set out in the relevant Local Flood Risk Management Strategies. A number of factors have led to a different approach in Plymouth including the strategic location of waterbodies within Plymouth Surface Water drainage catchments, the presence of contaminated land, the dense urban nature of Plymouth and development sites restricting soakaway location, an underlying geology that varies locally combined with steep topography which can increase the risk of groundwater re-emergence. This approach is better able to support rain water harvesting by allowing surface water to be intercepted prior to discharge, which in turn had ecological and amenity benefits and also proves easier to adopt and maintain in an urban area.

6.142 In relation to coastal flooding, South Hams District Council and Plymouth City Council currently support the South Devon and Dorset Shoreline Management Plan policy. This is 'hold the line' for the majority of the Plymouth. Some areas, including parts of Start Bay, are in managed retreat or have a policy of no active intervention. Given the recent increase in frequency and severity of storms that have impacted on coastal villages, this position will continue to be monitored with the input of the relevant statutory partners. However, the LPAs must play their part by taking full account of coastal flood risk in the consideration of development proposals as

well as safeguarding undeveloped estuarine coastal margins. These play an important role in ensuring resilience to climate change, enabling habitat to migrate in response to sea level rise. They also provide a location for habitat creation to mitigate habitat loss elsewhere.

6.143 A number of different bodies have responsibility for managing flood risks. DEFRA has overall national responsibility for policy on flood and coastal erosion risk management. The Environment Agency is responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion, for example setting the direction for managing risks through strategic plans, providing evidence and advice to inform policies and preparing National Flood and Coastal Risk Management Strategies. Lead Local Flood Authorities are responsible for developing and maintaining a strategy for local flood risk management in their areas and maintaining a register of flood risk assets. The Water and Sewerage Companies, such as South West Water, are responsible for providing and managing highway drainage and roadside ditches, and must ensure that road projects do not increase flood risk.

Policy DEV36

Coastal Change Management Areas

Inappropriate development, or any development that could add to the impacts of physical change to the coast, will not be permitted in the Coastal Change Management Area as designated on the Policies Map.

Where development and infrastructure needs to be relocated away from the Coastal Change Management Areas it will be permitted subject to the following criteria:

1. The new development is located in an area at less risk of coastal erosion.
2. The replacement property is located close to the community from which it is displaced and has an acceptable relationship with it in terms of character, setting, and local amenity.
3. The new development meets the requirements of policies on protected landscapes and the Undeveloped Coast.
4. The existing site is cleared and restored.
5. If it is a replacement proposal, the gross volume of the replacement building or structure is no larger than the one it is to replace.

Any development that includes any form of sea defence will require the submission of a vulnerability assessment, showing how the sea defence will not be to the detriment of adjacent or any other sections of coastline.

6.144 Although there are uncertainties regarding the extent and pace of sea level rise and coastal change, the Shoreline Management Plan has defined the over-arching strategy for managing the coast, identifying which sections of the coast should be protected and managed in the short (0 to 20 years), medium (20 to 50 years) and long term (50 to 100 years) through identifying Coastal Change Management Areas. Project delivery will be dependent on the funding available at the time, but through the Shoreline Management Plan the LPAs will seek to avoid coastal flooding risks to people, property and the historic and natural environment.

7 Delivery and monitoring

Delivering and monitoring the Joint Local Plan

This section explains the overarching approach to delivery and monitoring of the Joint Local Plan (JLP). This is a complex but crucial element of the planning process, and operates alongside broader approaches operated by each council in the context of their wider strategic planning processes (The Plymouth Plan, South Hams Our Plan and West Devon Our Plan). The need for new homes and jobs, for conservation and enhancement, and for the creation of a more sustainable future requires proactive management and delivery. Monitoring in this context is a positive tool by which to check that delivery remains on track and if not, to take corrective measures.

Strategic Objective SO12

Delivering infrastructure and investment

To take a proactive and co-ordinated approach to delivering the infrastructure and investment needed to realise the plan's vision and deliver its strategic objectives and policies. This will be achieved by:

1. Assessing infrastructure and investment needs to enable growth, remove barriers to investment and deliver sustainable communities.
2. Co-ordinating infrastructure and investment in the context of a long term perspective together with short and medium term resource planning.
3. Planning the delivery of infrastructure as growth takes place.
4. Identifying and managing the key risks to delivery of the Joint Local Plan and devising contingency scenarios.
5. Using developer contributions to help deliver the vision and mitigate any negative impacts of growth.
6. Creating supportive conditions that enable and encourage private, public and community sector investment in new homes, jobs and infrastructure.



Plan governance and delivery

7.1 Currently, decisions on the JLP are taken by the three constituent local authorities, advised by a Joint Member Group. Operationally, this is supported by a lead officer group and teams within the constituent local authorities who oversee delivery, monitoring and review.

7.2 To be delivered effectively the JLP relies on the co-operation of a wide range of different partners from the public, private and voluntary / community sectors. Nevertheless, this will be led by the local planning authorities. The partners involved in delivering each policy and, crucially, who specifically is leading, are identified in a summary table at the end of each section of the plan. The LPAs are committed to working flexibly, proactively and creatively so that the right conditions are in place to support investment in the plan's delivery.

7.3 With such a wide ranging set of objectives, there will be many mechanisms to secure delivery of the objectives of the plan. One of the key coordinating documents for the effective delivery of the JLP is a 'Plan for Infrastructure and Investment'. This will identify in detail how and when the development and infrastructure will be delivered to achieve the outcomes of the plan, setting out the anticipated delivery mechanisms and co-ordination of funding and investment programmes, and considering contingencies in the event that investment is deferred or not forthcoming. The key expected delivery mechanisms for each policy are identified in a summary table at the end of each section of the plan.

7.4 Clearly the planning system itself will be the key mechanism for delivery, through guiding private sector investment opportunities and managing the process of development in support of the plan's vision and objectives. Separate guidance will be published in the Supplementary Planning Documents (SPDs) for the Plymouth and Thriving Towns and Villages Policy Areas to amplify the policies of the plan and demonstrate how they are delivered in the context of the planning consents process.

7.5 Delivery of the JLP and the wider strategic plans of the three local authority areas relies also on a range of other interventions from the local authorities and their partners, including in relation to marketing, lobbying and presenting a clear and consistent message about the area's direction of travel and priorities. Corporate, service and business plans of our partners will therefore be expected to take their lead from the JLP.

7.6 The JLP also supports giving greater levels of power to local people both to enable them to take control of their own lives but also to influence their communities and the area as a whole. The more strategic approach to neighbourhood plans advocated elsewhere in this plan is one of the tools we can use to achieve greater personal and community engagement.

7.7 A JLP Delivery Schedule will be published to identify the key delivery agencies and mechanisms for each policy of the plan.

Infrastructure

7.8 Delivery of the JLP will require significant investment from many different partners and sectors. This will not just be in delivering the specific policies identified in the plan, but also in the infrastructure that is needed so that growth can take place in a socially, economically and environmentally sustainable way. Infrastructure includes the public systems, services, and facilities that are necessary for economic and social activity, including roads, schools, telecommunications, power and water supplies. Collectively, these constitute the physical and social foundations of a strong society.

7.9 Much of what is known as infrastructure is provided directly by agencies funded through customer charges e.g. water, electricity, and telecommunications. Whilst the local authorities have little direct input into the delivery of this infrastructure, it is essential that forward planning and co-ordination takes place to ensure that services are available in time and that economies of scale, including those derived from working together, are captured. This requires a high degree of collaborative working with infrastructure providers, agencies, the HoSW LEP, and local authorities across the sub region. Consultation has taken place with all relevant partners and an Infrastructure and Investment Forum has been established to enable this coordination to take place.

7.10 In order to secure sufficient funding for infrastructure the local authorities will take a proactive and creative approach to investment planning. This will enable us to bid more successfully to various national and LEP funding streams as well as being party to any devolution deal which could bring devolved funding. The objectives of the JLP are also defining the priorities for spend of CIL and S106.

7.11 Some of the infrastructure required to enable the city to achieve its growth and quality of life objectives will be provided outside of the region. For example, in order to improve rail journeys to and from the city, service and network enhancements will be required on the entire route to London. This will require a high level of lobbying and influencing, and joint working with national agencies, and Government.

7.12 Of particular significance is the provision of adequate sewage / wastewater treatment facilities, particularly in areas where development without the provision of adequate facilities could have an adverse effect on the integrity of a European Site, including the Plymouth Sound and Estuaries SAC and Tamar Estuaries Complex SPA. Provisions are included in Policy DEV35 to ensure that these facilities are able to accommodate or be improved to accommodate the impacts of the new development to avoid an adverse effect on European Sites.

7.13 To support the identification and delivery of infrastructure across the Plan Area, an Infrastructure Needs Assessment has been produced. This is an evidence based document rather than a policy document or strategy. It will be used to inform decisions on plans, programmes and priorities. It will also demonstrate to funding bodies and investors that the local authorities have a clear understanding of the area's infrastructure needs through to 2034. It provides an assessment of the funding required to achieve the aspirations for the Plan Area, and any gaps in funding provision, and hence will also support the review of the Community Infrastructure Levy for Plymouth and decisions over the use of Section 106 agreements. It is a 'living document' that will be kept up to date to ensure it remains relevant in response to opportunities, pressures and changes over time, such as technological advances. The Infrastructure Needs Assessment contributes to and supports the Plan for Infrastructure and Investment which is a key coordinating document and will effectively be the Infrastructure Delivery Plan for the JLP.

7.14 The starting point for identifying the area's infrastructure needs is the objectives, policies and site allocations set out in the JLP. Each of the overarching objectives together with each of the specific policies has been assessed to identify the need for infrastructure and what types of infrastructure are required. The local authorities have also worked together with other infrastructure providers to establish

their future intentions and to confirm their ability and the means by which they are able to respond to future growth, especially housing growth, and to respond to deficiencies in existing infrastructure provision.

7.15 The need for infrastructure is classified according to whether it is considered to be Critical, Necessary or Desirable and whether it is strategic or local infrastructure. The definition of strategic or local infrastructure is directly related to its spatial context within the Plan Area and the extent of its impact. For the Plymouth Policy Area, strategic infrastructure will have a significant wider impact for the city or a Growth Area as well as the immediate location. For the Thriving Towns and Villages Policy Area, strategic infrastructure will have a significant impact for the six Main Towns. In both the Plymouth Policy Area and the Thriving Towns and Villages Policy Area, local infrastructure will have significance for a site or its immediate area. The categorisation of infrastructure is based on the following criteria:

- **Critical** - Some infrastructure will be identified as being 'critical'. This means that the delivery, improvement or maintenance of the infrastructure is critical because of the consequences of not providing it in a short time frame, or because growth is unlikely to happen in the timeframe envisaged unless the infrastructure in question is put in place 'up front'. It is especially important to identify how and when such infrastructure can be secured so that risks to its timely delivery can be reduced and to ensure that this does not undermine the delivery of the spatial strategy of the JLP or a specific requirement of the plan, e.g. the delivery of a strategic growth area vision in Plymouth or strengthening the role of the six Main Towns in South Hams or West Devon. The Critical designation applies to projects that are deliverable within the first 10 years of the JLP, i.e. the Short and Medium Term (not including projects completed or commenced since 2014). Critical projects will normally apply only to Education, Flood Defence and Drainage and Transport infrastructure together with other essential 'enabling infrastructure', infrastructure that addresses key Utilities deficiencies, and infrastructure that mitigates impacts on protected environmental designations.

- **Necessary** - Most of the infrastructure identified will be classed as 'necessary' to achieving one or more of the plan's strategic objectives. This means that it does not necessarily need to be implemented 'up front' to unlock development and growth but can be implemented as development takes place, or over time as resources become available. It does however identify that it will be necessary to provide the infrastructure.

- **Desirable** - Some infrastructure will be identified as being 'desirable' rather than 'necessary'. This is because whilst its provision will support the plans and will be of genuine benefit, the achievement of the fundamental objectives of the plan is not reliant on its implementation.

7.16 Significant infrastructure interventions required to deliver the overall thrust of the plan and its key objectives are listed in Annex 1. The series of infrastructure policies are contained within the respective chapters to reinforce the inseparable connection between development, infrastructure and local communities. Annex 1 isn't an exhaustive list, for example it doesn't include all projects commenced or completed since 2014, but it does identify future interventions that are fundamental

to the JLP, especially during the first 5 years of delivery. The Infrastructure Needs Assessment provides a complete list of infrastructure interventions at the time of Plan submission.

Planning obligations, the Community Infrastructure Levy and development viability

7.17 A positive approach to delivery of development and its relationship to communities, infrastructure and the environment is critical to the achievement of the plan's vision and strategic outcomes. This will involve making proactive use of the legal and policy tools available to the LPAs to accelerate the delivery of development, especially housing and job-creating projects, and ensure that it takes place in a way that helps deliver sustainable development.

7.18 When assessing a planning application, the LPAs can take into account specific conditions, restrictions, activities or operations which would make the development proposal acceptable in planning terms. These are referred to as 'planning obligations' and can be used not only to mitigate the impacts of development but also to prescribe uses and secure policy compliance, such as affordable housing, and compensation for facilities lost through development. Planning obligations (delivered through what are known as 'Section 106 agreements') are also an established and valuable mechanism for securing developer contributions towards meeting the infrastructure needs of a development.

7.19 Additionally, Plymouth City Council operates a Community Infrastructure Levy (CIL). CIL is a charge which local authorities can place on developers to help fund infrastructure needed to support new development in their areas. To charge CIL the authority must have an adopted CIL Charging Schedule in place. CIL partially replaces the Section 106 planning obligations process by reducing the range of infrastructure types or projects for which it will be appropriate to secure planning obligations for. Unlike planning obligations, CIL receipts from a particular development are not earmarked for particular infrastructure. Instead, CIL monies are pooled into one fund which can be used to pay for a wide range of community infrastructure (strategic, citywide and local) that is required to support the needs of sustainable development. CIL authorities are required to maintain a list, prepared under Regulation 123 of the CIL Regulations, which sets out the infrastructure that can be funded by CIL. Plymouth's CIL Charging Schedule, which came into effect on 1 June 2013, is currently under review.

7.20 Development viability is a critical issue in the Plan Area, given the importance of the agenda for growth, affordable housing and sustainable development. Whole plan viability has been assessed, and as a result, infrastructure asks, affordable housing requirements and other policy costs have been set at a level that does not put in jeopardy the overall development ambitions of the plan. However, viability challenges can exist on specific sites. Where this is the case, viability appraisals are a key and necessary tool to help achieve sound planning judgements. They enable decisions to be reached securing the appropriate balance between the policy and infrastructure benefits, and the benefits of the development itself.

7.21 Policy DEL1 sets out the policy approach that the LPAs will take in considering planning applications and in planning negotiations. This will be amplified into specific guidance in the two SPD documents, which will also include detailed provisions relating to how development must meet its statutory obligations to avoiding adverse impact on the integrity of European sites.

Policy DEL1

Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy

The LPAs will take a positive and strategic approach to the use of their powers in relation to planning consents, planning obligations or agreements and, for Plymouth, the Community Infrastructure Levy (CIL), in order to accelerate the delivery of development and secure developer contributions to meet the infrastructure needs of the city. This approach will involve:

1. Positive use of planning conditions (including where appropriate varying from the standard three year time consent for commencement of development) to encourage early delivery and a strong pipeline of projects.

2. Positive use of CIL for the securing of developer contributions towards Plymouth's infrastructure requirements.

3. Seeking to negotiate planning obligations where they are needed to:

    i. Prescribe the nature of the development so that it meets policy requirements (such as the delivery of affordable housing).

    ii. Offset the loss of any significant amenity or resource through compensatory provision elsewhere (such as an impact on wildlife, loss of employment uses, loss of community facilities).

    iii. Provide for the ongoing maintenance of facilities provided as a result of the development, or secure commuted maintenance sums for facilities that a developer would like the responsible agency to adopt.

    iv. Mitigate the impact of development on infrastructure, including its cumulative impact, through direct provision or a financial infrastructure contribution, including on natural infrastructure and European sites.

4. Maximising the effectiveness of developer contributions secured through prioritising their use as a match funding / gap funding source, linked to other infrastructure funding, and through programming spend in accordance with a 'Plan for Investment and Infrastructure'.

5. Requiring robust viability evidence to be submitted where a developer contends that planning obligations sought, including for affordable housing, would make a proposal economically unviable. The LPAs will seek an open book approach in these cases. In determining whether or not to

grant planning permission, the LPAs will have regard to the overall economic, social and environmental benefits of the development and whether, on balance, some relaxation of planning obligations is justified.



Monitoring, management and review

7.22 Monitoring and management is critical to the delivery of the JLP. It provides an understanding of how the plan is progressing against its targets, and whether the approach needs to be changed. It is an integral part of the Plan. It also enables the Protected Characteristics of the Equality Act 2010 and any Significant Effects identified in the SA and HRA to also be included within the monitoring regime.

7.23 Monitoring of the JLP will have three distinct components:

1. The overall direction will be tracked to ensure that it is making sufficient and timely progress towards the Vision and expected outcomes. Each Strategic Outcome has a set of measures of success attributed to it, and there is also a suite of 30 key indicators and targets. Together they will provide a comprehensive picture of the direction of travel of the plan.

2. Monitoring of the detailed delivery of the plan, as contained within the policies, and associated delivery plans.

3. The LPAs will monitor housing delivery to ensure the requirements of the NPPF are being met to show how each LPA is contributing to delivering new homes as envisioned by the strategy and policies set out in the JLP, and chiefly to demonstrate that growth is taking place across the two policy areas as set out in the spatial strategy. LPA housing monitoring indicative requirements are set out as Indicator I1a in Annex 2 of the JLP.

7.24 The high level monitoring will be a combination of a number of factors including:

1. Key Indicators with baseline and targets where appropriate. Existing indicators and measuring regimes have been used wherever possible. These are shown in Annex 2.

2. Physical milestones - expected dates of completion of significant events for key 'flagship' projects.

3. Community inputs - community insight into the state of the area and perceived progress of the plan on the ground.

4. Partner inputs – commentary from partners, and neighbouring authorities on how the delivery of the plan is progressing

7.25 Monitoring of housing delivery will be against the five year land requirement set out in the Spatial Strategy above.

7.26 Monitoring of the detailed delivery will be by way of more detailed indicator sets and other intelligence. This will be through a joint Authorities Monitoring Report. Where there is a clearly identifiable need for co-ordination across a number of policies, mechanisms will be established that ensure that the evidence gathering, analysis and subsequent resource allocation can be effectively co-ordinated. Management of the plan will enable the results of monitoring to be turned into useful analysis and intelligence able to influence decision making and review. Contextual indicators will be assessed together with horizon scanning to give a full picture for decision making.

7.27 The results of monitoring will be reported annually through the Authorities Monitoring Report. This will also include reporting on CIL and S106, as well as identifying the infrastructure that has been delivered (particularly as a result of the CIL and S106 income received), and the key items of infrastructure that remain to be delivered.

7.28 There will be a full review of the JLP every five years from adoption which is anticipated to be during 2017/18. The first review therefore is likely to be in 2022/23.

7.29 Where monitoring identifies issues that require a change to be made to the plan itself, these will be collected and dealt with at the next five yearly review unless they are so significant that they precipitate an earlier urgent review. A risk based approach is being used to identify those matters that may be so significant that major deviation or delay from the target trajectory could put the overall delivery of the Plan's objectives in jeopardy.

7.30 Where monitoring identifies issues that can be dealt with through changes to delivery plans, a review of the JLP will not be necessary but an interim policy statement will need to be prepared and consulted upon by the LPAs concerned.

Risk, flexibility and contingency

7.31 A certain degree of flexibility is built into the plan to allow for changes in circumstances that may impact on delivery, and this is reflected in the relevant chapters. To assess the robustness of policies against more major or unforeseen circumstances, a risk assessment has been undertaken to identify the extent to which a delay or failure of a particular initiative, might have a significant impact on the delivery of the plan's overall objectives. The approach taken to identify the significance and robustness of each policy is shown in the table below.

Scale of impact on Plan outcomes	x	Likelihood of difficulties / failure	=	Robustness and significance risk rating
Influencing factors: Relevance to delivery of key objectives Geographical influence		Influencing Factors: Large number of partners Broad scale and scope of policy		Policies that have a high impact and/or a high likelihood of difficulties will be closely monitored in the Contingency Plan

Scale of impact on Plan outcomes	x	Likelihood of difficulties / failure	=	Robustness and significance risk rating
Numbers of beneficiaries Scale of financial impact Scale of non-financial impact		Untested interventions Amount of funding required Challenging targets Changing regulatory environment Impacted by changes in global conditions		

7.32 External factors will undoubtedly play a significant part in the success or otherwise of achieving the plan's objectives. We shall therefore continue to scan the contextual indicators that might have a bearing on our own local objectives, to seek to understand better how these might have a local impact. An example might be where a dip in the national economy reduces confidence in the housing market, leading to lower house building rates. Whilst we have limited control over these national and sometimes international trends, we do need to understand how these might impact on achieving our plan objectives, and take whatever remedial action we can.

7.33 A key element of any plan therefore is to identify the key risks to its successful delivery, and what can be done if things start going wrong. The starting point is to identify the key areas that are absolutely critical to the overall success of the plan. The second element is to then identify the trigger points (the "What if....?") that might highlight the need to consider alternatives. The third is to consider what measures need to be taken to help the Plan get back on course.

7.34 In addition to the actions that characterise our proactive approach to delivery, identified in para 3.32 above, there are also some generic set of measures that can be taken to address any contingency issue. These include:

- Identifying the reasons for under-performance.
- Discussing with partners alternative options for delivery.
- Reviewing the opportunity sites to see if replacement allocations can be brought forward.
- Reviewing the evidence base to identify alternative delivery options.
- Working with developers and landowners to review sites to improve viability or suitability.
- Working with infrastructure providers to review scheme delivery.
- Identifying additional sources of finance.

- Review targets and outcomes or delivery timescales.
- Bring forward review of the plan.

7.35 More detailed measures that might need to be taken in relation to specific key risks are identified in the Plan Contingency Measures in Annex 3.

8 Annex 1

INFRASTRUCTURE SCHEDULE

Infrastructure provided for or safeguarded / promoted in the plan:	Identified in Policy:
Strategic connectivity	
Plymouth airport	SPT8; PLY42
Port infrastructure	SPT8
Plymouth Railway Station improvements	SPT8; PLY16
Strategic rail network	SPT8
Strategic road network	SPT8
Digital connectivity	SPT8
Plymouth Policy Area – City Centre & Waterfront Growth Area	
Port infrastructure	SPT8
Plymouth Station	PLY16
History Centre	PLY18
Central Park Master Plan	PLY19
Central Park (Sports Plateau)	PLY19
Sutton Harbour trail	PLY23, 24, 25, 26
Sutton Harbour fish quay	PLY26
Water transport infrastructure	PLY20, 29
Millbay Boulevard	PLY7, 30, 31, 37
Millbay Arena	PLY31
South Yard (Oceansgate)	PLY33
City Centre Public Realm	PLY6, 37
Cruise Ship Terminal	PLY37
Sutton Harbour Lock Gate	PLY37
Sutton Harbour – West Pier	SPT8; PLY37
Strategic Drainage Corridor (Millbay and City Centre)	PLY37
Pilgrim (Mayflower 400) Public realm Improvements	PLY37

Infrastructure provided for or safeguarded / promoted in the plan:	Identified in Policy:
Plymouth coach station	PLY37
Mayflower Experience	PLY37
City Centre School	PLY37
The Breakwater, Plymouth Sound	PLY37
Strategic Transport Measures - Charles Cross Roundabout improvements - Millbay Cruise Ship Terminal local network improvements - Intelligent Transport Systems - St Andrews Cross roundabout - A374 Octagon to Derry's Cross - A374 Western Approach - A374 / A386 North Cross roundabout - Royal Parade improvements - A379 Exeter Street - Strategic Cycle Network - City Centre parking improvements	PLY37
City Centre / Waterfront Strategic Cycling and Walking network improvements	PLY37
Plymouth Policy Area – Derriford & Northern Corridor Growth Area	
Derriford Commercial Centre transport infrastructure	PLY38
Derriford Health and Wellbeing Hub and community infrastructure	PLY38
Glacis Park Green Corridor	PLY39
Derriford Community park	PLY41
Woolwell urban extension Primary School	PLY44
Woolwell Community Park	PLY44

Infrastructure provided for or safeguarded / promoted in the plan:	Identified in Policy:
Woolwell community and sports infrastructure	PLY44
Plym Valley Strategic Greenspace	PLY45
SWW Treatment Works	PLY47
Derriford Primary School	PLY47
Plymouth to Tavistock rail link	PLY47, SP5
Strategic Transport Measures (see below) - Marjon Link Road - Northern Corridor junction improvements - A386 Derriford Transport Scheme - Derriford Hospital interchange - Strategic Cycle Network - Forder Valley Link Road - Forder Valley A38 interchange - Woolwell to The George, A386 dualling scheme - A38 Manadon Junction to Crownhill - A38 Manadon Junction - Derriford Car Park (public) - Improved Northern Corridor Park and Ride sites and services - B3250 Mannamead Road - A386 Outland Road - Morlaix Drive / Brest Road	PLY47
Northern Corridor Strategic Cycling and Walking network improvements	PLY47
Plymouth Policy Area – Eastern Corridor Growth Area	
Sherford Primary Schools (3)	PLY48
Sherford Sports Recreation facilities (sports facility, swimming pool, outdoor playing pitches and courts)	PLY48

Infrastructure provided for or safeguarded / promoted in the plan:	Identified in Policy:
Sherford Secondary School	PLY48
Sherford Community Facilities (town hall, library, youth centre, multi-faith building)	PLY48
Sherford Health and Social Care Centre	PLY48
Sherford Community Park	PLY49
Saltram Meadow Primary School	PLY50
Plympton Primary School (West Park Hill)	PLY52
Saltram Countryside Park	PLY54
Cemetery, Crematorium, Memorial Facilities	PLY54, 57
Strategic Transport Measures - Stanborough Cross - Deep Lane junction improvements - A38 Deep Lane junction improvements (South) - Eastern Corridor junction improvements - Marsh Mills MOVA improvements - Strategic Cycle Network – improvements / expansion - Pomphlett roundabout to The Ride – capacity / bus priority - Cattedown roundabout – capacity / bus priority - Deep Lane Park and Ride - Langage southern access road - A374 / B3416 Plymouth Road and key junctions in Plympton (to include B3416 MOVA improvements) - St Mary's Bridge – capacity / bus priority - Tavistock Junction – improved rail / freight facilities - Stanborough Cross / Haye Road – capacity / bus priority	PLY57, 53
Eastern Corridor Strategic Cycling and Walking network improvements	PLY57

Infrastructure provided for or safeguarded / promoted in the plan:	Identified in Policy:
European Marine Site	SPT14
Plymouth Policy Area - other	
High quality public transport network	SPT10
Expansion of early years places, primary school, secondary school and special needs provision where required	SPT13
Her Majesty's Naval Base and Dockyard	PLY4
Western Corridor park and ride	PLY62
A3064 St Budeaux Bypass / Wolseley Road / Camels Head junction	PLY62
Western Corridor Strategic Cycling and Transport network improvements	PLY62
Improvements to the A38 trunk road and its main junctions (including the Weston Mill junction and widening of the A38 between Weston Mill junction and Forder Valley junction).	PLY62.1
Thriving Towns and Villages Policy Area – Main Towns	
Road linking Crediton Road to Exeter Road in Okehampton	TTV3
A386 improvements between Tavistock and Plymouth (subject to a further study to identify key interventions, all modes to be considered, and including consideration to cycle route and public transport measures)	TTV3
Improvements to rail infrastructure in Okehampton and Tavistock	TTV3
Connectivity across and along the River Dart will be improved by increasing the number of ferry services and their frequency, including a 24 hour service between Noss Marina and Dartmouth (this will be delivered through the Noss on Dart development)	TTV3, 4, 6
Expansion of early year places, primary school and secondary school provision where required	TTV3
Expansion of special educational needs places	TTV3
Totnes flood defence scheme	TTV3
Victoria Road, Dartmouth, flood alleviation scheme	TTV3
Kingsbridge flood alleviation scheme	TTV3

Infrastructure provided for or safeguarded / promoted in the plan:	Identified in Policy:
Improved access to the south of the A38 from the east of Ivybridge	SP2
New primary school in east of Okehampton and relocation of post 16 provision at Okehampton College	SP4
Okehampton town centre traffic management / access road	SP4
New primary school to west of Tavistock	SP5
Improvements to Tavistock secondary school facilities	SP5
Totnes traffic flow management	SP6
Tongue End Cross – Junction of A30 and B3260 minor scheme	TTV15.2

9 Annex 2

PLAN TARGETS AND DIRECTION OF TRAVEL INDICATORS

Measure of Success	Key Indicators	JLP Target (by 2034)
Meeting the housing and employment numbers	I1. Total homes consented and built (including brownfield and windfall)	P: 19,000 TTV: 7,700
	I1a Total homes consented and built (including brownfield and windfall) by Local Planning Authority area (base date – 1 April 2014)	PCC: 13,200 WDBC: 3,200 SHDC: 5,800 in Plymouth Policy Area; 4,500 in TTV Policy Area
	I2. Total affordable homes consented and built	P: 4,550 TTV: 2,050
	I3. Total employment land/floorspace consented and built (including office)	P: 93,000m^2 (offices) P: 51,000m^2 (industrial) P: 99,000m^2 (storage) TTV: 24,000m^2 (offices) TTV: 18,100m^2 (industrial) TTV: 27,600m^2 (storage)
	I4. Total retail consented and built	P: 1,900m^2 (food) P: 26,200m^2 (non food) TTV: 720m^2 (food) TTV: 14,000m^2 (non food)

Measures of Success	'Direction of travel' indicators
SPATIAL STRATEGY	
Distribution of growth is concentrated in sustainable locations	I5. Quantity / distribution of housing and employment development between the policy areas
Meeting the housing and employment numbers	I6. Housing numbers and employment floorspace delivered, and total jobs.
Increases in the options available for widening travel choice, and increases in the use of active and sustainable options	I7 Travel used for journey to work: car or van I8 Railway station passenger footfall in key stations I9 % deaths attributable to particulate air pollution.
Improvements to the quality and resilience of the area's transport and digital connectivity	I10 Train journey time between Plymouth and London. I11 Tonnage / passenger numbers through Plan Area ports. I12 % of population and businesses with access to superfast broadband.
The area's stunning setting, maritime heritage, quality environment and natural assets continue to be protected and harnessed	I13 Amount of new strategic greenspace delivered I14 Water body classification and bathing water quality. I15 Air quality – nitrogen. I16 Carbon emissions.
PLYMOUTH'S STRATEGIC ROLE	
Plymouth recognised as a key regional economic driver	I17 Plymouth's population I18 GVA per hour (index). I19 Number of jobs

Measures of Success	'Direction of travel' indicators
SPATIAL STRATEGY	
High quality strategic services and facilities that serve the people of Plymouth and the sub-region	I20 City Centre market share of catchment area
Safeguarding and strengthening of Plymouth's strategic defence role	I21 Number of jobs in Dockyard and Naval Base.
CITY CENTRE AND WATERFRONT GROWTH AREA	
City Centre is renewed and enhanced	I22 Retail premises vacancy rate
Waterfront has been transformed	I23 Visitor spend.
DERRIFORD AND NORTHERN CORRIDOR GROWTH AREA	
Derriford district centre delivered providing the catalyst for a new heart in the north of Plymouth.	I24 Delivery progress.
Major northern corridor transport infrastructure has been delivered to unlock growth potential of the area.	I25 Delivery progress.
EASTERN CORRIDOR GROWTH AREA	
All of the areas's strategic housing sites have significantly progressed to completion.	I26 Delivery progress.
The area's strategic greenspace projects are delivered.	I27 Delivery progress.
THRIVING TOWNS AND VILLAGES	
The housing and employment requirement for the TTV Policy Area is provided for in accordance with the settlement hierarchy	I28 Quantity / distribution of housing and employment development across the settlement hierarchy
Each of the Main Towns has sustained and strengthened their role in providing a broad range of services for the wider rural area	I29 Vacancy rate of different use classes.
Neighbourhood plans have driven the delivery of sustainable and thriving rural communities.	I30 Number of Neighbourhood Plans adopted.

10 Annex 3

PLAN CONTINGENCY MEASURES

10.1 These are in addition to the generic contingency measures identified in para 7.32 of the JLP.

Significant issue, and rationale	Review triggers (ie What if….?)	Contingency options
Meeting the housing numbers	Inability to demonstrate a five year supply to meet the needs of the HMA	a.Apply the implementation measures set out in para. 3.32 2 of the plan b.This may be one of the issues that could trigger an early Review of the Plan
Meeting the employment numbers	Insufficient land supply is available to enable employment development	a. Review the opportunity sites to bring forward replacement allocations b. This may be one of the issues that could trigger an early Review of the Plan
Meeting the affordable housing numbers	5 year average affordable housing completions fall short of the required trajectory	a. Work with partners to intensify the delivery of affordable homes by other 'direct' means b. Adjust the S106/affordable housing balance to achieve more affordable housing
Distribution of growth	Delivery is not distributed according to this hierarchy	a. Ensure development management policies are being fully implemented b. This may be one of the issues that could trigger an early Review of the Plan
Infrastructure and investment	Investment and funding fails to ensure delivery of key infrastructure	a.Review alternative funding sources b.Review the opportunity sites to bring forward replacement allocations which are not dependant on new infrastructure c.Use 5 year Local Plan review process to review strategic alternative distribution strategies in light of the then prevailing investment funding context.

Significant issue, and rationale	Review triggers (ie What if….?)	Contingency options
Natural assets	Strategic natural infrastructure not delivered as planned	a. Look to secure further funding b. Accelerate build programme c. Find alternative sites to make provision
Plymouth as economic driver	Plymouth not becoming a major economic driver, higher value sectors not growing	a. Assess nature of issue (eg inward investment / business growth/decline / specific sector / skills/skills retention issue) b. Strengthen issue specific interventions in the local economy, increasingly targeting resources on high value sectors c. Work further with universities on high value sector growth, graduate retention etc.
Plymouth's role as regional city and focus for services for the wider area	The city fails to build on its role as regional service centre (key indicator I23)	a. Identify the causes. b. Intensify measures to support further investment in strategic services such as health, sports, culture, hospitality and higher education c. Investigate further support for economic initiatives to increase, in particular, knowledge based industries, the marine, medical and health, and advanced manufacturing sectors, growth within the City Centre, Waterfront and Derriford, and strategic connectivity
City Centre	Key City Centre site allocations not delivered or delayed - Colin Campbell Court, Civic Centre, History Centre and Railway station	a. Identify the cause of the blockages b. Work with stakeholders / funders / partners to unblock development c. Working with partners, intensify the proactive housing delivery interventions d. Review the opportunity sites to bring forward replacement allocations e. Where the issue is viability, review the CIL charging schedule f. Bring forward a new part Local Plan identifying new allocations

Significant issue, and rationale	Review triggers (ie What if….?)	Contingency options
Waterfront	Site allocations at Millbay Waterfront, Bath Street (E&W), Stonehouse Barracks not delivered on schedule	a. Working with partners, intensify the proactive housing delivery interventions b. Review the opportunity sites to bring forward replacement allocations c. Where the issue is viability, review the CIL charging schedule d. Bring forward a new part Local Plan identifying new allocations
Derriford and northern corridor	Site allocations at Seaton neighbourhood, Plymouth Airport, Woolwell, Glacis Park, Derriford Commercial centre, not delivered on schedule	a. Identify the cause of the blockages b. Work with stakeholders / funders / partners to unblock development c. Working with relevant stakeholders, intensify the use of proactive housing delivery interventions d. Potential use of compulsory purchase powers e. Review the opportunity sites to bring forward replacement allocations f. Where the issue is viability, review the CIL charging schedule g. Bring forward a new part Local Plan identifying new allocations
Eastern corridor	Site allocations at Sherford and Saltram Meadow not delivered on schedule	a. Working with partners, intensify the proactive housing delivery interventions b. Review the opportunity sites to bring forward replacement allocations c. Where the issue is viability, review the CIL charging schedule d. Bring forward a new part Local Plan identifying new allocations

Significant issue, and rationale	Review triggers (ie What if….?)	Contingency options
Main towns of Thriving Towns and Villages	Failure to ensure competitive town centres	a. Identify the causes of decline b. Ensure development management policies are being fully implemented. c. Intensify measures to promote evening uses and diversification, improve transport and accessibility, make use of upper floors, and promote business initiatives and events d. Bring forward alternative development sites and adopt flexible approach to enlargements and conversions of existing premises
Local housing need in the TTV area	Neighbourhood plans are slow to come forward or do not deliver needed	a. Subject to the level of under delivery, prepare separate planning studies which identify new sites, and which will be an evidence base input to the next review of the local plan.

11 Annex 4

JOINT LOCAL PLAN EVIDENCE BASE

Reference	Document Title	Author	Date
TOPIC PAPERS			
TP1	Housing Distribution Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	November 2016
TP2	Thriving Towns and Villages Settlement Boundary Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	March 2017
TP3	Housing Topic Paper (Provision and Supply)	Plymouth City Council, South Hams District Council and West Devon Borough Council	March 2017
TP3(rev)	Revised Housing Topic Paper (Provision and Supply)	Plymouth City Council, South Hams District Council and West Devon Borough Council	January 2018
TP3(rev2)	Revised Housing Topic Paper (Provision and Supply) Addendum	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP3(rev2)A	Revised Housing Topic Paper (Provision and Supply) Addendum (tracked changes)	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP3A	Joint Local Plan Area Housing Trajectory	Plymouth City Council, South Hams District	March 2017

Reference	Document Title	Author	Date
		Council and West Devon Borough Council	
TP3Ai	Joint Local Plan Area Housing Trajectory (reformatted TP3A)	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2017
TP3B	Plymouth Policy Area Housing Trajectory	Plymouth City Council, South Hams District Council and West Devon Borough Council	March 2017
TP3Bi	Plymouth Policy Area Housing Trajectory (reformatted TP3B)	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2017
TP3C	Thriving Towns and Villages Policy Area Housing Trajectory	Plymouth City Council, South Hams District Council and West Devon Borough Council	March 2017
TP3Ci	Thriving Towns and Villages Policy Area Housing Trajectory (reformatted TP3C)	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2017
TP3D	Housing Topic Paper (Provision and Supply): Errata List	Plymouth City Council, South Hams District Council and West Devon Borough Council	July 2017
TP3E	Joint Local Plan Area Housing Trajectory updated to the March 2017 monitoring point	Plymouth City Council, South Hams District Council and West Devon Borough Council	November 2017

Reference	Document Title	Author	Date
TP3F	Plymouth Policy Area Housing Trajectory updated to the March 2017 monitoring point	Plymouth City Council, South Hams District Council and West Devon Borough Council	November 2017
TP3G	Thriving Towns and Villages Policy Area Housing Trajectory updated to the March 2017 monitoring point	Plymouth City Council, South Hams District Council and West Devon Borough Council	November 2017
TP3H	Plymouth Policy Area Housing Trajectory Agreement	Plymouth City Council, South Hams District Council and West Devon Borough Council	November 2017
TP3I	Thriving Towns and Villages Housing Trajectory Agreement	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP3J	Joint Local Plan Area Housing Trajectory March 2017 Monitoring Point, incorporating proposed Main Modifications	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP3K	Plymouth Policy Area Housing Trajectory March 2017 Monitoring Point, incorporating proposed Main Modifications	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP3L	Thriving Towns and Villages Policy Area Housing Trajectory March 2017 Monitoring Point, incorporating proposed Main Modifications	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018

Reference	Document Title	Author	Date
TP4	Employment Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	July 2017
TP4(rev)	Revised Employment Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP4(rev)A	Revised Employment Topic Paper (tracked changes)	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
TP5	Strategy Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	July 2017
TP6	Governance Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	January 2018
TP6(rev)	Revised Governance Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	March 2018
TP7	Development in Plymouth's Urban Fringe Topic Paper	Plymouth City Council, South Hams District Council and West Devon Borough Council	October 2018
ECONOMY			

Reference	Document Title	Author	Date
EC1	Torridge DC, South Hams DC, West Devon BC and North Devon DC Employment Land Review	GVA Grimley	December 2006
EC2	Plymouth District and Local Centres Study	Cushman & Wakefield LLP	November 2010
EC3	Plymouth Retail and Centres Study	Roger Tym & Partners	May 2012
EC3A	Retail and Centres Study – Final Report Volume 2: Retail Expenditure and Capacity Tables	Roger Tym & Partners	May 2012
EC3B	Retail and Centres Study – Final Report Volume 3: Retail Impact Assessment Tables	Roger Tym & Partners	May 2012
EC4	Facilitating Economic Growth in South Hams and West Devon	JOHT Resources Ltd	May 2014
EC5	Plymouth Hotel Market Study	Colliers International	September 2014
EC6	Employment Land Review 2011 to 2031	ARUP	March 2015
EC6A	Employment Land Review 2011 to 2031: Schedule of Sites	Plymouth City Council	July 2015
EC7	Productivity and Wider Economic Impact Study: Peninsula Rail Task Force	Parsons Brinkerhoff	April 2015
EC8	Plymouth and South West Devon Joint Local Plan: Assessment of Employment Forecasts	PBA on behalf of Plymouth City Council, South Hams District Council and West Devon District Council	February 2017
EC9	Plymouth Retail Study 2017	Bilfinger/GVA	February 2017

Reference	Document Title	Author	Date
EC10	Retail and Leisure Study	PBA on behalf of South Hams District Council, West Devon Borough Council	February 2017
EC10A	Retail and Leisure Study: Appendices	PBA on behalf of South Hams District Council, West Devon Borough Council	February 2017
EC11	Review of City, District and Local Centres in Plymouth for the Joint Local Plan	Plymouth City Council	March 2017
EC12	Tavistock Town Benchmarking Report 2013	Mike King	2013
EC13	Okehampton 2014 Town Benchmarking Report	People and Places	May 2015
EC14	Tavistock 2014 Town Benchmarking Report	People and Places	May 2015
EC15	Okehampton 2016 Town Benchmarking Report	People and Places	December 2016
EC16	Tavistock Town Benchmarking Report	People and Places	January 2017
ENVIRONMENT			
EN1	Plymouth Sound and Estuaries Water Transportation Study	Scott Wilson	March 2004
EN2	Plymouth Waterfront Characterisation Study	Alan Baxter and Associates	June 2006
EN3	Plymouth Sound and Estuaries Coastal Planning Study: Project Report	Royal Haskoning	September 2006
EN3A	Plymouth Sound and Estuaries Coastal Planning Study: Key Guidance	Royal Haskoning	September 2006

Reference	Document Title	Author	Date
EN3B	Plymouth Sound and Estuaries Coastal Planning Study: Figures 1 to 4	Royal Haskoning	September 2006
EN4	Plymouth's Green Space Strategy 2008 to 2023	Plymouth City Council	April 2009
EN4A	Plymouth's Green Space Strategy 2008 to 2023: Appendices	Plymouth City Council	April 2009
EN4B	Plymouth's Green Space Strategy 2008 to 2023: Background Report	Plymouth City Council	April 2009
EN5	Plymouth's Green Infrastructure Delivery Plan	Plymouth City Council	June 2010
EN6	A Review of Renewable Energy Resource Assessment and Targets for Devon	University of Exeter	March 2011
EN7	Analysis of Carbon Reduction Policies for Plymouth	University of Exeter	June 2011
EN8	Shoreline Management Plan Review (SMP2) Durlston Head to Rame Head	Halcrow on behalf of South Devon & Dorset Coastal Advisory Group	June 2011
EN9	Devon Landscape Policy Group Advice Note No.2: Accommodating Wind and Solar PV Developments in Devon's Landscape	LUC	June 2013
EN10	Plym Valley Connections Heritage Lottery Fund Project: Landscape Character and Heritage Assessment	LDA Design	August 2013

Reference	Document Title	Author	Date
EN10A	Plym Valley Connections Heritage Lottery Fund Project: Landscape Character and Heritage Assessment – Figures	LDA Design	August 2013
EN11	The South West – Extreme Weather Resilience: 2012 and Early 2013 Report	Cornwall Council, Devon Country Council, Plymouth City Council, Somerset County Council, Torbay Council, Cornwall & Isles of Scilly Local Enterprise Partnership, Heart of the South West Local Enterprise Partnership	February 2014
EN12	Analysis of Carbon Targets for Plymouth City Council: 2014	University of Exeter	April 2014
EN13	Waterfront Evidence Base	Plymouth City Council	July 2014
EN14	Review of Waste Strategy, Future Needs and Sites	AMEC Environment & Infrastructure UK Limited	August 2014
EN15	Solar Optimisation Report	Brooks Development Practice Ltd	September 2014
EN16	Plymouth District Heating: Millbay Heat Network Feasibility Study	BuroHappold Engineering	November 2014
EN17	Playing Pitch Strategy: Needs Assessment, South Hams and West Devon	NAA	January 2015
EN18	South Hams Green Infrastructure Framework	South Hams District Council	April 2015

Reference	Document Title	Author	Date
EN18A	South Hams Green Infrastructure Framework: Appendices	South Hams District Council	April 2015
EN19	West Devon Green Infrastructure Framework	West Devon Borough Council	April 2015
EN19A	West Devon Green Infrastructure Framework: Appendix 1	West Devon Borough Council	April 2015
EN19B	West Devon Green Infrastructure Framework: Appendix 2	West Devon Borough Council	April 2015
EN19C	West Devon Green Infrastructure Framework: Appendix 3	West Devon Borough Council	April 2015
EN20	Plan for Playing Pitches 2015 to 2018	NAA	April 2015
EN20A	Plan for Playing Pitches 2015 to 2018: Appendices 1 to 4 and NA1, 2 and 4	NAA	April 2015
EN20B	Plan for Playing Pitches 2015 to 2018: Appendix NA3	Plymouth City Council	April 2015
EN21	South Hams and West Devon Playing Pitch Strategy	NAA	November 2015
EN22	Plymouth and Plymouth Urban Fringe Landscape and Seascape Assessment (Chapters 1 to 3)	LUC	October 2016
EN22A	Plymouth and Plymouth Urban Fringe Landscape and Seascape Assessment, (Chapter 4 onwards)	LUC	October 2016
EN23	Plymouth District Heating: WP3 – Wider CQ and City Centre	BuroHappold Engineering	December 2016

Reference	Document Title	Author	Date
	Connections Heat Mapping and Energy Masterplan		
EN24	South Hams Open Space, Sport and Recreation Study 2017: Quantity, Quality and Accessibility Standards	South Hams District Council	2017
EN25	West Devon Open Space, Sport and Recreation Study 2017: Quantity, Quality and Accessibility Standards	West Devon Borough Council	2017
EN26	Plymouth Play Assessment 2017	Plymouth City Council	2017
EN27	Landscape Impact Assessment of Potential Allocation Sites in the Plymouth Policy Area	Plymouth City Council	2017
EN28	Strategic Landscape Area Identification Process	Plymouth City Council	2017
EN29	Undeveloped Coast Identification Process	Plymouth City Council, South Hams District Council, West Devon Borough Council	2017
EN30	Biodiversity Network Creation Process 2017	Plymouth City Council, South Hams District Council, West Devon Borough Council	2017
EN31	Plymouth Greenspace Policy Development Process 2017	Plymouth City Council, South Hams District Council, West Devon Borough Council	2017
EN31(rev)	Revised Plymouth Greenspace Policy Development Process	Plymouth City Council, South Hams District	October 2018

Reference	Document Title	Author	Date
		Council, West Devon Borough Council	
EN32	Landscape Impact Assessment of Potential Housing and Employment Sites Across The Thriving Towns and Villages	South Hams District Council, West Devon Borough Council	2017
EN33	A Landscape Character Assessment for South Hams and West Devon	LUC	February 2017
EN34	Plymouth Policy Area Open Space Assessment	LUC	February 2017
EN34A	Plymouth Policy Area Open Space Assessment: Appendix 2	LUC	February 2017
EN35	Plymouth and South West Devon Sports and Leisure Facilities Plan 2016 to 2034	RPT Consulting, 4Global	July 2017
EN35A	Plymouth and South West Devon Sports and Leisure Facilities Plan 2016 to 2034: Action Plan	RPT Consulting, 4Global	July 2017
EN35B	Plymouth and South West Devon Sports and Leisure Facilities Plan 2016 to 2034: Assessment Report	RPT Consulting, 4Global	July 2017
EN36	Plymouth Policy Area Tree Canopy Cover Assessment	Treeconomics & Forest Research	February 2017
EN37	EMS Recreation Study Document 04. Survey of recreational use within the Plymouth Sound and Estuaries European	Marine Biological Association	March 2017

Reference	Document Title	Author	Date
	Marine Site: Scoping Report and Survey Results		
EN38	Baselines and Trajectories for Carbon Dioxide Emissions in Plymouth, South Hams and West Devon	University of Exeter	April 2017
EN39	Plymouth City-Wide District Energy Strategy	BuroHappold Engineering	July 2017
EN40	Better Understanding Coastal Flood Risk in Plymouth: Role of Plymouth Breakwater	Environment Agency	February 2018
FLOODING			
F1	Plymouth City Council Strategic Flood Risk Assessment	Pell Frichmann	2006
F2	Strategic Flood Risk Assessment Level 1 Report and Recommendations	South Hams District Council	June 2007
F2A	South Hams District Council SFRA Level 1 Addendum	JBA Consulting	May 2016
F3	Strategic Flood Risk Assessment Level 2: North Plymstock	JBA Consulting	2007
F4	Strategic Flood Risk Assessment Level 2: East End, Sutton Harbour and Millbay	JBA Consulting	2008
F5	South Hams District Council Strategic Flood Risk Assessment Level 2 Report: Totnes	Scott Wilson	2008
F6	South Hams District Council Strategic Flood Risk Assessment Level 2 Report: Kingsbridge, Ivybridge and Salcombe	Scott Wilson	2009

Reference	Document Title	Author	Date
F7	Strategic Flood Risk Assessment Level 2: Plympton	Capita Symonds	May 2010
F8	West Devon Level 1 Strategic Flood Risk Assessment	JBA Consulting	December 2014
F9	Plan for Managing Local Flood Risk	Plymouth City Council	2016
F9A	Plan for Managing Local Flood Risk: Annex 1	Plymouth City Council	2016
F9B	Plan for Managing Local Flood Risk: Annex 2	Plymouth City Council	2016
F10	Plymouth Drainage Study	Pell Frischmann	February 2016
F10A	Plymouth Drainage Study: Appendix A	Pell Frischmann	February 2016
F10B	Plymouth Drainage Study: Appendix B	Pell Frischmann	February 2016
F11	Plymouth and South West Devon Joint Local Plan: Flood Risk Sequential and Exceptions Test Report	Plymouth City Council, South Hams District Council, West Devon Borough Council	April 2017
F11A	Local Flood Risk Management Strategy Part 2: A Technical Design Guide	Amey, Plymouth City Council	2017
F11B	Local Flood Risk Management Strategy Part 2: Appendix A, Local Flood Risk Strategies	Amey, Plymouth City Council	2017
F12	Sustainable Drainage Systems: Guidance for Devon	Devon County Council	January 2017
HERITAGE			
HE1	Plymouth Rapid Urban Character Study	Alan Baxter and Associates	February 2005

Reference	Document Title	Author	Date
HE2	South Hams District Design Review Assessment	The Prince's Foundation for the Built Environment	June 2009
HE3	Plymouth Palmerston Forts Stage C: Strategic Summary and Individual Site Statements	URS/Scott Wilson	May 2011
HE4	Heritage Impact Assessment	Plymouth City Council, South Hams District Council, West Devon Borough Council	February 2017
HOUSING			
HO1	Strategic Housing Land Availability Assessment	PBA	April 2014
HO2	Plymouth Strategic Housing Land Availability Assessment Main Report	Plymouth City Council	February 2017
HO2A	Plymouth Strategic Housing Land Availability Assessment Appendix 1 (Plymouth SHLAA Viability Report)	Plymouth City Council	February 2017
HO2B	Plymouth Strategic Housing Land Availability Assessment Appendix 2 (sites with planning consent for housing as at 1 April 2016)	Plymouth City Council	February 2017
HO2C	Plymouth Strategic Housing Land Availability Assessment Appendix 3 (Plymouth lapse rate methodology)	Plymouth City Council	February 2017
HO2D	Plymouth Strategic Housing Land Availability Assessment Appendix 4 (correspondence with	Plymouth City Council	February 2017

Reference	Document Title	Author	Date
	landowners/developers, availability/delivery rates and lead in times)		
HO2E	Plymouth Strategic Housing Land Availability Assessment Appendix 5 (sites rejected at stage 1)	Plymouth City Council	February 2017
HO2F	Plymouth Strategic Housing Land Availability Assessment Appendix 6 (findings per Plymouth Plan area)	Plymouth City Council	February 2017
HO2G	Plymouth Strategic Housing Land Availability Assessment Appendix 7 (methodology, development lead in times)	Plymouth City Council	February 2017
HO2H	Plymouth Strategic Housing Land Availability Assessment, appendix 8 (methodology, delivery rates)	Plymouth City Council	February 2017
HO2I	Plymouth Strategic Housing Land Availability Assessment, appendix 9 (Plymouth student accommodation, methodology, student accommodation release)	Plymouth City Council	February 2017
HO3	South Hams and West Devon Strategic Housing Land Availability Assessment Viability Report	PBA	February 2017
HO4	Strategic Housing Land Availability Assessment Final Report	South Hams District Council and West Devon Borough Council	March 2017
HO4A	Site Information Packs (South Hams) A-D	South Hams District Council	March 2017

Reference	Document Title	Author	Date
HO4B	Site Information Packs (South Hams) E-L (including Sherford, Moreleigh and Ugborough)	South Hams District Council	March 2017
HO4C	Site Information Packs (South Hams) M-R	South Hams District Council	March 2017
HO4D	Site Information Packs (South Hams) S-T	South Hams District Council	March 2017
HO4E	Site Information Packs (South Hams) U-Z	South Hams District Council	March 2017
HO4F	Site Information Packs (West Devon) A-L (including Thrushelton)	West Devon Borough Council	March 2017
HO4G	Site Information Packs (West Devon) M-Z	West Devon Borough Council	March 2017
HO4H	Site Information Pack (Plymouth Urban Fringe)	Plymouth City Council, South Hams District Council, West Devon Borough Council	July 2017
HO5	Plymouth Sustainable Growth Study Stage 1 and 2	Llewelyn-Davis	July 2004
HO6	Sustainable Growth Distribution Study	Baker Associates	March 2005
HO7	Plymouth Urban Fringe Development: Site Assessment Matrix	Baker Associates	2010
HO8	Devon State of the Market Report	Devon Strategic Housing Group	May 2011
HO9	Threshold Land Values report to inform the Strategic Development Viability Assessment for both South Hams and West Devon	Colliers International	January 2015

Reference	Document Title	Author	Date
HO10	National Space Standards: Assessing the Impact of Adopting Space Standards	PBA	December 2015
HO11	South Hams Strategic Viability Assessment Stage 1: Residential Viability	Levvel	February 2015
HO12	Plymouth Housing Market Area Population and Housing Projections 2014 to 2034: Local Modelling Report	Devon County Council	February 2017
HO13	Strategic Housing Market Assessment Part 1: The Housing Market Area and Updating the Objectively Assessed Need	PBA	February 2017
HO13A	Strategic Housing Market Assessment Part 2: Objectively Assessed Need for Affordable Housing	HDH Planning and Development Ltd/PBA	February 2017
HO14	Gypsy, Traveller and Travelling Showpeople Accommodation Assessment: Final Report	Opinion Research Services	December 2016
HO15	Gypsies and Travellers and Travelling Showpeople Site Assessment Study: Final Report	PBA	February 2017
HO16	Plymouth Student Accommodation	Plymouth City Council	February 2017
HO17	Joint Local Plan - Plymouth, South Hams, West Devon: Establishing the Objectively Assessed Need	PBA	June 2016

Reference	Document Title	Author	Date
HO18	The Housing Needs of Physically Disabled People in Plymouth	Plymouth City Council	February 2015
HO19	Joint Local Plan - Plymouth, South Hams, West Devon: Market Signals Update	PBA	June 2016
HO20	Joint Local Plan - Plymouth, South Hams, West Devon: Testing and establishing the Plymouth Housing Market Area	PBA	June 2016
HO21	Extra Care Housing: Refresh of the Commissioning Strategy for Extra Care Housing (2009)	Devon County Council	August 2015
HO22	Needs of the over 55s in rural Devon	Devon Communities Together	January 2018
TRANSPORT			
T1	Plymouth Eastern Gateway Framework Study	Llewelyn Davies in association with King Sturge, SIAS and Scott Wilson	March 2004
T1A	Plymouth Eastern Gateway Framework Study: Appendix 1 Plymouth Eastern Gateway Issues Report	Llewelyn Davies in association with King Sturge, SIAS and Scott Wilson	June 2003
T1B	Plymouth Eastern Gateway Framework Study: Appendix 2 Plymouth Eastern Gateway Stage 2 Report: Option Development	Llewelyn Davies in association with King Sturge, SIAS and Scott Wilson	July 2003, revised October 2003
T1C	Plymouth Eastern Gateway Framework Study: Appendix 3 Plymouth SRB Scoping Report		

Reference	Document Title	Author	Date
T1D	Plymouth Eastern Gateway Framework Study: Appendix 4 Paramics Modelling Report	Llewelyn Davies in association with King Sturge, SIAS and Scott Wilson	November 2003
T2	Plymouth Eastern Corridor Transport Study	Faber Maunsell	2006
T3	East of Plymouth Infrastructure Study	Faber Maunsell	2007
T4	Western Corridor Park and Ride Study	ITP	September 2009
T5	Port of Plymouth Evidence Base Study: Executive Summary and Final Report	Atkins Ltd	April 2010
T5A	Port of Plymouth Evidence Base Study Final Report Volume 2: Appendices	Atkins Ltd	April 2010
T5B	Port of Plymouth Masterplan Evidence Base Study	Plymouth City Council	
T6	Local Transport Plan 2011 to 2026	Plymouth City Council	April 2011
T6A	Local Transport Plan 2011 to 2026: Transport Implementation Plan	Plymouth City Council	April 2011
T7	Devon and Torbay Local Transport Plan 3 2011 to 2026	Devon County Council	April 2011
T7A	Devon and Torbay Local Transport Plan 3 2011 to 2026: Implementation Plan	Devon County Council	April 2011
T7B	Devon and Torbay Local Transport Plan 3 2011 to 2026: Evidence Report	Devon County Council	April 2011

Reference	Document Title	Author	Date
T7C	Devon and Torbay Local Transport Plan 3 2011 to 2026: Report of Consultation	Devon County Council	April 2011
T8	Totnes Transport Strategy	Jacobs	December 2012
T9	The South West Spine: The Case For Greater Investment Across The South West Railway Network	Cornwall Council, Devon County Council, Plymouth City Council, Somerset County Council, Torbay Council	February 2013
T10	River Tamar Crossings Study	Peter Brett Associates LLP	July 2013
T11	Plymouth Airport Study: Final Report	ARUP	September 2014
T12	Connections from Tavistock to Plymouth: Option Assessment Report	Devon County Council	October 2014
T13	Transport Infrastructure Plan: Delivering Growth to 2030	Devon County Council	March 2015
T14	Ivybridge Queue Length Monitoring	Devon County Council	November 2016
T15	Closing The Gap: The South West Peninsula Strategic Rail Blueprint	Peninsula Rail Task Force	November 2016
T16	Plymouth Airport Safeguarding Consideration of Alternatives	ARUP	November 2016
T17	A study of consultancy reports' conclusions on reopening Plymouth City Airport for commercial passenger services	Department for Transport	December 2016
T18	Plymouth and South West Devon Joint Local Plan: Baseline Transport Conditions Report	WSP/Parsons Brinckerhoff	February 2017

Reference	Document Title	Author	Date
T18A	Plymouth and South West Devon Joint Local Plan: Baseline Transport Conditions Report Appendix A	WSP/Parsons Brinckerhoff	February 2017
T18B	Plymouth and South West Devon Joint Local Plan: Baseline Transport Conditions Report Appendix B	WSP/Parsons Brinckerhoff	February 2017
T18C	Plymouth and South West Devon Joint Local Plan: Baseline Transport Conditions Report Appendix C and D	WSP/Parsons Brinckerhoff	February 2017
T18D	Plymouth and South West Devon Joint Local Plan: Baseline Transport Conditions Report Appendix E and F	WSP/Parsons Brinckerhoff	February 2017
T18E	Plymouth and South West Devon Joint Local Plan: Baseline Transport Conditions Report Appendix G and H	Devon County Council	February 2017
T19	Plymouth and South West Devon Joint Local Plan: Strategic Modelling Methodology Note	WSP/Parsons Brinckerhoff	February 2017
T20	Plymouth and South West Devon Joint Local Plan: 2034 Forecast SATURN Model Results Summary	WSP/Parsons Brinckerhoff	February 2017
T20i	Plymouth and South West Devon Joint Local Plan: 2034 Forecast SATURN Model Results Summary (updated T20)	WSP	December 2017
T20ii	Plymouth and South West Devon Joint Local Plan: 2034 Forecast SATURN Model Results	WSP	January 2018

Reference	Document Title	Author	Date
T20A	Plymouth and South West Devon Joint Local Plan: 2034 Forecast SATURN Model Results Summary (Spatial Scenarios)	Plymouth City Council	December 2017
T21	Plymouth Airport Site Condition Assessment and Capital Investment Update	ARUP	February 2017
T22	Plymouth and South West Devon Joint Plan Transport Infrastructure Statement	Devon County Council	February 2017
T23	Strategic Cycle Network	Plymouth City Council	February 2017
T24	Position Statement One: Plymouth and South West Devon Joint Local Plan Transport Strategy Working Group	Plymouth City Council	February 2017
T25	Position Statement Two: Plymouth and South West Devon Joint Local Plan Transport Strategy Working Group	Plymouth City Council	March 2017
T26	Okehampton Town Centre Access Road Summary	Jacobs	April 2017
T27	Position Statement Four: Plymouth and South West Devon Joint Local Plan Transport Strategy Working Group	Plymouth City Council	December 2017
T28	Memorandum of Understanding: Plymouth and South West Devon Joint Local Plan Transport Strategy Working Group	Plymouth City Council	March 2017

Reference	Document Title	Author	Date
T29	Position Statement Five: Plymouth and South West Devon Joint Local Plan Transport Strategy Working Group	Plymouth City Council	January 2018
T30	Safe Operating Practices at Unlicensed Aerodromes	Civil Aviation Authority	July 2010
T31	Aviation Policy Framework	Government White Paper	March 2013
T32	General Aviation Strategy	Department for Transport	March 2015
T33	Data showing the general and scheduled air traffic movements at Plymouth Airport 2002 to 2011	ARUP (Source: CAA)	2011
T34	Slapton Coastal Zone Management Main Study: Executive Summary	Prepared by Scott Wilson for Slapton Line Partnership	August 2006
T34A	Slapton Coastal Zone Management Main Study Volume 1: Phase 1 Report (I)	Prepared by Scott Wilson for Slapton Line Partnership	August 2006
T34B	Slapton Coastal Zone Management Main Study Volume 2: Phase 1 Report (II)	Prepared by Scott Wilson for Slapton Line Partnership	August 2006
T34C	Slapton Coastal Zone Management Main Study Volume 3: Phase 2 Report	Prepared by Scott Wilson for Slapton Line Partnership	August 2006
T34D	Slapton Coastal Zone Management Main Study: Business Survey Report	Roger Tym & Partners	February 2005
T34E	Slapton Coastal Zone Management Main Study Volume 3: Annex A - Consultation Addendum	Prepared by Scott Wilson for Slapton Line Partnership	August

Reference	Document Title	Author	Date
STRATEGIC GROWTH AREAS			
SGA1	Derriford Development Framework Evidence Report	LDA Design	February 2009
SGA2	Derriford and Seaton Area Action Plan Report on Proposed New District Shopping Centre	Cushman & Wakefield LLP	January 2011
SGA3	Plymouth City Centre Development Study: Executive Summary	GVA	September 2014
SGA3A	Plymouth City Centre Development Study: Main Report	GVA	September 2014
SGA3B	Plymouth City Centre Development Study Appendix A (Heritage Audit and Statement of Significance)	Asset Heritage Consulting on behalf of GVA and Plymouth City Council	May 2014
SGA3C	Plymouth City Centre Development Study Appendix B (Plymouth Precinct Retail Study Design Appraisal)	NEW masterplanning on behalf of GVA and Plymouth City Council	September 2014
SGA4	Plymouth City Centre Strategic Masterplan	LDA	February 2017
SGA5	Plymouth Waterfront Strategic Masterplan	LDA	February 2017
OTHER			
O1	A Vision for Plymouth	MBM Arquitectes with AZ Urban Studio	October 2003
O2	South Hams Local Development Framework Strategic Infrastructure Delivery Plan	South Hams District Council	2010
O3	West Devon Infrastructure Delivery Plan	West Devon Borough Council	February 2015

Reference	Document Title	Author	Date
O4	Education Infrastructure Plan (revised) 2016 to 2033	Devon County Council	2016
O5	Plymouth and South West Devon Joint Local Plan Viability Study	PBA	February 2017
O6	South Hams and West Devon Village Sustainability Assessment Framework	Plymouth City Council, South Hams District Council and West Devon Borough Council	February 2017
O7	Plymouth Plan Part One Refresh	Plymouth City Council	March 2017
O8	South West Devon Infrastructure Planning Evidence Base Report	Devon County Council	June 2017
O9	Plymouth and South West Devon Infrastructure Needs Assessment: Main Report	Plymouth City Council, South Hams District Council, West Devon Borough Council and Devon County Council	July 2017
O9A	Plymouth and South West Devon Infrastructure Needs Assessment: Appendix 3	Plymouth City Council, South Hams District Council, West Devon Borough Council and Devon County Council	July 2017
O9B	Plymouth and South West Devon Infrastructure Needs Assessment: Appendix 4	Plymouth City Council, South Hams District Council, West Devon Borough Council and Devon County Council	July 2017

Reference	Document Title	Author	Date
O10	Plymouth and South West Devon Plan for Infrastructure and Investment	Plymouth City Council, South Hams District Council, West Devon Borough Council and Devon County Council	July 2017
O11	Plymouth Policy Area Education Infrastructure Planning Evidence Base Report	Plymouth City Council	July 2017
O12	Minerals Topic Paper 1 Spatial Strategy Version 2	Dartmoor National Park, Devon County Council, Plymouth City Council and Torbay Council	January 2016
O13	Minerals Topic Paper 2 Safeguarding Mineral Resources & Infrastructure Version 2	Dartmoor National Park, Devon County Council, Plymouth City Council and Torbay Council	January 2016
O14	5th Devon Local Aggregate Assessment 2006-2015 Version 2	Devon County Council	August 2016
O15	6th Devon Local Aggregate Assessment 2007-2016	Devon County Council	July 2017
O16	Plymouth Report	Plymouth City Council	October 2017

12 Annex 5

HOUSING TRAJECTORIES - ILLUSTRATIVE GRAPHS

12.1 The plan-monitor-manage graphs in this Annex illustrate the housing trajectories relating to the plan period for the JLP Plan Area and the two policy areas. The plan period is 1 April 2014 – 31 March 2034.

12.2 The trajectories illustrated by the graphs rely on housing supply evidence based on the end-March 2017 monitoring point. The detailed evidence for the JLP, PPA and TTVPA trajectories is set out in Examination documents TP3J, TP3K and TP3L respectively, which provide the latest trajectories available to the JLP Examination. The detailed explanation of those graphs is set out in the Revised Housing Topic Paper Addendum October 2018-Appendix 4.

12.3 The graphs are a 'snap-shot' in time. Delivery of housing supply in the plan period will be monitored. The LPAs therefore commit to update the housing trajectories plus the related graphs and analysis with supply evidence at subsequent monitoring points, and to publish this annually in the Authority Monitoring Reports.

12.4 Illustrative graphs (Based on end March 2017 Housing Trajectories)

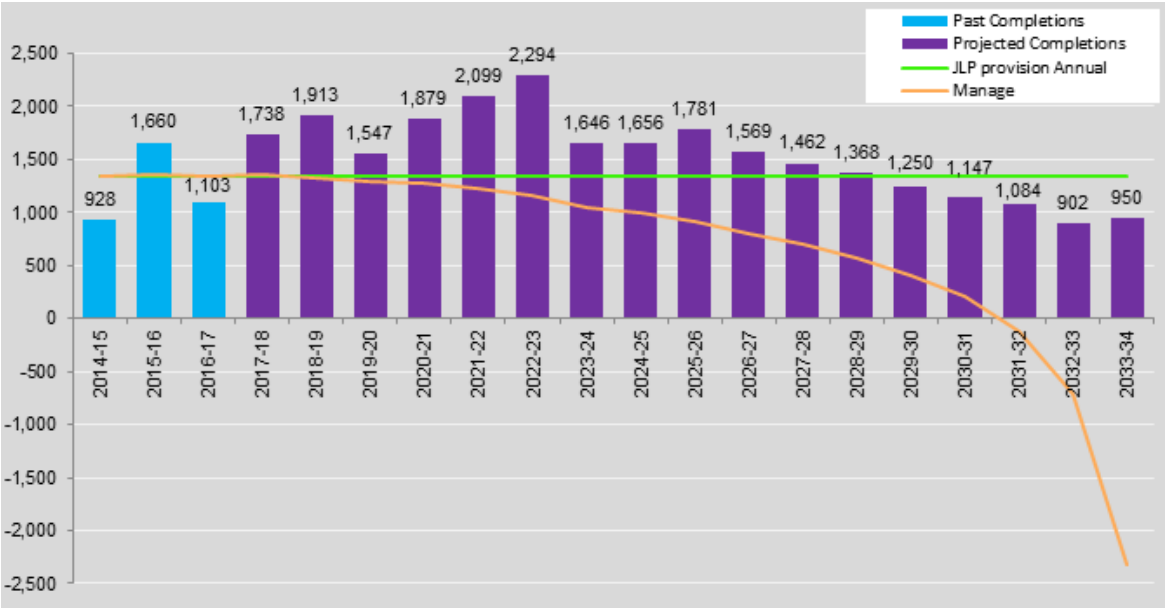
1. Plymouth and South West Devon Joint Local Plan – Plan Area (annualised target)

SPT3 Housing Provision Target is at least 26,700 dwellings (annualised 1,335 pa)

Housing Trajectory illustrated by graphs : Plan, Monitor, Manage housing land supply

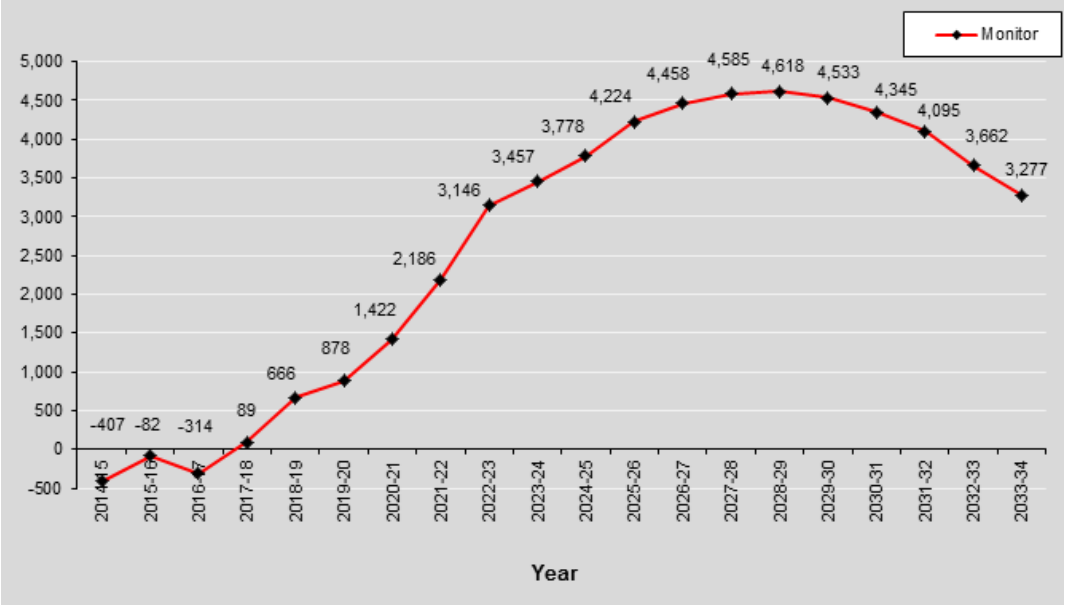
Graph 1a JLP – Plan Area – Plan / Manage

Dwellings



Graph 1b JLP – Plan Area – Monitor

Dwellings



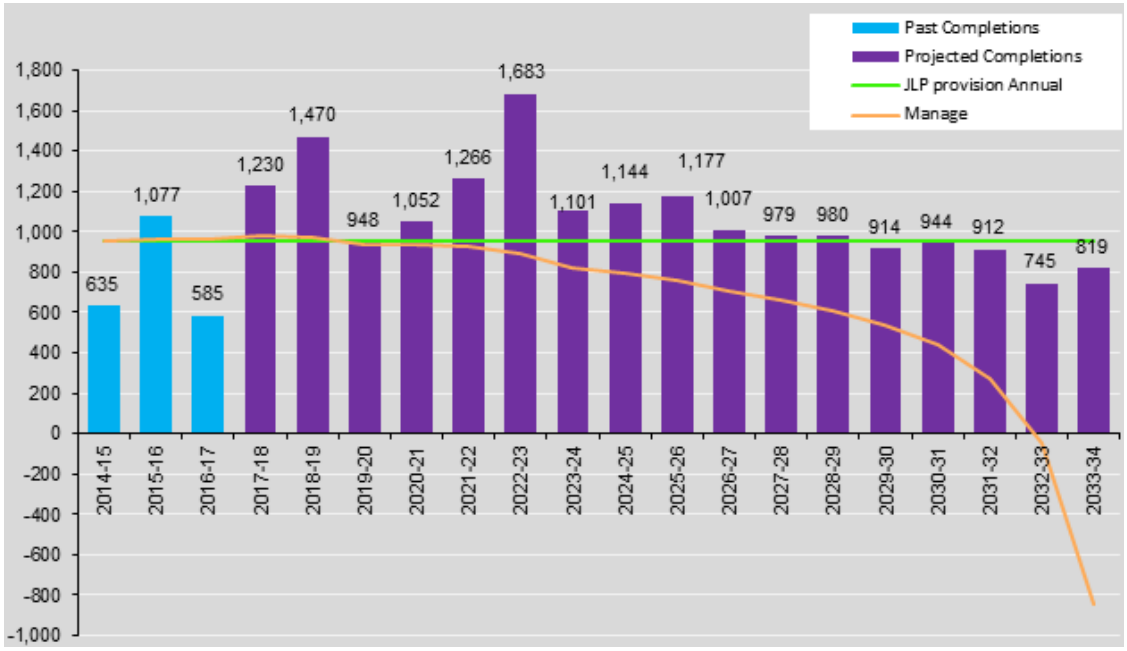
2. Plymouth Policy Area (annualised target)

SPT3 Housing Provision Target is at least 19,000 dwellings (annualised 950 pa)

Housing Trajectory illustrated by graphs: Plan, Monitor, Manage housing land supply

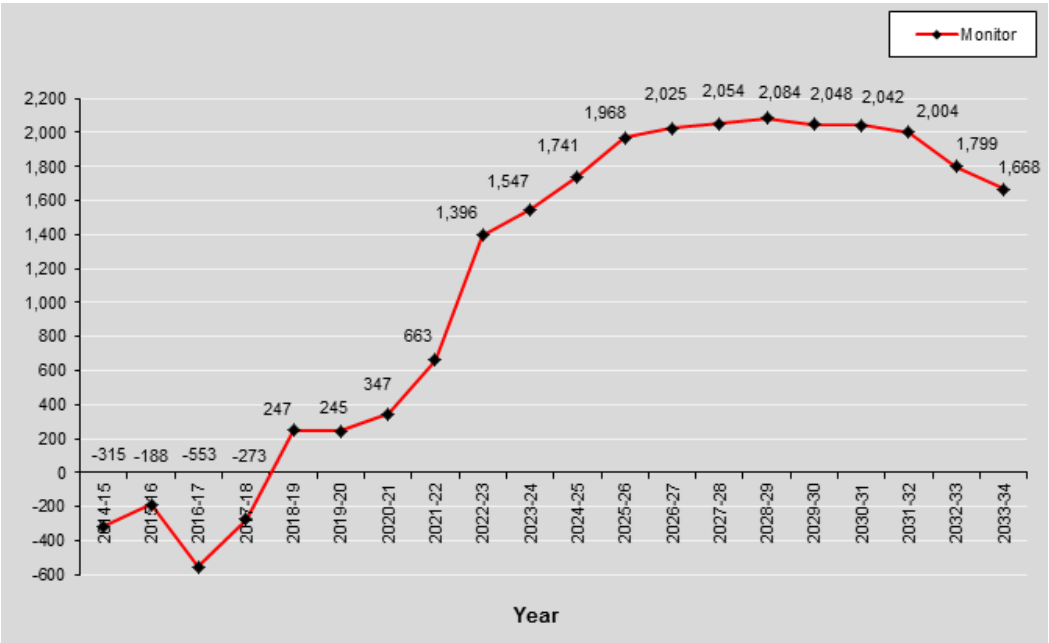
Graph 2a Plymouth Policy Area – Plan / Manage

Dwellings



Graph 2b Plymouth Policy Area – Monitor

Dwellings



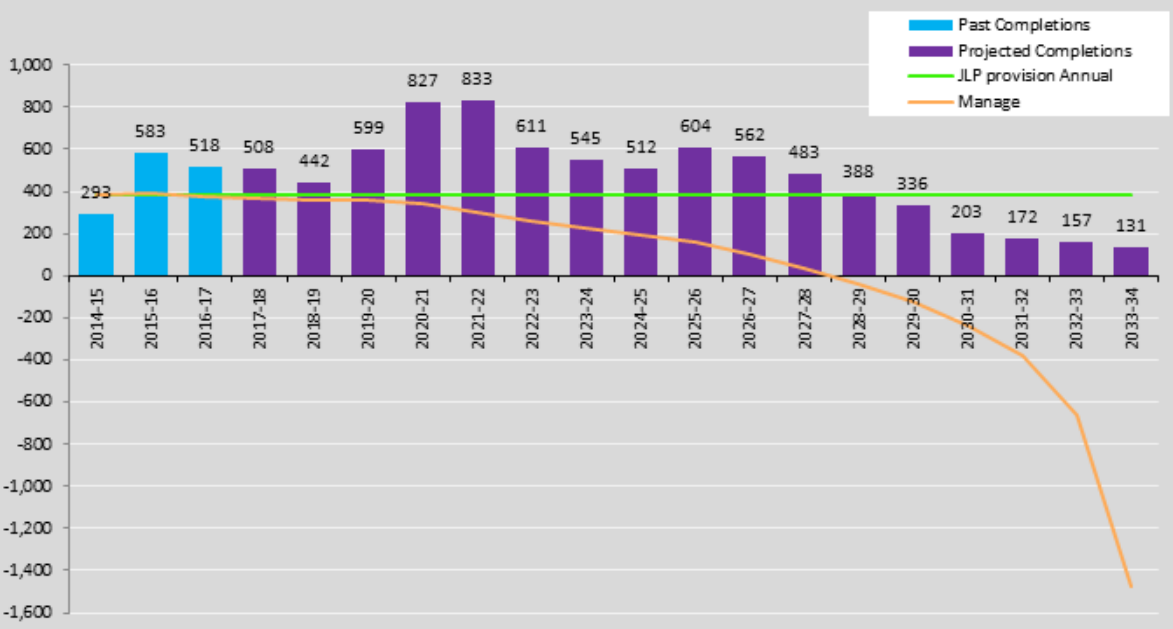
3. Thriving Towns and Villages Policy Area (annualised target)

SPT3 Housing Provision Target is at least 7,700 dwellings (annualised 385 pa)

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

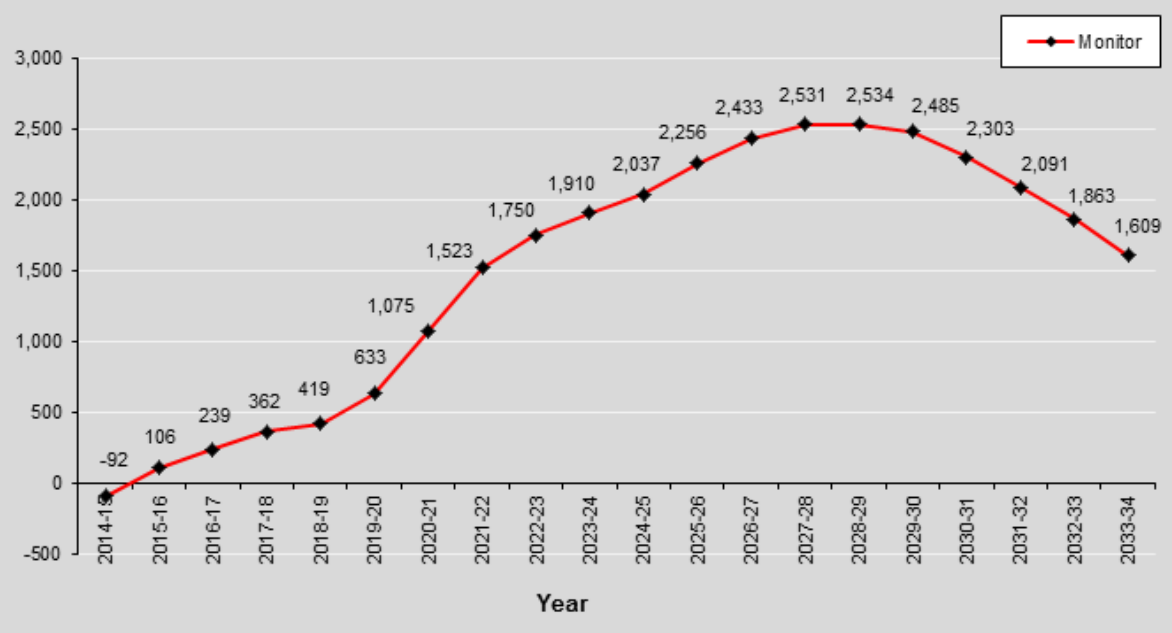
Graph 3.1a Thriving Towns and Villages Policy Area – Plan/Manage

Dwellings



Graph 3.1b Thriving Towns and Villages Policy Area – Monitor

Dwellings



13 Glossary

- **Air Quality Management Area (AQMA) -** An area where the Air Quality Objectives are not likely to be achieved.

- **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.

- **Ancient Woodlands** - Any wooded area that has been wooded continuously since at least 1600 AD. It includes: '*ancient* semi-natural *woodland*' mainly made up of trees and shrubs native to the site, usually arising from natural regeneration.

- **Area of Outstanding Natural Beauty (AONB) -** An area of countryside designated by a government agency as having natural features of exceptional beauty and therefore given a protected status.

- **Article 4 Direction -** A special planning regulation adopted by a Local Planning Authority in all or part of their borough which removes whichever permitted development rights specified in the direction.

- **Authorities Monitoring Report** - The Authorities Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in the local plan are being successfully implemented.

- **Biosphere Reserve** - A designation by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) which identifies an area of world Biosphere Reserve class natural value that demonstrates the best example of people working in harmony with nature for the benefit of all.

- **Building Regulations Categories M4(2) & M4(3)** - Building regulations which ensure that people are able to access and use buildings and their facilities. M4(2) relates to accessible and adaptable dwellings. M4(3) relates to wheelchair user dwellings.

- **City Deal** - City deals are bespoke packages of funding and decision-making powers negotiated between central government and local authorities and/or Local Enterprise Partnerships and other local bodies.

- **Commitment sites** - These are sites which had an extant planning permission on 1 April 2016 that count towards the overall housing and employment land supply.

- **Community Infrastructure Levy (CIL) -** A planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.

- **Community Right to Build Order (CRtBO) -** A type of Neighbourhood Development Order and one of the neighbourhood planning tools introduced in the Localism Act 2011. It can be used to grant outline or full planning permission for specific development which complies with the order.

- **Connectivity / Strategic connectivity** - A term use to refer to the physical connections between different areas, usually by transport modes but also by digital means such as broadband connections. Strategic connectivity is a reference to connections to a wider spatial area, particularly regional, national and international.

- **Conservation Area -** An area of special architectural and/or historic interest where the character or appearance should be preserved or enhanced.

- **Core Sites** – See Map 2 (Biodiversity). Include European Sites, Sites of Special Scientific Interest, Local Nature Reserves, County Wildlife Sites, Registered Park and Gardens, Registered Common Land and Regionally Important Geological Sites as Core Sites, and key sites critical for the protection and recovery of the Horrid Ground Weaver spider.

- **Corridors** – See Map 2 (Biodiversity). Interconnecting areas tending to follow linear features including river corridors and the Beelines corridors, Strategic Nature Areas and Greater Horseshoe Bat strategic flyways.

- **County Wildlife Sites** - Areas of land recognised as being at least county, sometimes national, importance for their nature conservation value; this is defined by the presence of important, distinctive and threatened habitats and species. CWS are designated by a panel of experts assembled by the Devon Biodiversity Records Centre.

- **Designated Rural Areas** - These are parish-level areas designated under S.157 of the Housing Act 1985 thorugh SI 2009 No. 2098.

- **Development plan** - The statutory planning document each Local authority prepares, setting out planning policies which will be used to determine planning applications and to set out long term development goals. This joint local plan is a development plan.

- **Development Plan Documents** - Spatial planning documents that are subject to independent examination and which form the development plan for a local authority area. Since the introduction of the National Planning Policy Framework, development plan documents are referred to as the Local Plan. Each authority must set out its programme for preparing its Development Plan Documents in the Local Development Scheme.

- **European Marine Site (EMS) -** A marine area which is both a Special Area of Conservation (SAC) and a Special Protection Area (SPA), protected under the European Communities Habitats and Birds Directives.

- **European Union (EU) -** An economic and political association of certain European countries with internal free trade and common external tariffs.

- **Flood Zones 2 and 3 -** If an area is in flood zone 2 or 3 it is at the potential risk of flooding. The higher the number, the greater the risk.

- **Functional Economic Market Area (FEMA)** - The functional area over which the local economy and its key markets operate irrespective of administrative boundaries.

- **Future Core Sites** – See Map 2 (Biodiversity). Areas identified where future measures are planned to create high value areas. In Plymouth, these are the three strategic Green Infrastructure Sites within the city boundary – Central Park, Derriford Community Park and Saltram Countryside Park, and in South Hams these include Cirl Bunting Enhancement Zones and Greater Horseshoe Bat sustenance zones.

- **Green Infrastructure** - Green infrastructure is a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, rivers, marine sites and other water bodies and features such as green roofs and walls. In practice this is inter-changeable with Natural Infrastructure.

- **Gross Value Added (GVA) -** The measure of the value of goods and services produced in an area, industry or sector of an economy.

- **Habitat Regulation Assessment (HRA)** - An assessment undertaken which determines whether a plan (or project) has a significant effect on natural habitats.

- **High Quality Public Transport (HQPT**) - This defines the aspiration in relation to the provision of attractive and realistic sustainable transport alternatives/or choices to the private car. It relates specifically to bus / coach, rail and water based forms of transport, but could in future include cycle hire schemes. The term 'High Quality Public Transport Bus Network' refers to all routes which carry bus services, whilst the term 'High Quality Public Transport Bus Corridors' (which is part of the wider HQPT Bus Network') refers specifically to those routes which carry multiple bus services. The reason behind this terminology, and the need to differentiate between it, is firstly to explain the concept, and secondly to establish a hierarchy in terms of our approach to interventions on the HQPT Bus Network. Our intention is to focus on delivering HQPT on our HQPT Bus Corridors as a priority whilst maintaining the wider aspiration to achieve this on our entire HQPT Bus Network in the longer term.

- **House in Multiple Occupation (HMO) -** A house where at least three tenants live there forming more than one household.

- **Housing Market Area (HMA)** - A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work.

- **Housing Need** - Refers to the scale and mix of housing and the range of tenures that is likely to be needed in the housing market area over the plan period – and should cater for the housing demand of the area and identify the scale of housing supply necessary to meet that demand.

- **International Union for Conservation of Nature (IUCN)**- The global authority on the status of the natural world and the measures needed to safeguard it.

- **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.

- **Local Development Scheme** - A document which sets out the scope and timetable of local plans the local planning authorities are preparing.

- **Local Enterprise Partnership** - Voluntary partnerships between local authorities and businesses set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area.

- **Local Green Spaces** - A series of greenspace have been identified by using the criteria set out in NPPF paragraphs 76 and 77 and by consulting local communities to arrive at a list of sites that are demonstrably of local significance.

- **Local Nature Reserves (LNR)** - A place with wildlife or geological features that are of special interest locally. It is a statutory designation made under Section 21 – "Establishment of nature reserves by local authorities" – of the National Parks and Access to the Countryside Act 1949.

- **Local Plan** - The Localism Act 2011 and the National Planning Policy Framework re-introduced the concept of a single Local Plan setting out planning policies relating to a Local Authority area, instead of a suite of documents called a Local Development Framework.

- **Local Planning Authority (LPA)** - This term describes the particular statutory role each council has to administer the planning function. Within the JLP, where the term 'LPAs' is used to, this is a reference to two or three of the councils operating in their role as local planning authorities together to implement a policy. Where a specific LPA is mentioned (eg. 'Plymouth LPA') this highlights the particular LPA which will be responsible for implementing that policy. Where the term 'the City' is used (capitalised), this is in the context of policies where the City Council and/or other partners in Plymouth are working together to deliver the wider objectives.

- **Major developments** - A generic term which describes the scale of a development proposal and which needs to be interpreted in the context of the policy and the location of the development. In some cases, for a particular policy, major development may be specifically defined in a supplementary planning document to mean a development of over a certain number of units or amount of floorspace. Where the term is used, it is not intended for it to mean 'major' in the context of the classification of a planning application as set out in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

- **Marine Conservation Zones** - Sites which have been designated under the Marine and Coastal Access Act 2009 in order to protect a range of nationally important, rare or threatened habitats and species.

- **Ministry of Defence (MoD)** - The British government department responsible for implementing the defence policy set by Her Majesty's Government and the headquarters of the British Armed Forces.

- **National Nature Reserves (NNRs)** - NNRs were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research. NNRs are declared by the statutory country conservation agencies under the National Parks and Access to the Countryside Act 1949 and the Wildlife and Countryside Act 1981.

- **National Planning Policy Framework (NPPF)** - National planning policy is set out in the NPPF, which was published in 2012 and gained full weight in March 2013. The NPPF replaces all of the previous Planning Policy Statements.

- **Natural Infrastructure** - For a definition see 'Green Infrastructure'. Natural Infrastructure is used more often due to the need to consider Plymouth's blue aquatic and marine environment which often gets forgotten through the use of 'green'.

- **Neighbourhood Plans** - The Localism Act 2011 introduced powers to enable local communities to produce Neighbourhood Plans. These plans have the ability to set out policies dealing with the use and development of land, and upon formal adoption, following an examination and referendum, form part of the development plan.

- **Objectively Assessed Need (OAN)** - The NPPF requires that local planning authorities identify the 'objectively assessed need' for housing in their areas, and that Local Plans translate those needs into land provision targets. The overall need (demand) is assessed on the basis of standard methodology and used to inform the setting of targets. OAN is also relevant in respect of determining the need for new employment land.

- **Office for National Statistics (ONS)** - The UK's largest independent producer of official statistics and the recognised national statistical institute of the UK.

- **Office of Rail and Road (ORR)** - Provides regulation on safety and performance of the rail industry across the UK and monitors Highways England.

- **Personalised Travel Planning (PTP) -** An established approach that enables people to think about the way they currently travel and provides them with the information, advice and motivation to walk, cycle and use public transport more often.

- **Policies Map** - The adopted policies map illustrates on a base map (reproduced for, or based upon a map base to a registered scale) all the policies contained in the Local Plan which have a spatial dimension – for example, site allocations or greenspace designations.

- **Primary Shopping Area (PSA)** - An area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).'

- **Priority Habitats** - Those identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP)

- **Regionally Important Geological and Geomorphological Sites (RIGS)** - Places that are considered to be especially important for the geology they exhibit. They are mostly old quarries, pits, roadside cuttings and other excavations which expose rocks normally covered by soil and vegetation. Some sites are natural exposures of interesting rocks in river banks and cliffs, and others are fine views which demonstrate how the underlying geology and forces of erosion have shaped the landscape. These sites are identified by the Devon RIGS Group.

- **Royal National Lifeboat Institution (RNLI)** – A charity that saves lives at sea across the UK.

- **Rural areas with special designations** – An area within a National Park, an Area of Outstanding Natural Beauty or an area designated by order of the Secretary of State as a rural area.

- **Rural Exception Sites** - These are sites adjoining or very near to rural settlements where development which meets the essential local needs of the settlement might be permitted.

- **Scheduled Monument -** A nationally important and protected historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport.

- **Section 106 agreement -** A legally binding contract, between a developer and the local planning authority that constitutes a planning obligation.

- **Sites of Special Site of Scientific Interest (SSSI)** - SSSIs are a suite of sites providing statutory protection for the best examples of the UK's flora, fauna, or geological or physiographical features. These sites are also used to underpin other national and international nature conservation designations. Most SSSIs are privately-owned or managed; others are owned or managed by public bodies or non-government organisations.

- **Special Areas of Conservation (SACs)** - SACs are defined as those given special protection under the European Union's Habitat's Directive as transposed into UK law by the Habitat and Conservation of Species Regulations 2010.

- **Special Protection Areas (SPAs)** - SPAs are defined in the NPPF as 'Areas which have been identified as being of international importance for the breeding, feeding, wintering or migration of rare and vulnerable species of birds found within European Union countries'. The NPPF goes onto to describe them as 'European designated sites, classified under the Birds Directive'.

- **Sports hub site** - A site that provides multiple pitches or other sports provision and ancillary facilities such as changing and parking, and serves as a local hub for sport. For example, Stonehouse Creek Rugby Pitches.

- **Strategic Cycle Network -**The Strategic Cycle Network (SCN) is a plan of proposed cycle routes that are suitable for cyclists of all levels. The network includes routes for experienced cyclists (which involve dealing with traffic); routes for less experienced cyclists and children (including leisure routes); and those which are suitable for all. The SCN routes also provide benefits for pedestrians including those with mobility and other impairments.

- **Strategic Economic Plan (SEP)** - A plan written by LEPs to help guide government negotiations when driving forward economic growth in their areas.

- **Strategic Housing Land Availability Assessment (SHLAA) -** A piece of evidence which identifies land and assesses the availability, suitability and deliverability of that land as a potential housing site.

- **Strategic Housing Market Needs Assessment (SHMNA)** - A piece of evidence that provides information about an area's future housing requirements.

- **Strategic sports site** - A site that provides primary and ancillary facilities for a number of sports and serves as a destination for sport. For example, Plymouth Life Centre.

- **Stepping Stones** – See Map 2 (Biodiversity). Isolated sites that contribute to connecting the biodiversity network including Strategic Nature Areas.

- **Sub National Population Projections (SNPP)** - Provides an indication of the future size and age structure of the population.

- **Supplementary Planning Documents** - Provide supplementary information in respect of the policies in Local Plans. They do not form part of the Development Plan and are not subject to independent examination.

- **Sustainability Appraisal (SA)** - A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required to be undertaken for all local development documents.

- **Sustainable Development / Sustainability** - The United Nations General Assembly has defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy *Securing the Future* set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

- **Undeveloped Coast** - Defined in the Plymouth Policy Area based on landscape character areas that have strong coastal characteristics and meet the definition of Undeveloped Coast identified by the Devon Landscape Policy Group. In the Thriving Towns and Villages Policy Area the Undeveloped Coast is predominantly based on the existing Heritage Coast designation.

- **Use Classes -**The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. This Order is periodically amended.

    - Part A

        - A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post 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) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as “sui generis” uses (see below).

        - 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.

    - Part B

        - 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.

    - Part C

        - 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 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.

- Part D

    - 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: betting offices/shops, pay day loan shops, theatres, larger 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.

- **Village Housing initiatives** - A community-led planning project within the South Hams, enabling small scale affordable housing projects for local people in rural areas. The aim of the Village Housing Initiative is to increase the supply of affordable housing sites and reduce the reliance on public funding for affordable housing.

- **World Heritage Site -** A place listed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) as of special cultural or physical significance.

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