

Evidence Base: Assessment of Alternative Development Options Considered in the South Hams part of the Plymouth Principal Urban Area (excluding Sherford)

APPENDIX 1

Methodology

This assessment is based on recent consultations that have been undertaken with external organisations and internally within South Hams District Council. It also reflects the findings of work that has been undertaken in recent years including assessments undertaken by the Structure Plan Authorities on the Devon Structure Plan and work undertaken as part of the Plymouth Sub Regional Study.

The Assessment Criteria for Identifying Sustainable Urban Extensions

The assessment criteria set out below have been used to provide a systematic approach to assessing the development potential of the Plymouth urban fringe sites and deciding which are the most suitable for development. The search sequence as set out in PPG3 (para. 30) and reflected in PPS3 should start with the re-use of previously developed land and buildings within urban areas and then urban extensions and finally new development around nodes in good transport corridors. In the South Hams part of the Plymouth urban fringe there are very few previously developed land opportunities, meaning that greenfield urban extensions will have to be brought forward. The assessment has included 14 development site options. The findings for each site assessment are set out below in no priority order.

| Assessment Criteria | Description |
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| Planning context | Development proposals must have regard to existing planning policies. |
| Physical & environmental constraints & opportunities | Proposals must have regard to physical and environmental planning constraints and opportunities, including topography, floodplains, woodland, agricultural land quality, soil and water. |
| Landscape impact | Development should minimise the impact on the landscape and biodiversity. Development should not be visually obtrusive. Development should be well contained within the landscape and minimise the impact on historic and cultural features. |
| Development capacity | The capacity of the site should be considered and its potential for accommodating either mixed uses, residential or employment development. The highest possible densities should be considered appropriate to the site. The infrastructure capacity and its supporting infrastructure of the site should also be considered. |
| Access to urban transport networks (including public transport potential) | Development sites should have safe pedestrian and cycleway access to local facilities to reduce the need to travel, especially by car. Sites should also be accessible by public transport and have the potential to enhance public transport provision. |
| Access to strategic transport networks | Development sites should have access to strategic road networks which have the capacity to accommodate increased traffic flows and strategic public transport networks (including rail etc.) which have the capacity to accommodate increased integrated transport provision in the future. |

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| Access to local employment (or residential areas if employment development) and existing facilities | Residential development sites should be in close proximity to a range of facilities to meet local needs. These facilities should be within walking distance to reduce the need to travel, especially by car. |
| Availability for development | Sites should only be proposed for development if they are readily available for development and can be delivered within the timescale of the plan. |
| Economic viability | To ensure delivery of the proposal within the plan period, the site must be financially viable. |
| Contribution to sustainable communities | Development sites should be planned in such a way as to assist the revitalisation and regeneration of existing urban areas. Sites should have the ability to support new physical and social infrastructure or to provide sufficient demand to sustain existing local services and facilities. |

| Assessment Criteria | Option 1 - Location: Tamerton – west of village |
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| Summary of outcome of assessment | This option would not deliver a sustainable urban extension and any development would have a long term detrimental impact on the high landscape and biodiversity value of the area. |
| Planning context | Within Tamar/Tavy AONB and adjacent to River Tavy SSSI/SPA/Ramsar site. Also close to Warleigh Wood SSSI. No Mineral Consultation Areas (MCAs) |
| Physical & environmental constraints and opportunities | <p>Area has high conservation and biodiversity value. Environmental features include Tamerton Lake, woodlands, shelter belts, fields, hedgerows, wetlands, disused limekilns & historic trackways. Extensive parkland setting to Warleigh House and Estate. Species likely to be significant within woodlands, wetlands, hedgerows and individual trees. Sensitive bird species roost on and around River Tavy. Part of the area at risk of flooding and designated a problem drainage catchment area.</p> <p>No opportunities exist within this area, development would have a long term detrimental impact on the important conservation and biodiversity value of the area with no scope for mitigation of such substantial impact.</p> |
| Landscape impact | Any development would have a detrimental long term impact on the attractive and strong landscape character. Development, including minor extensions would have a significant detrimental visual impact by further breaking into this strong parkland character. Westward facing slopes backing onto Tamerton Foliot and extensive panoramic views from the River Tavy and Bere Peninsula. High visual impact both locally and from more distant views into the site. |

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| Development capacity | Combination of physical, landscape and environmental constraints (see above) limits capacity for development. |
| Access to urban transport networks (including public transport potential) | Physically detached from existing residential areas of Plymouth. Could link to poor quality route via Tamerton Foliot. Only other link would be to the A386 but already has capacity constraints and the area is some distance from the A386. Limited bus services to Tamerton Foliot. No prospect of linking with existing urban cycle/pedestrian networks. Effective sustainable integration very difficult. |
| Access to strategic transport networks | Remote from strategic road network (A38) via the A386 which has capacity constraints. No potential for rail access at the level of development required. |
| Access to local employment (or residential areas if employment development) and existing facilities | Remote from city centre employment. The closest employment estates are at Roborough which are some distance and access to these estates would be poor. Remote from existing community and retail facilities in the north of the PUA. |
| Availability for development | The site is being promoted by the landowner so it is understood to be available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | The scale of development required would not be sufficient to support necessary community facilities. Development would not be sustainable as residents would need to travel for most of their needs. |

| Assessment Criteria | Option 2 - Location: Tamerton – immediately to the east of village |
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| Summary of outcome of assessment | This option would not deliver a sustainable urban extension. |
| Planning context | No planning policies or landscape designations affecting this site, but adjacent to Tamar/Tavy AONB. No Mineral Consultation Areas (MCAs). |
| Physical & environmental constraints and opportunities | Steep agricultural land immediately to the east of Tamerton Foliot. Elevated housing to the west on skyline with fields running to the east with river valley to the south-east. Ridge to north and strong physical internal hedge boundaries. Biodiversity features include mature hedgerows, including potential protected species and potential bat roosts within trees. Possibly potential for a small development of approx. 50 units immediately to the east of the village. However, small piecemeal sites would not deliver a comprehensive range of landscape, landform and character benefits. |
| Landscape impact | Strong existing agricultural edge would be broken by any development with no natural defensible eastern boundary to any development. Strong containment by a ridge to the north and intrusive development to the west but exposed views from the east and south. Development here would be a further distinct extension into open countryside. |
| Development capacity | Western part of site offers limited capacity for development. |
| Access to urban transport networks (including public transport potential) | Adjoining Tamerton Foliot village this area would be accessed by the route via the village but this is poor quality and has constraints. Only other link would be to the A386 but already has capacity constraints and the area is |

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| transport potential) | some distance from this A386. Possibly scope to link to existing pedestrian/cycle networks at Tamerton Foliot. Effective sustainable integration very difficult. |
| Access to strategic transport networks | Remote from strategic road network (A38) via the A386 which has capacity constraints. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | Remote from city centre employment but relatively well related to employment estates at Roborough. Remote from existing community and retail facilities in the north of the PUA. |
| Availability for development | The site is being promoted by the landowner so it is assumed that it is available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | The scale of development possible would not be sufficient to support necessary community facilities. Development would not be sustainable as residents would need to travel for most of their needs. |

| Assessment Criteria | Option 3 - Location: Tamerton – wider area east of village |
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| Summary of outcome of assessment | This option would not deliver a sustainable urban extension for residential development. However, a small area of land on the far eastern edge of this area (immediately adjoining the Broadley Park Employment Estate) has development potential for limited further employment use. |
| Planning context | No planning policies or landscape designations affecting this site, but adjacent to Tamar/Tavy AONB. No Mineral Consultation Areas (MCAs). |
| Physical & environmental constraints and opportunities | <p>Extensive area of open agricultural land on the south facing side of the valley. There is a mixture of pasture and arable farming and other land uses include horticultural and woodland. Woodlands (especially wet valley woodlands) and hedgerows (possibly ancient) may contain important habitats and protected species. Potential bat roosts in trees. Watercourses flow across the southern part of the area. The area is designated a problem drainage catchment area.</p> <p>The area is large enough for development to take place without impacting on the water courses and development would be visually contained from the north, however, any development would be significant break into open countryside. Any potential landscape, landform and character benefits could only be delivered through a large scale comprehensive scheme, not small piecemeal sites. The only exception to this would be the potential for small scale employment development on the eastern edge of this site adjacent to the Broadley Park Employment Estate which is less constrained and with appropriate mitigation would have minimal impact on the wider landscape.</p> |
| Landscape impact | Open views into the site from the northern ridge and residential areas along the entire southern frontage. Screened by landform from the AONB. Any development of this area would be significant on a local scale but it could be contained if well planned with strengthened visual containment to the north-east and west. However, |

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| | development would be a significant break into open countryside. |
| Development capacity | Valley area is not developable however residual area offers limited capacity for development. Potential for a further limited western extension to the Broadley Park Employment Estate provided any development is accompanied by landscaping on its northern and western boundaries. |
| Access to urban transport networks (including public transport potential) | Physically detached from existing residential areas of Plymouth, by employment development & steep sided valley. Could be accessed by A386 but already has capacity constraints. Only other link by poor quality route via Tamerton Foliot. No prospect of linking with existing urban cycle/pedestrian networks. Effective sustainable integration very difficult. |
| Access to strategic transport networks | Access to the strategic road network (A38) would be via the A386 which has capacity constraints. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | Remote from city centre employment but well related to employment estates at Roborough. Remote from existing community and retail facilities in the north of the PUA. |
| Availability for development | The site is being promoted by the landowner so it is assumed that it is available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | The scale of residential development required would not be sufficient to support necessary community facilities. Residential development would not be sustainable as residents would need to travel for most of their needs. A small extension to the Broadley Park Employment Estate for further employment use could however, be sustainable as it could take advantage of existing employment infrastructure at Broadley Park and would have minimal impact on the wider landscape. |

| Assessment Criteria | Option 4 - Location: Roborough – south of Roborough House |
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| Summary of outcome of assessment | Whilst this option possibly provides limited capacity for employment development, it is not a strongly sustainable location for residential development. |
| Planning context | Adjacent to Tamar/Tavy AONB in the north. West part of the site within AGLV. The south east part of the site is adjacent to a employment policy area. No Mineral Consultation Areas (MCAs). |
| Physical & environmental constraints and opportunities | <p>The area is dissected by Tamerton Road, with steeper agricultural land to the south-west, crossing a central valley with industrial development to the west, and more elevated agricultural land to the north. The eastern part contains parkland, playing fields and farmland forming part of the setting to Roborough House and a large single industrial unit adjacent to south-eastern part of the site. Woodlands and hedgerows of biodiversity value may support bats.</p> <p>The area has strong internal boundary features and external boundary woodlands/tree belts which could help assimilate development into the landscape.</p> |

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| Landscape impact | The land is very open adjoining the Tamerton Road but reasonably well contained by landform and features to the north-east. Development to the south of Tamerton Road, between Broadley Park and Belliver has limited development potential but would be constrained by valley landform and overhead power lines crossing the site. |
| Development capacity | Physical constraints limit capacity of the area to the south of Tamerton Road but the area offers some development potential. The area to the north of Tamerton Road also has some development potential although this portion of the site is limited by environmental constraints. |
| Access to urban transport networks (including public transport potential) | Detached from existing residential areas of Plymouth, the area would have to be accessed via the A386 which has capacity constraints. It is also detached from Roborough village and Woolwell by A386, therefore, no scope to access pedestrian/cycle networks. Scope to extend bus services at Roborough. |
| Access to strategic transport networks | Access to the strategic road network would be via the A386 which links with the A38. The A386 has capacity constraints. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | A number of employment opportunities exist close to this site including, Broadley Park, Belliver Industrial Estate, etc. However, the closest community facilities are at Roborough village and Woolwell which are located on the other side of the busy A386. |
| Availability for development | Part of the site to the north of Tamerton Road is being promoted by the landowner so it is understood to be available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | Would not be sufficiently related to Roborough or Woolwell to be easily accessible. Scale of development would not be sufficient to support necessary community facilities. Self-containment would be extremely limited with residents travelling for most of their needs. |

| Assessment Criteria | Option 5 - Location: Woolwell – land adjacent to Child Support Agency (CSA) building |
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| Summary of outcome of assessment | A sustainable form of development could be delivered at this site. It is well related to existing local facilities and services at Woolwell and the area is not constrained by any landscape or environmental constraints. |
| Planning context | Inside the Development Boundary and within employment policy area – principle of development already established. Well suited to mixed use development. No landscape designations affecting the site. No Mineral Consultation Areas (MCAs). |
| Physical & environmental constraints and opportunities | Area of open rough grassland. Triangular woodland (of mixed species including mature beech) requiring positive management, adjacent to Black Even Road to the north. Eastern edge of field contained by bunding with woodlands to the south. Land currently not under agricultural management. The site has a strong relationship to the surrounding built form. Limited biodiversity importance with semi-improved grassland with a range of ground flora. Potential bat roosts and nesting birds. |
| Landscape impact | Triangular woodland to the north providing strong screening. Strong visual containment to the north, east and south. |

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| Development capacity | Area offers good capacity for development in view of the lack of constraint. |
| Access to urban transport networks (including public transport potential) | The site is closely situated to Woolwell Local Centre and has the potential to provide a good level of connectivity to existing urban networks, including pedestrian/cycle links and bus services. Access would also need to be via the A386 which has capacity constraints. |
| Access to strategic transport networks | Access to the strategic road network would be via the A386 which links with the A38. The A386 has capacity constraints. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | The site is located close to existing employment provision within Plymouth and Roborough and is within walking distance of the facilities at Woolwell local centre and Roborough village. This site is ideally suited to mixed use development with perhaps the greatest potential for further employment use adjacent to the A386. |
| Availability for development | The site has been marketed by the landowner and is available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | Adjacent to Woolwell and having access to existing facilities and services, a good level of self-containment could be achieved. There may be scope for additional employment development adjacent to the A386 which would provide a mixed use scheme. Development at this location would deliver a sustainable neighbourhood. |

| Assessment Criteria | Option 6 - Location: Woolwell – land to the north of Woolwell |
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| Summary of outcome of assessment | Whilst this area is reasonably well related to Woolwell, a combination of landscape and topographical constraints limit its development capacity and make it a less sustainable site than Option 5 at Woolwell. |
| Planning context | Adjacent to Development Boundary, no landscape designations or other planning policies affecting the site but close to the AGLV. No Mineral Consultation Areas (MCAs). |
| Physical & environmental constraints and opportunities | The land is generally elevated flat plateau with land falling away to Bickleigh vale to the north and east. It consists of open fields with weak internal structures and small development/industrial area to the north. Some horse grazing resulting in poor quality turf and weak internal field boundaries. Formal sport pitches immediately to the north of Woolwell. Limited environmental features on the site. Hedges to the north-east could be suitable for restoration. Potential protected species in the hedgerows and bat roosts in the buildings. |
| Landscape impact | Widely visible across a large panoramic area. Highly visible from protected landscapes from the north and north-east, including Dartmoor National Park. No clear logical visual limit to development nor is there any distinct point of change of slope to act as a limit. The area lacks any clear defensible boundary in the north and east and development could spill down the slopes and extend to the tramway. |
| Development capacity | Combination of landscape and topography constraints (see above) limits capacity for development. |
| Access to urban transport networks (including public transport potential) | The site is adjacent to a residential area and offers the potential to link with existing urban networks predominantly from the western part of the site, including pedestrian/cycle links and bus services. Access would also need to be via the A386 which has capacity constraints. |
| Access to strategic | Access to the strategic road network would be via the A386 which links with the A38. The A386 has capacity |

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| transport networks | constraints. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | The site is relatively close to existing employment provision within Plymouth and Roborough, however, these are not within walking distance. The site is also relatively close to the facilities at Woolwell Local Centre and Roborough village, however, some of the site falls outside the 400 m recommended walking distance to local facilities. |
| Availability for development | The site is being promoted by the landowner and is available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | Adjacent to existing Woolwell the site would have reasonable access to existing local facilities and services. However, the majority of the site would be beyond easy walking distance of the local centre. Residents would need to travel for their employment needs. |

| Assessment Criteria | Option 7 - Location: Boringdon |
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| Summary of outcome of assessment | This option would not deliver a sustainable urban extension. |
| Planning context | Southern part of the site within a Mineral Consultation Area (MCA). Adjacent to AGLV. |
| Physical & environmental constraints and opportunities | Open countryside containing large open fields with parkland character now under agricultural use. Internal and external boundaries, including historic stone walling. Strong wooded character running to the Plym Valley to the west. A watercourse flows across the area. Environmental features include streams, scrubland, woodland, hedgerows and trees. These may contain protected species. |
| Landscape impact | North facing and widely exposed to northern views both locally and distant to the National Park. Contained in the south by a strong southern ridge running east-west. The site is detached from other development. Steep land would lead to the likelihood of development breaking the skyline resulting in strong detrimental visual impact. |
| Development capacity | Combination of physical, landscape and accessibility constraints (see above) limits capacity for development. |
| Access to urban transport networks (including public transport potential) | The area is separated from transport networks in Plympton by a prominent ridge unsuitable for development in landscape terms. Therefore, access would have to be via Plympton estates. No prospect of linking with existing urban cycle/pedestrian networks. |
| Access to strategic transport networks | Remote from strategic road network. Access to the A38 to the east would be via residential network of Plympton not designed for through traffic. Potential to provide new road linking the site with Coypool and Marsh Mills but would be very costly. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | This area is poorly related to employment centres in the PUA with no direct access except via Coypool & Marsh Mills. There are some small scale employment opportunities in Plympton but access is constrained by the network. Existing community facilities at Plympton are relatively close but again access is constrained. |

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| Availability for development | The site has been promoted by the landowner in relation to the Devon Structure Plan process so it is assumed that it is still available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | The scale of development required would not be sufficient to support necessary community facilities. Poor accessibility limits local employment opportunity. Self containment would be extremely limited with residents travelling some distance for most of their needs. This option would not deliver a sustainable urban extension. |

| Assessment Criteria | Option 8 - Location: Newnham – south of West Park Hill |
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| Summary of outcome of assessment | Adjacent to Plympton, this area has the capacity for some development, however, the scale of development possible would not support a full range of community facilities. Therefore, this option is unlikely to deliver a wholly sustainable urban extension. |
| Planning context | No planning policies or landscape designations affecting the site. |
| Physical & environmental constraints and opportunities | Steep sloping agricultural land falling from a northerly east-west ridge to the valley bottom adjacent to the mainline railway. A watercourse flows along the southern boundary. Strong containment, with historic boundaries and formalised field pattern. Relatively poor grade agricultural land. Environmental features include historic hedgerows, wet grassland, river valley and trees. Possibly these features may contain protected species. |
| Landscape impact | The site is visible from Stoggy Lane to the west and from extensive housing areas to the south but reasonably well contained from sensitive open views to the east and north. Development would extend into open countryside but there is some potential to extend the existing development providing the lower valley floor and upper northern ridge are avoided. |
| Development capacity | Valley area not developable, however, residual area offers capacity for some development provided it is kept below the northern ridge. |
| Access to urban transport networks (including public transport potential) | Adjacent to residential area within Plymouth, the site has the opportunity to link to pedestrian/cycle networks. Bus provision at Plympton could be extended to serve this area. However, the main road access would be from the west via Plympton residential estates which are constrained, including by rail bridges. Access to the rural network and Langage to the east is also constrained by the rural nature of the road network. |
| Access to strategic transport networks | Access to the strategic road network could only be provided via residential network of Plympton which is constrained by rail bridges, or via rural network to the east, also crossing the rail line. Although close to the rail line, there is no potential for station development in the vicinity. |
| Access to local employment (or residential areas if employment development) and existing facilities | This area is physically close to Langage Employment Estate but because of the intervening main rail line, access would need to be via improved routes through Plympton or the east. Existing facilities are relatively close within Plympton, but again there could be access constraints. |
| Availability for development | The site is being promoted by the landowner so it is understood to be available for development. |

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| Economic viability | Unknown. |
| Contribution to sustainable development | Scale of development would not support the provision of a full range of community facilities. Residents would need to access existing facilities within Plympton or elsewhere. Residents would also need to travel for employment with local opportunities provided at Plympton and Lantage. |

| Assessment Criteria | Option 9 - Location: Newnham – north of West Park Hill |
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| Summary of outcome of assessment | This area is detached from the existing built up area and residents would need to travel for most of their needs. The scale of development possible would not support a full range of community facilities. The site also has other significant constraints and therefore would not deliver a sustainable urban extension. |
| Planning context | No planning policies or landscape designations affecting the site. |
| Physical & environmental constraints and opportunities | Open farmland sloping to central river valley. Planned pattern of fields relating to Newnham Estate. Evidence of historic agricultural use and more recent open parkland character under pasture. Strong containment but relatively weak internal hedgerows and boundaries. Environmental features include, stream, hedgerows and adjacent woodland. Possibly these features may contain protected species. A significant part of this area is at risk of flooding and is crossed by a high pressure gas pipeline. Development here would also be adjacent to a Grade I listed building, the setting of which should be protected. |
| Landscape impact | Enclosed views from the north and north-west but more open expansive views into the site from the north-east at Hemerdon and Dartmoor. Viewed widely in the local landscape from the road to the south. Development would appear as a discordant spur of housing into parkland and relatively open countryside. |
| Development capacity | Combination of physical, landscape and environmental constraints (see above) limits capacity for development. |
| Access to urban transport networks (including public transport potential) | Detached from the residential areas within Plymouth, the site has limited opportunity to link to urban pedestrian/cycle networks. Bus provision at Plympton could be extended to serve this area. However, the main road access would be from the west via Plympton residential estates which are constrained including by rail bridges. Access to the rural network and Lantage to the east is also constrained by the rural nature of the road network. |
| Access to strategic transport networks | Access to the strategic road network could only be provided via residential network of Plympton which is constrained, including by rail bridges, or via rural network to the east, crossing the rail line. No potential for rail access. |
| Access to local employment (or residential areas if employment development) and existing facilities | This area is physically close to Lantage Employment Estate but because of the intervening main rail line, access would need to be via improved routes through Plympton or the east. Existing facilities are relatively close within Plympton, but again there could be access constraints. |
| Availability for development | The site is being promoted by the landowner so it is assumed that it is available for development. |
| Economic viability | Unknown. |

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| Contribution to sustainable development | Scale of development would not support the provision of a full range of community facilities. Residents would need to travel for most of their needs. The nearest facilities would be at Plympton or elsewhere. Residents would also need to travel for employment with local opportunities provided at Plympton and Langage. |
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| Assessment Criteria | Option 10 - Location: Langage - north of Holland Road |
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| Summary of outcome of assessment | Large-scale employment provision at Langage offers a unique opportunity for regionally-significant, high quality, sustainable economic development. Southern portion of Option 10 land area offers capacity for economic development that can deliver the above. |
| Planning context | No planning policies or landscape designations affecting the site. Ability of location in principle to contribute to the delivery of a regionally-significant strategic employment allocation in conjunction with committed Energy Park land. |
| Physical & environmental constraints and opportunities | Strong, elevated east-west ridge splits the site. Site partially constrained by sloping topography (northern portion). Southern portion not constrained by this. No protected species identified. |
| Landscape impact | High visibility of northern slopes from the north. Potential for southern portion (south of ridge) to be visually contained through mitigation. Mitigation of impact is already partially secured through the landscape proposals approved in tandem with the energy centre development. |
| Development capacity | Northern portion not developable, however southern portion offers some capacity for development in view of limited constraint subject to appropriate structural landscaping. |
| Access to urban transport networks (including public transport potential) | Existing access via Holland Road which is to be upgraded through Energy Centre development implementation. New southern access road from east Langage to Deep Lane Junction on the A38 likely to be required to facilitate additional development at Langage. Potential to form part of wider public transport loop connecting Plympton, Sherford etc. |
| Access to strategic transport networks | Existing access to A38 via Holland Road and Sandy Road which are to be upgraded through Energy Centre development implementation. New southern access road from east Langage to Deep Lane Junction on the A38 likely to be required to facilitate additional development at Langage. Deep Lane Junction has capacity constraints and any development at this location will be required to contribute towards an upgraded junction. Although this area is close to the rail line, the provision of rail access is unlikely to be feasible. |
| Access to local employment (or residential areas if employment development) and existing facilities | The Langage area is well located strategically to serve the Plymouth Travel-To-Work Area, including adjoining Plympton and future linkage with Sherford. |
| Availability for development | The site is being promoted by the landowner and is understood to be available for development. |

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| Economic viability | Considered to be viable on developable area (southern portion), although viability would be substantially enhanced as part of a wider comprehensive area. |
| Contribution to sustainable development | Highly sustainable location for employment development at a strategic location maximising opportunities that already exist in the area. Proximity to future power station could offer opportunities for efficient energy systems within the employment area. |

| Assessment Criteria | Option 11 - Location: Langage - east of planned Energy Centre & Energy Park |
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| Summary of outcome of assessment | Large-scale employment provision at Langage offers a unique opportunity for regionally-significant, high quality, sustainable economic development. Land area offers capacity for economic development that can deliver the above. |
| Planning context | No planning policies or landscape designations affecting the site. Ability of location in principle to contribute to the delivery of a regionally-significant strategic employment allocation in conjunction with committed Energy Park land. |
| Physical & environmental constraints and opportunities | Site partially constrained by sloping topography and 'valley feature'. Mature hedgerows and trees. No protected species identified. |
| Landscape impact | Area is visible to limited views from the south, adjoining the existing built-up employment area at Langage. Mitigation of impact is already secured through the landscape proposals approved in tandem with the energy centre development. |
| Development capacity | 'Valley area' not developable, however large residual area offers good capacity for development in view of limited constraints. Valley area offers opportunity to create attractive 'parkland' character within development area. |
| Access to urban transport networks (including public transport potential) | Existing access via Holland Road which is to be upgraded through Energy Centre development implementation. New southern access road from east Langage to Deep Lane Junction on the A38 likely to be required to facilitate additional development at Langage. Potential to form part of wider public transport loop connecting Plympton, Sherford etc. |
| Access to strategic transport networks | Existing access to A38 via Holland Road / Sandy Road which are to be upgraded through Energy Centre development implementation. New southern access road from east Langage to Deep Lane Junction on the A38 likely to be required to facilitate additional development at Langage. Deep Lane Junction on the A38 has capacity constraints and any development at this location will be required to contribute towards an upgraded junction. Although this area is close to the rail line, the provision of rail access is unlikely to be feasible. |
| Access to local employment (or residential | The Langage area is well located strategically to serve the Plymouth Travel-To-Work Area, including adjoining Plympton and future linkage with Sherford. |

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| areas if employment development) and existing facilities | |
| Availability for development | The site is being promoted by the landowner and is understood to be available for development. |
| Economic viability | Considered to be viable on developable area, although viability would be enhanced as part of a wider comprehensive area. |
| Contribution to sustainable development | Highly sustainable location for employment development at a strategic location maximising opportunities that already exist in the area. Proximity to future power station could offer opportunities for efficient energy systems within the employment area. |

| Assessment Criteria | Option 12 - Location: Langage - south of existing estate |
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| Summary of outcome of assessment | Large-scale employment provision at Langage offers a unique opportunity for regionally-significant, high quality, sustainable economic development. Land area offers limited capacity for economic development to deliver the above, in view of overriding physical, landscape and other environmental constraints. |
| Planning context | No planning policies or landscape designations affecting the site. Ability of location in principle to contribute to the delivery of a regionally-significant strategic employment allocation, although remote from committed Energy Park reducing ability to create high quality new employment area. |
| Physical & environmental constraints and opportunities | Site constrained by sloping topography (western portion), setting of listed buildings (eastern portion), and flood-risk ('valley' features) |
| Landscape impact | Overall area forms part of the foreground of key open views towards Dartmoor National Park (for example views eastbound out of Plymouth from A38 particularly in the vicinity of Deep Lane Junction). Development in this location would substantially alter landscape character. Limited scope for mitigation of any impact. |
| Development capacity | Combination of physical, landscape and environmental constraints (see 2. and 3. above) limits capacity for development / ability to make efficient use of land. |
| Access to urban transport networks (including public transport potential) | Proximity to A38 Deep Lane Junction provides good potential accessibility, including future public transport links with Sherford. New southern access road from east Langage to Deep Lane Junction on the A38 likely to be required to facilitate additional development at Langage. |
| Access to strategic transport networks | Proximity to A38 Deep Lane Junction provides good potential access. New southern access road from east Langage to Deep Lane Junction on the A38 likely to be required to facilitate additional development at Langage. However, this junction has capacity constraints and any development at this location will be required to contribute |

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| | towards an upgraded junction. Although this area is close to the rail line, the provision of rail access is unlikely to be feasible. |
| Access to local employment (or residential areas if employment development) and existing facilities | The Langage area is well located strategically to serve the Plymouth Travel-To-Work Area, including adjoining Plympton and future linkage with Sherford. |
| Availability for development | The site has been promoted by the landowner previously and is believed to be available for development. |
| Economic viability | Capacity for development is limited by environmental and landscape constraints. |
| Contribution to sustainable development | Whilst Langage is a highly sustainable location for employment development at a strategic location which maximises opportunities that already exist in the area, Option 11 has landscape, topographical and flood risk constraints which make it less sustainable than Options 10 and 11. |

| Assessment Criteria | Option 13 - Location: Chittleburn |
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| Summary of outcome of assessment | This area is detached from the existing built up area and residents would need to travel for most of their needs. The site alone would not support the provision of a full range of community facilities. Therefore, this site would not deliver a sustainable scheme. |
| Planning context | No planning policies or landscape designations affecting the site. Close to South Devon AONB boundary. |
| Physical & environmental constraints and opportunities | <p>The historic farmland character of this area has been significantly weakened in form and appearance by the introduction of plantation forestry on the northern higher ground and the introduction of industrial buildings in the southern central part of the site.</p> <p>A watercourse flows along the northern part of the area. Environmental features include plantation woodland, historic hedgerows, mature trees, stream, wet woodland and wet grassland. Possibly protected species present in the above features, such as otters, bats, badgers and dormice.</p> <p>Development of the higher land to the north, east and south would break skylines and introduce dislocated areas of development into the countryside.</p> |
| Landscape impact | The area is reasonably well contained, in particular the lower section by landform to the north, east and south. Views in from the west can be obtained both locally (on and around the Brixton Road) and more distant views from land to the south of Elburton. |
| Development capacity | Combination of physical, landscape and accessibility constraints (see above) limits capacity for development, however, southern central portion offers limited potential. |
| Access to urban transport networks (including public | Detached from existing residential areas within Plymouth, access to this site would be via the A379. The site has the potential to link to the National Cycle Network but no scope to link to urban pedestrian networks. |

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| transport potential) | |
| Access to strategic transport networks | Access to the strategic road network would be via the A379. |
| Access to local employment (or residential areas if employment development) and existing facilities | The site is remote from employment centres within the PUA, although it is relatively close to Langage Employment Estate and the proposed Sherford new community. It is relatively accessible to existing facilities in Plympton and Plymstock, however, these would not be within the recommended 400 m walking distance. Facilities at Sherford will also, in due time, be nearby although unlikely to be within walking distance unless the site were to be part of the new community. |
| Availability for development | The site is being promoted for development as part of the Sherford new community by the landowner so it is assumed that it is available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | Scale of development would alone not support the provision of community facilities. Residents would need to travel for most of their needs. The nearest community facilities would be at Elburton and Plympton. Residents would also need to travel some distance for employment opportunities. This option would not deliver a sustainable urban extension. |

| Assessment Criteria | Option 14 - Location: South of Elburton |
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| Summary of outcome of assessment | This option would not deliver a sustainable urban extension. |
| Planning context | No planning policies or landscape designations affecting the site. Close to South Devon AONB and CPA. |
| Physical & environmental constraints and opportunities | <p>This area is of strong agricultural character ranging from a northern plateau through to steep valley slopes and more enclosed valley in the south. The eastern part of the area is more open and contains stronger elements of historic quarrying and woodland with more open wet valleys.</p> <p>There are some watercourses flowing across the site with limited floodplains. Environmental features include historic hedgerows, woodlands, mature trees, wet grassland, streams, quarries, stone walls and historic farm settlements. Highly likely that there are protected species present in the above habitats. For example, bats may be present in trees, buildings and quarries.</p> <p>Any development on the south facing slopes and down into the valley and open land to the east, would be highly visible and intrude into the strong agricultural character of this area</p> |
| Landscape impact | There are extensive local and distant views of this area but generally views of the western section from the AONB to the south are contained by broken ridges running east-west. The eastern part of the area is more open with a broader range of long distant views from the east and south, including the AONB. |
| Development capacity | Combination of physical, landscape and environmental constraints (see above) limits capacity for development. |
| Access to urban transport networks (including public | Reasonably close to Elburton, this site may have the potential to link with urban transport networks. However, any links would have to cross an area of undeveloped land within Plymouth City Council's boundary. Access to this |

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| transport potential) | site would also be via the A379. |
| Access to strategic transport networks | Access to the strategic road network would be via the A379. |
| Access to local employment (or residential areas if employment development) and existing facilities | The site is remote from employment centres within the PUA. It is relatively accessible to existing facilities in Elburton and Plymstock, however, these would not be within the recommended 400 m walking distance. |
| Availability for development | The site has been promoted by the landowner so it is assumed that it is available for development. |
| Economic viability | Unknown. |
| Contribution to sustainable development | Scale of development would not support the provision of community facilities. Residents would need to travel some distance for most of their needs, particularly employment opportunities. The nearest community facilities would be at Elburton. This option would not deliver a sustainable urban extension. |

Summary of the assessment of the Plymouth urban fringe development options

Each option has been given an overall rating for the progression of sustainability. The following symbols have been used to rate the options as follows:

- ++ Likely to contribute considerably to the achievement of sustainability
- + Likely to contribute somewhat to the achievement of sustainability
- Negligible effect on the achievement of sustainability
- Likely to conflict somewhat with the achievement of sustainability
- Likely to conflict considerably with the achievement of sustainability
- 0 No identifiable relationship with sustainability
- ? Level of effect on the achievement of sustainability unclear

| Assessment Criteria | Alternative site options* | | | | | | | | | | | | | |
|---|---------------------------|---|---|---|----|----|----|---|---|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Planning context | -- | - | - | • | ++ | + | - | + | + | + | + | + | • | • |
| Physical & environmental constraints & opportunities | -- | • | • | • | ++ | • | - | + | - | • | • | - | • | - |
| Landscape impact | -- | - | - | • | ++ | -- | -- | + | • | • | • | - | • | - |
| Development capacity | - | • | • | + | + | + | - | + | - | • | + | - | + | - |
| Access to urban transport networks (including public transport potential) | -- | - | - | • | ++ | + | -- | • | • | + | + | • | • | • |
| Access to strategic transport networks | -- | - | - | • | • | • | -- | • | • | + | + | • | • | - |
| Access to local employment (or residential areas if employment development) and existing facilities | -- | • | • | • | ++ | + | - | • | • | + | + | + | - | - |
| Availability for development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Economic viability | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| Contribution to sustainable communities | -- | - | - | • | ++ | + | -- | + | • | + | ++ | • | - | - |

*List of alternative options:

1. Tamerton (west of village)

2. Tamerton – immediately to the east of village
3. Tamerton – wider area east of village
4. Roborough – south of Roborough House
5. Woolwell – land adjacent CSA building
6. Woolwell – land to the north of Woolwell
7. Boringdon
8. Newnham – south of West Park Hill
9. Newnham – north of West Park Hill
10. Langage – north of Holland Road
11. Langage – east of planned Energy Centre & Energy Park
12. Langage – south of existing estate
13. Chittleburn
14. South of Elburton