

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
1. Forward		
1.22	Support partnership approach	1678
1.22	Welcome inclusion of Highways Agency	1129
	Clarify role of the RPB and the RSS.	1250
2. Context		
2.25	Support EbD process, the key outcomes should be summarised.	920
2.30 – 2.34	Reference should be made to the Devon Community Strategy and how this has informed the Sherford proposal. (Test 5)	920
2.30 – 2.34	Support South Hams Community Strategy	1678
	Welcome joint working undertaken to produce the Plan and the EbD process.	1
3. Cross Boundary Issues		
3.3	Supports strategic work underpinning the proposal. Welcomes inclusion of the Eastern Corridor Study and supports the provision of the HQPT route.	1129
3.5	The role and function of Sherford should be set out as part of the Vision statement in Section 5. (Test 6)	920
	Support successful joint working between SHDC and PCC	1308
	Support the links that have been introduced to illustrate how Sherford will integrate with Plymouth, Llangage and other initiatives in the surrounding areas.	1308
4. Location		
7.68 – 7.69 SNC7	Support 'Sherford Refined' - <ul style="list-style-type: none"> • Coalescence is avoided, and has the least impact on surrounding communities. • No need for a road to be built through Haye Road playing fields. • Site directly adjoins the A379 and access to the development and a park and ride can be achieved at Chittleburn. • Development is contained within the valley and reduces visual impact. 	Appendix 9

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	<ul style="list-style-type: none"> Sherford Refined is led by the need for a deliverable and sustainable public transport route. An inferior public transport solution will result in greater reliance on private vehicles and increased traffic movements impacting on local roads. 	
	Development should be moved off the high land adjacent to the A38 and into the valley to avoid Elburton, Plymstock and Plympton merging, and to avoid expenditure in relocating utilities.	Appendix 1, 2, 3, 4,
	The wide open corridor (traversed by the A38) should be protected.	Appendix 2. 1952
	Development should be moved northwards towards the A38, where an additional access should be made between Marsh mills and Deep Lane	2329
	Utilise brownfield sites before Greenfield ones.	Appendix 5
	Support - AAP clearly explains the locational characteristics of Sherford.	920
	Should have retained original proposals for Sherford (smaller villages)	Appendix 6
	Scale of development is too large / overcrowding	Appendix 7
	<p><u>Alternative locations</u> - Ivybridge and South Brent, Totnes, closer to Brixton and Yelampton, in the South Hams, Lee Mill, Chittleburn.</p> <p>Development (particularly the affordable housing) should have been distributed between other towns / villages in housing need, within the South Hams.</p> <p>Does not meet the housing needs of South Hams residents.</p>	Appendix 8
	Alternative Location – London	855
	Support new community at Sherford	1900
	The SW part of Sherford should be moved to the area for future expansion or to the east of deep lane, thereby leaving a greenbelt between Sherford and Elburton	2229
	Should not be built	401, 1521, 1522,
	Too close to Elburton and Plymstock	1515
	Need not proven	2222
5. Vision		
5.2	Remove ' <i>not being a dormitory suburb</i> '.	920
5.2	Supports vision, particularly (e) and (g).	1129

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5.3	Support partnership approach. Improvements to the A38 Deep Lane junction must be compliant with Circular 4/2001.	1129
	Support vision. Add additional criterion which sets out the importance of the infrastructure and facility provision coming forward appropriately to serve the development. With this in mind – fully agree with SNC16.	1900
	General support of the positive approach that SHDC has taken.	1250
	Support Sherford vision.	920, 1678, 1110, 1303,
6. Development Objectives and Principles		
6.1	Lack of clear link between Policy CS5 of the Core Strategy, suggest setting out CS5 in full with the reasoned justification.	1
6.2 – 6.7	Key principles should be set out clearer in a single statement to improve clarity. Sustainability should be included as a 'key foundational principle'. Economic development, employment, sustainable travel, high quality design should be added to the list of principles. Ref to reducing carbon dioxide emissions should read 'greenhouse gas emissions'. Para 6.5 are mitigation actions, the AAP could consider including some adaptation issues here.	920
6.4	Support	1110
6.4	Support principles, in particular (a,b,d,g,h). In respect to (g, h) reference should also be made to appropriate infrastructure provision, maximising the advantage enjoyed by public transport over the private car.	1129
6.5	Support	1110
6.6	Support	1110
6.6a	Delete 'drivers are made equally comfortable' (Test 4)	920
6.7	Support in particular (a). Additional reference to extending the sustainable transport network beyond the new community. Would welcome the inclusion of the Core Strategy objectives for Sherford within para 6.1.	1129
6.7a	Opportunities should be maximised to physically combine new wetland areas as SuDS and public open space to demonstrate that the landscape operates on a multi functional basis.	1202
6.6, 6.7	Object to reference to a 'town plan', should refer to a sustainable community.	1110
	Support requirement for sustainability checklist	1202
	Refer to www.sportengland.org/activedesign.pdf	1678

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	General aims and objectives supported	2232, 1, 1202
	Too much reliance placed on the production of 'strategies' to accompany the planning application, rather than on the whole Plan itself to provide a robust basis for further planning/design/delivery work.	1
	More appropriate to use 'positive planning' language rather than the regulatory language of 'require' and 'requirements'. In respect to affordable housing and planning obligations 'require' conflicts with Circular 6/98 and 5/05.	1
7. Sherford New Community Proposal		
Strategy		
SNC1	Include reference to the Type 2 Police Station, which is a strategic requirement.	1900
SNC1	Support, particularly (4)	1213
SNC1	Support strategic elements.	1110
SNC1	Development rates are optimistic. Policy should include requirement for annual monitoring of the delivery of housing, which should be related to a 'plan, monitor and manage' approach of releasing additional housing to address any shortfalls.	1936
SNC 1 (2)	Object to terminology 'town centre', strategy diagram 3 correctly refers to a 'district centre'. Contrary to PPG6 and the overall retail hierarchy in Plymouth.	1110
SNC1 (7a)	Clarify 16,000m2 net or gross, concerned over impact on vitality and viability of existing district centres.	1110
SNC 1 (7b)	Clarify 67,000m2 is net or gross, and if its an appropriate interpretation of the 18ha within the Preferred Options.	1110
SNC1	Policy does not meet requirements of carbon neutrality set out in Policy G of the Draft RSS. Fails Test of Soundness 4c.	1250
SNC1	Object to 5) further growth is a westerly direction. Assumption further growth is needed is not clear, lack of detailed analysis to illustrate conformity with RSS Policy SD3. As in accordance with the SEA of the RSS and PPG3 higher densities should be considered before expansion.	1104
SNC1	Support requirements subject to adding the walking equivalent to the 5 minute walk (400m).	1078
SNC1	Broadly support. Reference should be made to the 'Proposals Map' in the first sentence. Criterion 1) The key delivery proposal should be limited to the implementation of phased comprehensive development (Masterplan and stakeholder involvement are covered elsewhere). Criterion 6) 'Well related' is unclear and ambiguous. Delete 1 st sentence and incorporate the list of settlements into the 2nd sentence.	1
SNC1	Development rates not realistic, clause 1) not founded by evidence, and fails Test 7.	1130

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	Clause 2) No reference to timing / phasing of the town centre / neighbourhood centres to show how access for residents can be achieved. Clause 3) Early provision of infrastructure is not defined; policy is vague and fails Test 8. Clause 5) Conflicts with Clause 2, fails Test 4 as lacks conformity with RSS (RPG10).	
SNC1	Support clause 6, Sherford can assist in providing for more sustainable transport modes on the eastern side of Plymouth in conjunction with Language, Newnham and Plymstock Quarry. The Masterplan should include detail of Phase 2 of the transport infrastructure to ensure the network can accommodate the cumulative impact of development. The Transport Strategy should be more inclusive and integrate better into the existing villages and networks (Brixton and other villages of Western South Hams). Access directly and a transport interchange on the A379 would be beneficial.	1130
SNC1	Clarify delivery timetable for 5,500 dwellings. (Test 6)	920
7.1	Commuting into Plymouth for higher order facilities should be maximised by public transport, i.e the provision of free bus passes or demand management in Plymouth. The TA must include such measures if the Sherford vision is to be achieved.	1129
7.2	Support implementation of infrastructure	1678
Sustainable Development		
SNC2	Support policy	1202, 1110
SNC2	Object to exclusion of "PCC's agreement" in respect of the contents of the Sustainability Checklist. Fails Soundness Test 4, 6 and 7	1936
SNC2	Support AAP's approach to achieving best practice in sustainable development, would be helpful if the AAP gave clear guidance as to how it expects the aims to be achieved, and how the targets for on site renewables and carbon emissions will be delivered.	920
SNC2	Energy efficient will be best achieved through Building Regulations. Inclusion of energy efficiency targets is inflexible and could result in unviable developments.	1922
SNC2 & 5	Demand challenging targets in terms of energy consumption and reducing carbon emissions. Within SNC5 (10) there needs to be consideration of the implications of SNC5(9a). SNC(5) should be expressed as a % against those houses built in accordance with current building regs and standards. Para 7.38 and SNC5 (13) should not have a burden of proof on the supply of gas, particularly where there is no clear objective reference to decide what is proof. The demand should be that where there is a feasible,	913

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	reasonable economic and practical alternative to the gas supply this will be provided.	
SNC2	Ambitious renewable energy targets should be accompanied by a risk assessment. Energy targets should be complemented by targets relating to transport provision / modal change, clarify whether Eco-homes / BREEAM standards will be retained as 'Excellent' through revisions of the standards during the construction period.	920
SNC2	Criterion 2) Have reservations about incorporating that into upper case policy.	1
SNC2	Include a clear and consistent statement of the phasing anticipated for the proposed development. (Test 6)	920
7.4	AAP should specify the key priorities SHDC wants to see achieved and how they will be achieved and monitored.	920
7.5	Support energy hierarchy, should be expressed as 'minimise usage, energy efficiency and renewable energy generation'. Welcome ref in 7.9 to necessary adaptations to take account of climate change.	1202
7.5	Checklist is extensive and potentially onerous in the context of what is required by the rest of the Plan in terms of investment and infrastructure.	1130
7.6	Replace 'truly sustainable' with 'ensure that Sherford achieved the highest sustainability standards in all key aspects of its design and development'	920
7.4 – 7.15	AAP should show how Sherford will address the need for: climate change adaptation and mitigation, projections of climate change and consider climate change beyond 2026.	920
7.10	Energy efficiency requirements should be set through the review and reform of building regs, as it impacts viability.	1130
7.10 - 15	Issues / actions should be divided into demand reduction, energy efficiency, use of renewable energy technology.	920
7.14	Clarity required on number and scale of wind turbines, and ability to generate substantial amounts of energy in this location. Impact on residential areas, Dartmoor and the AONB need to be fully investigated. (Test 4, 6). Wind Farm needs to be tested against CO2, 3 and 12 of the Devon Structure Plan.	920
7.41 & 7.42	Wind turbines conflict with 'sensitive treatment' in para 7.95.	2238
	Object to wind turbines will be a blot on the landscape, solar panels should be fitted to all buildings instead.	2251, 816,
	Light pollution	1911
	Noise / airborne pollutions.	Appendix 10
	Contact should be made with the London Development Agency and Sherford should become a partner with the London initiative (based on the Dongtan eco-city in China)	2259

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Design		
SNC3	Object to exclusion of "PCC's agreement" in respect of the Design Strategy and Design Codes (Town and Detailed). Fails Soundness Test 4, 6 and 7	1936
SNC3	No objection to approach (of the design strategy, town and detailed codes), but imposes another level of requirement on the new community, which raises doubts over the deliverability in the timescale.	1130
SNC3	Include all the key elements to be included in the Design Strategy, and clarify 'topic specific codes'.	920
	Refer to www.sportengland.org/activedesign.pdf	1678
SNC3	Support	1110
SNC3	Ref to design strategy (1) is not required if para 7.22 is upgraded to Policy. Should 'propose' rather than 'require' the key elements of a Design Code(s).	1
SNC 3 (2)	Object to the phrase 'town', Sherford should be a sustainable community.	1110
7.20	Should outline key features of the 'Sherford Design Code' and the detailed design code. Design principles should be more locally relevant. AAP should make commitment to feed the design for Sherford to a 'local design panel'. Need clear mechanisms for monitoring the codes implementation.	920
7.22	Should appear in upper case.	1
7.22 (4)	The network of streets should be designed to give absolute priority to public transport and safeguard the HQPT Route.	1129
7.23	Support aim	1678
Community Facilities		
SNC4	Policy does not identify the mechanisms which are to be in place to ensure effective management / implementation of community facilities, and fails Test 7 and 8.	1130
SNC4	'Required' is an inappropriate approach.	1
SNC 4, 5, 6, 7 and 8	Support policy, reasoned justification and policy should have clearer demarcation, and not repeat each other. (Test 6)	920
7.24	Support para	1900
7.24	Reference to the Type 2 Police Station should be included in this para.	1900
7.25	Support	1303
7.26	Remove 'except where this leads to'	920
7.27	Support	1678

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7.29	Support reference to police station in shop front, would like to see size increased from 90sqm to 150sqm.	1900
7.28	Support Community Services and Infrastructure Strategy and dual use approach.	1678
7.29	Clarify size of shop front – in para 7.29 its 600 sq m and in SNC11 its 90sq m.	1900
7.20 – 7.32	List of requirements is extensive and express concern for delivery.	1130
7.29	The provision of services and facilities are based on an assumption of 5,500 dwellings, which has not been adopted via the RSS, fails Test 4. Question resources available to deliver these facilities. Red Tree have stated that no public subsidy is required to invest in these facilities. Concerned over implementation, and failure of Test 8.	1130
7.29	Provide appropriate descriptions of the various community facilities within the text.	920
7.29	Support. The theatre / cinema should be attached to the school rather than contained within in. The library and youth centre could be accommodated within the mutli purpose community centre rather than the town hall.	1303
7.29, 7.90 & SNC9	Support range of sport and recreation facilities. See indicative list of facilities to be explored by the Strategy.	1678
7.31	Clarify whether a 'hospital' will be provided.	920
7.38	Note that travel is a key contributor to the burning of fossil fuels, the provision of the HQPT will play a substantial role in reducing CO2 emissions.	1129
7.88	Support	1678, 1110,
	Development will create a burden on existing facilities i.e schools (secondary) , medical facilities (dentist, doctors), youth facilities, swimming pools, police resources, leisure facilities	Appendix 11,
	Inadequate existing infrastructure – particularly at Chaddlewood.	Appendix 12
	Lack of community facilities / infrastructure / police to provide for the size of the development	646,2052, 2078, 2137, 2633
Infrastructure and Utilities		
SNC5	Support policy. Criteria 11 clarify whether an assessment has been undertaken to show this is the best technology for the site.	1202
SNC5	Support	1110
SNC5	Object to exclusion of "PCC's agreement" in respect of the Energy Strategy. Fails Soundness Test 4, 6	1936

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	and 7	
SNC5	Clarity required on whether or not consideration has been given to facilities to manage residual waste, and the use of recycled materials (such as recycled aggregate) during construction and the reuse of materials on site.	1250
SNC5	Criterion 3) Waste management policies should be in the Waste Development Framework, not the LDF. Lack of distinction between waste management and waste collection, lack of information on waste disposal. Criterion 9) The Energy Strategy is a process to achieve a) - c) and does not need to be upper case policy.	1
SNC5	Clarify reference to Infrastructure and Utilities Strategy, and para 7.28 to a Community Services and Infrastructure Strategy.	1130
7.40	Does 'energy demand' refer to electricity and heating.	920
7.44	AAP should 'exceed' County and District recycling targets. AAP should specify the use of recycled and secondary materials in construction.	920
	All infrastructure to be in place before building the houses.	Appendix 14
	Development will create an overburden on existing services i.e. waste management, water, sewage.	Appendix 13
	Support energy strategy for Sherford	929
Housing including Affordable Housing		
SNC6	Fails Test 7. Policy not founded on robust and credible evidence base. should be based on housing market assessments not housing needs assessments.	1922
SNC6	Support	1110
SNC6	Support SNC6 (4), object to para 7.55 and should be replaced with 'appropriate legal mechanisms should be used to ensure that all affordable housing provided within Sherford cannot be sold on the open market, and remains reserved for local people based on appropriate residency qualifications in perpetuity'.	1213
SNC6	Inconsistency between SNC6 (4) referring to 15% intermediate housing reserved for key workers, and para 7.54 referring to first time buyers on average incomes.	913
SNC6	Density proposals are not in conformity with H2: Housing densities of the Draft RSS, and Annex 3 of draft PPG3. Fails test of soundness 4c. Densities should be increased from 35-40dph to 50dph.	1250
SNC6	The Housing Strategy is a process to achieve 1 – 7, and does not need to be subject to 'upper case' policy.	1

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	Criterion 1) Reference to Devon Supporting People create ambiguity over the status of the strategy under s38(6), could simply refer to 'vulnerable groups' and move ref to strategy to the RJ. Criterion 2) Overall density is ambiguous. PPG3 refers average net density. Criterion 4) 'Required' conflicts with guidance in circular 6/98 which advises affordable housing maybe 'sought'. This change was accepted during the CS Examination.	
SNC6	Affordable housing % is inflexible and should allow for negotiation and tenure split on a site by site basis. Fail Test 4b.	1922
SNC6	Housing density is under ambitious and does not accept RSS principles for urban extensions. Fails Test 4c	1922
SNC6	Support affordable housing target, evidence of deliverability is required.	1250
SNC6	Object to exclusion of "PCC's agreement" in respect of the Housing Strategy. Fails Soundness Test 4, 6 and 7	1936
SNC6 (3)	Object to the requirement for housing to meets the needs 'from within the South Hams and the remainder of the Plymouth sub-region'. The requirement of Sherford is based on needs from within the Plymouth PUA.	1110
7.58 - 59	Clarify use of terminology, should be 'housing mix' rather than 'mixed use'. Identifying a rough mix of housing in the open market should be identified in the Plan as per the affordable housing. Developing policy and guidance to achieve objectives is the job of the LPA rather than the applicants.	1
Para 7.47 and SNC11	Density ranges need to be clearly justified and related to RSS, PPG3 and CABE's best practice guidance. Policy SNC11 should not specify upper density limit. (Test 4)	920
7.54	Inconsistency of average earnings for intermediate housing, PCC is £60,000, compared to SHDC £70,000. Clarify 15% intermediate key worker target, does it form part of the 20% defined in intermediate housing.	1110
7.56	Object to delivery of affordable housing outside the PUA.	1110
	Housing is being provided not where the need is.	2251, 2241
	Level of affordable housing is too high / mix is wrong	Appendix 15,
	Not enough affordable housing for young couples / first time buyers	2621, 2636
	Lack of information on retaining affordable housing, to prevent it being sold on to second home buyers and inflate local house prices	Appendix 16
	No clear mechanisms for delivery of affordable housing	1659
	Increase proportion of rentable accommodation	515,

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	Planning application should not be submitted until the Housing Market Assessment is published	2238
	Density too high	997
	Off site delivery of affordable housing must include Elburton and Plymstock	1222
	Proportion of affordable housing for elderly people should be increased to 15% and 2 beds reduced to 30%	1222
Movement and Transport		
SNC7	Support	1110
SNC7 (2)	Inconsistency with NP AAP – with regard to HQPT, and inclusion of proportionate contributions towards wider transport works.	1110, 913
SNC7	Object to exclusion of “PCC’s agreement” in respect of the Integrated Movement and Transport Strategy. Fails Soundness Test 4, 6 and 7	1936
SNC7	Demand responsive services could provide a more appropriate solution than conventional public transport	2244
SNC7	Lack of provision of transport to meet the needs of young people, particularly safe and reliable evening public transport	2244
SNC7	No mention of providing links to rail services – would reduce pressure on the roads.	2244, 2631
SNC7	Concerned over increased traffic flow from Yelampton to Plymouth. Disappointed park and ride on the A379 is not required, would like an easy access between Yealmpton and the Deep Lane park and ride. Improve the A379 between Elburton and Plymouth City Centre. Improve existing public transport. All contract vehicles should use the A38 and not the A379 during construction.	2250
SNC7	Support policy, draw attention to policy TR11 of the Draft RSS.	1250
SNC7	Reduce number of components. 3 and 4 could be merged, and 5 is dealt by SNC11-14.	1
SNC7	The AAP should outline the requirements and key principles for the transportation and movement strategy. The strategy should seek to discourage car use and encourage walking and cycling for the remaining trips. Parking standards should be better than those in PPG13 and linked to proposed car trip generation forecasts. More detail is required on the standard and frequency of public transport in different phases (Tests 4, 6, 8)	920
SNC7	Provision of public transport - Is ‘at the outset’ consistent with ‘at the commencement of development’ (Devon Structure Plan). If so retain wording from Devon Structure Plan. (Test 6)	920
SNC7	Support. Clarification of (14) required to ensure that in the absence of any other major development in the vicinity all the costs will fall to the developer for the complete major junction improvement at Deep Lane.	1129

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SNC7	<p>Lack of detail in respect to the capacity, or frequency of the HQPT. Policy does not make clear if the HQPT will be available from Day 1 and fails Test 7,8 and 9. The Policy should be modified to prescribe more detail.</p> <p>Criteria 1) refers to supporting the HQPT service, assume this means financially. As this is not clear, it fails test 7. Policy should be modified.</p> <p>The direct link from the A38 to A379 is not appropriate, and fails Test 7 and 8.</p> <p>Haye Road is not of sufficient standard to be used as the HQPT in the interim and fails test 7 and 8. – Alternative routes to provide access to the A379 should be considered.</p> <p>Without significant improvements to Deep Lane junction, it is inappropriate to accommodate additional traffic. Plan fails Test 7,8 and 9. Consideration should be given to suitable junction improvements at commencement of development.</p> <p>Plan fails to address how concerns over increased volume of traffic particularly at the Park and Ride can be addressed, nor the resources to implement an ambitious infrastructure programme. The Plan fails Test 7,8 and 9.</p> <p>Criteria 13) Plan fails to address how this can be implemented, and fails Test 7 and 8.</p> <p>Transport policies and proposals are deficient and unsound (Test 7,8 and 9) in terms of the extent to which the resources are identified and the strategies needed to achieve the Plans objectives. Little reference of integration to PCC (Test 4).</p>	1130
7.63	General aim supported, however a lack of detail on how this will be achieved	2244
7.64	Transport mix should make use of existing community transport in the area	2244
7.65	AAP must have commitments to deliver the objectives at the outset.	920
7.65	<p>Hierarchy of modes should distinguish between walking, cycling and public transport</p> <p>More detail and clarity needed on the 'sustainable travel organisation'.</p> <p>Need a clear commitment to a package of travel planning initiatives.</p>	920
7.65	Support inclusion of sustainable travel within the movement hierarchy.	1202

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7.66	More detail required on how the Sustainable Travel Organisation will function	2244
7.70	Omission of park and ride on the A379.	1655
7.63 – 7.74	Support. Concerned over appropriate mix of uses at the park and ride. The HQ bus service provision should not be over-prescriptive regarding stop / interchange facilities, quality and frequency, until the business case for the HQPT is better understood. The TA must establish the full impact of the development on the A38 as well as the local network.	1129
7.73	Lack of regard to PPG15 (para 5.1,2,and 3).	1647, 1180
7.70	Insufficient evidence to support the exclusion of the park and ride on the A379. AAP should indicate the need to reassess the need during the later stage of development. (Test 7)	920
7.72	Clearer guidance required on the A370 – A38 link. The HQPT network information better placed in the text rather than the glossary.	920
7.73	Before development commences the A38 needs to be widened to accommodate additional traffic	2238
7.73	Lack of evidence to discount the alternative route and support the proposed (Test 7, 9)	920
	Inconsistency between PCC Cross Border Diagram and SHDC Diagram 3 with respect to traffic along Vinery Lane and Sherford Road	2241
	Inconsistency between North Plymstock and Sherford AAP with regard to 'potential long term links' crossing Coltdown Hill.	2247, 2248, 2249
	Developers at Plymstock Quarry have not yet been approached with a view to coordinating the access strategy for Sherford. Resources for implementation have not been identified, and the AAP fails Test 7 and 8.	1130
	Lack of footpaths in / out of the site, lack of footpaths in the area to link to. 'Shared paths' are not favoured with walkers, particularly those hard of hearing. Paths should be wide enough to accommodate both parties.	1093
	The proposed Sherford – Plymouth cycle route does not provide for the impact of development on existing cyclists.	1864
	General principles supported, details of delivery are not clear.	2244
	Eastern Corridor study not robust enough to inform the AAP (lack of survey work carried out on proposed routes).	1839, 1222
	Inconsistency between North Plymstock and Sherford AAP in respect to access into Plympton St Maurice. Access to Plympton St Maurice should be changed to 'public transport and limited access' rather than	Appendix 17,

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	local access. Conservation Area should be afforded more protection.	
	Clarification of 'traffic management measures' required (in relation to Plympton Hill and Plympton St Maurice Conservation Area).	Appendix 18
	The proposal will not achieve Policy SNC7 (12).	Appendix 1, 2, 3, 19
	HQPT needs to be available from the commencement of the development.	Appendix 1, 2, 3, 20.
	All road infrastructure and proposed improvements need to be in place before development commences	Appendix 21
	The A38 and Deep Lane junction should not be used as public transport corridor, which will result in more traffic on the A38, contrary to the policies of the Highways Agency.	Appendix 1, 2, 3. 2238, 1952
	Massive financial investments required at Laira Bridge.	2329
	King George V playing fields are held under charitable trusts by PCC, compensatory provision is not acceptable.	1513
	The main public transport access should not be across King George V Playing Fields. The proposal is flawed due to a loss of playing fields, timescale to achieve delivery and Haye Road is inappropriate for such a use.	Appendix 1, 2, 3, 22.
	The best opportunity to achieve HQPT is to provide a direct link to the A379 at Chittleburn.	Appendix 1, 2, 3. 931, 2238, 1952,
	<u>Concern over increased traffic / congestion/ pollution/ safety issues / inadequate transport infrastructure particularly at:</u> Haye Road, In and around Plymouth, On the A379, Marsh Mills, Cot Hill, Deep Lane, Glen Road, Ridgeway, Plympton St Maurice (Conservation Area, Fore Street) , George Lane, Merafield Road, Plympton, Elburton Road, A38, Plympton Hill, Chaddlewood, Langage, Plympton Hill / Amados Hill, Sherford Road, Bullers Hill, Ridge Road, Glen Road, local narrow country roads, traffic from Langage, Drunken Bridge Hill, Laira Bridge, Billacombe Road, access to Plymouth city centre, Inappropriate road links between the A38 and A379, Stanborough Cross roundabout, Chaddlewood, Merafield Close and Road, Wiverton, Longbrook Street, Wolverwood Lane, Sherford Road, Longbrook Street and George Lane, Pomplett Road, Wembury, Valley Road, Market Road, Glen Road,	Appendix 23

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	Traffic should be diverted away from the A379 and Sherford Road.	2251
	Lack of direct route between A379 and A38 avoiding Elburton and Brixton	2451
	Utilise the former railway route replacing the bridge over the Ride.	2021, 2022
	Inadequate public transport (existing)	563, 1313, 1316,
	Inadequate traffic calming / pedestrian routes in Plympton St Maurice	2243
	Inadequate public transport (proposed), HQPT route will not benefit local residents	1495, 1222
	Proximity of HQPT to Hazeldene Quarry	1222
	HQPT route should run above Colesdown Hill and into Sherford.	1222
	Lack of direct route from A379 to A38 for local residents (which avoids the main street)	1222
Economy		
SNC8	Support	1110
SNC8	Object to exclusion of "PCC's agreement" in respect of the Energy Strategy. Fails Soundness Test 4, 6 and 7	1936
SNC8	Policy and supporting text should clarify 'gross' floorspace figures, clarify split between convenience and comparison goods and make clear that retail provision must be phased with the growth of Sherford.	1298
SNC8	If training and development requirements at Sherford are distinctive it should be identified, if not remove reference.	1
SNC8	More details on the mix of different employment uses and how it fits in with the regional economic strategy should be provided. Justification of 1 job per dwelling. Policy should contain clear commitment to attract a mix of employers helping to attract a genuine social mix.	920
SNC8	Question resources available to deliver the strategies and implementation programme. Fails Test 8.	1130
SNC8 para 7.77	Lack of 'need assessment' to support the requirement of 16,800 sq.m of retail floorspace.	1923
7.79	AAP should state that the objective is for a town centre to be designed along the principles of a high street and main square. AAP should also emphasize the need for the high street to be designed as an attractive urban space.	920
	Concern over lack of job opportunities. Jobs before houses.	Appendix 24
	Support inclusion of employment space, which compliments provision at Langage	1308

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
Public Space, Sport and Recreation		
SNC9	Support	1110
SNC9	Delete text in ()	1
SNC9	All the strategies are likely to have significance as far as the S106 negotiations are concerned. The timetable is therefore unrealistic. Fails Test 7,8 and 9.	1130
SNC9	Support approach. AAP should set clear targets in terms of access from dwellings to public space, sport and recreation opportunities.	920
SNC9	AAP should focus on what 'must be' provided in Sherford and give a clear indication as to when facilities will be provided.	920
SNC9 (1)	No reference is made to the sports hub on the edge of Elburton, or appropriate contributions from the development towards proposed strategic infrastructure projects in the city that will also meet the needs of Sherford, (such as the Life Centre in Central Park). Reference should be made to proportionate contributions toward the delivery of a landscaped green corridor to provide a green pedestrian and cycle link between Sherford to Stag Lodge and Saltram House.	1110
7.91	AAP should clearly state that Sherford must provide the appropriate quantum of space (for sporting opportunities) in order to be a socially inclusive community.	920
7.91	Support dual use. Concerned if the school playing fields are included in the quantum of playing field provision for Sherford as they are seen as asset by the owners to be sold off for development when schools close down and lost forever.	1678
7.92	AAP should provide greater clarity about size, location and funding of the sports centre.	920
	The 5 acre standard should be applied to Sherford as the baseline for playing field and play area provision. Concerned over restricted provision for car parking (for visitors and supporters) related to sport and play facilities. King George Fifth Playing Fields should be preserved, an alternative transport route should be provided.	1656
7.92	Concerned if King George V playing fields were adversely affected by development. Replacement provision should be sought.	1698
7.92	Support the use of planning obligations to secure infrastructure.	1698
	Loss of King George V playing fields.	Appendix 25
	Alternative road alignment across King George V - north of the playing fields, Ridge Road, Top of Vinery	Appendix 26

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
	Lane through to Stag Lodge, N or S of the Driving Range in Haye Road.	
	Retention of existing trees. TPO (354) Moorcroft, Elburton Road.	1186, 1675,
	Loss of fields (farmland) / greenbelt.	Appendix 27
	Loss of character (particularly Plympton St Maurice, Plympton).	
	Environmental impact inc tree damage	Appendix 28 518
	Community open space should be in the north west of the site not the south east	2259
	Planning application should not be submitted until the Plymouth Eastern Corridor Study is published.	2238
Landscape, Biodiversity and Cultural Heritage		
SNC10	Support policy and proposed strategy	1202, 1110
SNC10	Object to exclusion of "PCC's agreement" in respect of the Landscape, Biodiversity and Cultural Heritage Strategy. Fails Soundness Test 4, 6 and 7	1936
	AAP will require Appropriate Assessment.	1252
SNC10	Reduce number of components.	1
SNC10	Support approach. Should be more commitments to 'enhancement' rather than just 'protection against adverse impacts'.	920
SNC11 - 14	Approach is consistent with the approach outlined in the general representation, and is supported.	1
SNC11 - 14	Lack of justification / evidence for the proportion of retail and employment floorspace in each neighbourhood. Policies should accord with the planning application proposition.	913
	Proposals Map does not comply with SNC10 para 8 in respect to listed buildings. Concerned over proximity of wind turbines to Higher Hareston – impact on the setting of the building. Concern over the inclusion of West Sherford within the built area (Diagram 2 showed it in the country park).	1835
	Include reference to the South West Nature Map	1202
Town Centre Neighbourhood		
SNC11	The size of the children's centre has not been determined.	920
SNC11	Joint use arrangements would be required for the community theatre/cinema and opening up school facilities for use by the wider community.	920

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
SNC11	Support policy	2232, 1301, 1110,
SNC11 (2)	Object to description of 'town centre', strategy diagram 3 correctly refers to 'district centre'.	1110
SNC12 - 14	No reference to the Type 2 Police Station	1900
SNC12 - 14	Support 3 smaller neighbourhood centres	1298
SNC12 - 14	Object to 'neighbourhood centres', no longer used in PPS6, if the centres are to be sequentially designed, the term 'local centre' should be used.	1110
7.99	Definition of a 'medium sized foodstore' is required	1298
Western Neighbourhood Centre		
SNC12	Support	1110
Southern Neighbourhood Centre		
SNC13	Support	1110
Eastern Neighbourhood Centre		
SNC14	Support	1110
Buffer Zones		
SNC15	Inadequate 50m buffer between Elburton and Sherford, need at least 1km.	1495
SNC15	Inclusion of land in buffer zone without consent	1217
SNC15	Support	1110
Phasing and Construction		
SNC16	Should include reference to the Type 2 Police Station	1900
	Lack of reference to construction hazards / disruptions, no segregation of industrial traffic from residential.	Appendix 30

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
SNC16	Not clear what the phasing programme needs to add.	1
SNC16	Funding for improvements is not likely to be delivered within the required timescales and should be revisited to allow for uncertainty of Deep Lane improvements. Amend timetable at para 8.7. Currently fails Test 9. Deliverability / funding of HQPT questioned. Infrastructure is unlikely to be phased from commencement of development. Plan fails Test 7,8 and 9.	1130
SNC16	Clearer phasing framework required, and related to Policy SNC2 (Test 6,8)	920
SNC16	Support	1110
SNC 16 (2)	No reference to timing of the replacement of King George Fifth playing fields. Object to the phrase 'town'.	1110
The Next Stage – Delivering the Planning Application		
SNC17	Support policy	1202, 1110
SNC17	Should include reference to the Type 2 Police Station	1900
SNC17	Include reference to the requirement of a Flood Risk Assessment to be carried out and submitted with the application, in accordance with PPG25.	1202
SNC17	Object to exclusion of "PCC's agreement" in respect of the all of the strategies referred to. Fails Soundness Test 4, 6 and 7	1936
SNC17	If the substantive proposals are clear, s38(6) has implications for the contents of the planning application without the need for a separate policy. Would be helpful if the processes were referred to in the RJ, not necessarily in the policy. Criterion 2) EIA is subject to separate legislation, additional requirement is unnecessary and could lead to complication.	1
SNC7	Para 8.7 is unrealistic in terms of quantum of housing to be developed, infrastructure costs and delivery timescales. Fails Test 7,8 and 9. Lack of alternatives for accommodating development in Plymouth and South Hams, therefore housing delivery for the PUA is under threat, and the Plan fails Test 9.	1130
SNC17	Remove 'outline' from SNC17	1129
SNC17 (2)	Object to 'town', Sherford will be a sustainable community.	1110
	Planning contributions towards policing facilities should be considered as an integral part of any planning contribution.	1900

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
Delivery / Soundness		
8.1	Support. No HA funding is available for upgrades to the Deep Lane junction.	1129
8.1 – 8.8	AAP should recognise that there is uncertainty surrounding the strategic context for Sherford until the Inspectors binding report is received. All reference to 4,000 by 2016 is unsound (para 1.6, 1.25, 7.46 and SNC1).	1078
8.1 – 8.8	Delivery rate / timetable is unrealistic, and will not deliver 4,000 by 2016. Expected shortfall of 1,600 dwellings	1078
8.1	Para needs to be reworded, to state all development will be required to make appropriate contributions, remove 'unacceptable burden' (Test 8). Development must not prejudice the availability of external funding sources.	920
8.7	2009 is missing from the delivery programme (completion of 300 dwellings).	920, 913
	Delivery unrealistic. No foundation for 5,500 dwellings other than draft RSS Policy, thus is not in conformity with established policy and fails Test of Soundness 4c.	1130
	The various strategies required to be in place or at an early stage of development is achievable in the longer term, not within the timescales identified in the AAP. Plan is unsound in respect of Test 7 and 8.	1130
	AAP is premature, the TA and EIA should inform the AAP strategy and design	1698
	Inconsistency between para 7.13 and 8.7 with respect to delivery rates.	913
	The AAP does not conform with Devon Structure Plan policies.	Appendix 1, Appendix 3. 1698,
	The AAP is not founded on a robust evidence base and is not the most appropriate site considering the alternatives	Appendix 1, 2 and 3. 1698, 1952
	The AAP is not a plan and not had proper regard to other relevant plans, policies and strategies relating to the area or adjoining areas.	Appendix 2. 423, 1698, 1952, 2247, 2243, 2247, 2248, 2249
Monitoring		
	Reliance on the AMR is inadequate to monitor the implementation of a new community, a more stringent monitoring regime is required.	1078

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
	AAP should identify clear mechanisms for changing policies, strategies and targets when they are found to be inappropriate. Need to clearly identify indicators and targets used to monitor progress. (Test 8)	920
	Monitoring of trip generation of the site is required to show whether targets of modal split are met	1129
Sustainability Appraisal		
	SA does not adequately address traffic issues.	2241
	Page 57/58 of the SA - combine both sections on biodiversity indicators and include bats.	1252
Consultation and Community Arrangements		
	Little consideration given to opinions of local residents	Appendix 31
	Lack of communication between Local Authorities	1333
	Lack of consultation / communication with Plymouth residents	2092, 368,
	General lack of information, maps need road names.	2509
Appendix – Precis of Alternative Sites Considered		
12.5	Para should be deleted, Newnham was never considered as an alternative to Sherford.	1130
	Duplication of Appendix 1 of the Core Strategy, which has been objected to, the results of which are pending. The Inspectors report on the CS should be carried through the Sherford Examination.	1078
Diagrams		
Illustrative Plan	Lack of detail in connections between A38 and A379 and improvements at Deep Lane, more detail of the park and ride is required, fails to consider connections to the west, and thus fails Test 4. Concerned over frontage development along the busy main street, and the main street becoming a barrier to the free flow of movement around the development, and potentially unsafe for mobility impaired.	1130
Diagram 5	Object to narrowness of the green corridor between Sherford and Elburton. Needs to be wider to accommodate cycling and walking, wildlife corridor and to prevent coalescence.	1213, 2172,
	Helpful in encouraging a cross border planning approach (Test 6)	920

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage

Policy / Para	Issue Raised	ID No
Sherford and North Plymstock Cross Border Strategy Diagram		
Diagram 2	Mis-representation of the transportation alignment (north of the playing fields).	1110
	Misrepresentation of the extent of the King George V playing fields (omitted SW quarter), allowing the proposal to use the southern boundary of the playing field to appear feasible, in reality the proposal would truncate the western half of the field.	1513, 1695, 1696,
General		
	Residents will use the City facilities yet Council Tax will go to South Hams. South Hams residents will benefit as the expense of Plymouth residents.	Appendix 32
	Inconsistency between North Plymstock and Sherford AAP regarding long term links.	2247
	Representation process complicated and restrictive.	2241
	DPD is sound	7, 2510
	Support AAP's aspiration for a sustainable community, and consider the AAP satisfies the Test of Soundness. AAP should provide additional detail in respect of enforcement and monitoring, targets for delivering high level objectives and provision of different services and facilities. (Test 8)	920
	AAP should clarify outcomes the 'strategies' need to deliver and set out the scope of such details the strategies must contain. (Test 7)	920
	'Promoters', 'developers' and the 'planning application' should be replaced by 'any' application for a 'detailed proposal'.	920
	The LDF will require an Appropriate Assessment, happy to advise on a suitable strategy.	1252
	Increase in crime.	689, 2066, 2127, 2215,
	Against development	Appendix 33
	Loss of garden to provide road link.	1784,

Appendix 1 – Standard Letter from Plymstock and Plympton Conservative City Councillors

Appendix 2 – Standard Letter from Plympton Community Council Action Group

Appendix 3 – Standard letter representing individuals

Appendices 4 – 33 – See Council's website

Summary of Main Issues raised to the Sherford Area Action Plan Submission Stage