

# Local Development Framework Briefing Paper



## LTP Transport Infrastructure and Access Issues: Plymouth sub Region

### Devon County Council's Advice to Local Planning Authorities

*This is one of a series of briefing papers prepared by Devon County Council to assist the preparation of Local Development Documents.*

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**Local Planning Authorities are requested to take the following matters into account in preparing their Local Development Frameworks and other documents:**

- 1 Principles and Key Issues to be Addressed:** *LDFs should incorporate the proposals of the LTP transport strategy for the Plymouth sub Region, working with Devon County Council to further develop proposals in the context of LDF options. The LDF should set out how it will help meet LTP objectives and targets; support improvements to the public transport network; promote the provision of public transport services; improve cross boundary connections and facilities for walking, cycling and public transport within the sub region; enable highway improvements or new routes as identified in the strategy; capture sufficient developer contributions to support investment; ensure sites are permeable for public transport and provide high quality walking and cycling routes; support authorities in the sub region to explore and implement demand management measures in the city and potentially the sub region.*
- 2 Key Schemes for the Plymouth sub Region:** *Incorporate and include proposals for the delivery of:*
  - *Sustainable transport associated with the World Heritage Site, including the enhancement of services and facilities at Bere Alston railway station and Tavistock bus station so they function as gateway locations, including development of the Community Rail Line, Plymouth Bere Alston/Gunnislake, and the potential to re-open Bere Alston to Tavistock line.*
  - *Walking and cycling routes, including:*
    - *The link from the north fringe of Plymouth to the National Cycle Network 27*
    - *On going work to complete the National Cycle Network*
    - *Strategic link through the Sherford development, linking two parts of the NCN2*
    - *Connections to Langage (from existing 106 contributions and new master planning)*
    - *Connections to Sherford Transport Interchange (south of Deep Lane)*
    - *Improvements to public rights of way in the Sherford and Langage areas including the development of new routes.*
  - *An exemplar development at the Sherford New Community. The County Council will want to ensure at an early stage that funding for transport improvements will not be compromised by demands for contributions to other on site infrastructure. Early discussions with developers regarding viability of sites will be important to establish affordability, notwithstanding the outcome of the LDF examination on issues such as contributions to affordable housing.*
  - *Langage Business Park Extension: The County Council wishes to be fully involved in master planning workshops so as to secure improved public transport, high quality walking and cycling links and travel planning.*
  - *Major Scheme – Development to the East of Plymouth: The LDF should promote transport infrastructure improvements associated with the Sherford and Langage developments and the County Council will continue to work in partnership to further develop the major scheme bid.*
  - *Other Plymouth urban fringe issues, north and east: The County Council wish to be consulted at an early stage regarding the location of development to the north and east of Plymouth, so that the transport implications can be assessed.*

## **1. Introduction**

The County Council as the Transport Authority for Devon, is responsible for the preparation of the Local Transport Plan [LTP] 2006-2011. This briefing paper sets out LTP matters relating to the transport strategy for Plymouth which the County Council requests South Hams and West Devon districts to address in the preparation of their Local Development Frameworks [LDFs].

This paper should be read in conjunction with associated papers covering the Local Transport Plan, countywide issues such as development control and travel plans. It will concentrate on matters specific to the Plymouth sub region and travel into and from Plymouth.

The paper should not be seen as exhaustive and detailed issues, such as on going liaison over major development proposals will continue to require discussion and partnership working with district council officers as necessary.

## **2. DCC Policy Guidance – the Plymouth sub Region Transport Strategy**

The Local Development Framework should address the following issues related to the Plymouth sub Region Transport Strategy.

### **a) Principles and Key Issues to be addressed**

The Devon Local Transport Plan (LTP) 2006 to 2011 sets out the transport strategy for the Plymouth Sub region. This paper therefore should be read in conjunction with this section of the LTP (pages 166 to 174). The strategy is however subject to more detailed development, particularly with regard to the Sherford new community and Langage Business Park extension proposals but also in developing [with partners] a joint longer term transport strategy for Plymouth and its sub region to 2026.

Transport connections both to and from Plymouth are used daily by residents of both the city and its' sub region. These users and their travel needs are not constrained by local authority boundaries and provision should be seen as seamless across them, by what ever mode of transport. Many users will travel across this boundary, in either direction for a wide range of needs including access to employment, education and training, shopping, healthcare, leisure and recreation.

Targets have been developed for the Devon LTP. The majority, such as increasing the level of cycling, are applicable to the sub region. It is important that the land use strategy set out in the LDFs complement, and do not work against, the Local Transport Plan and the Plymouth sub regional transport strategy. The key areas to be addressed are:

- Supporting improvements to the public transport network, including access points and interchange between modes.
- Supporting the promotion of public transport services, particularly through planning tools such as travel planning
- Improving and developing cross boundary connections and facilities for cycling, walking and sustainable transport to connect to a range of destinations and uses including employment, recreation and leisure [including bridleways] both to and from Plymouth and its' sub region.
- Enabling specific highway improvements or new routes as identified through the strategy
- Capturing sufficient developer contributions to support LTP strategy and investment. Highway contributions should be sought in a consistent way as set out in the briefing paper on development control.

- Development Control policies should ensure that sites are permeable for public transport and provide high quality walking and cycling routes. The need to design out crime is acknowledged but must not be at the expense of the transport strategy.
- Supporting transport authorities in the Plymouth sub region to explore and eventually implement demand management measures in the city and potentially the sub region.

## **b) Key Schemes for the Plymouth sub Region**

The emerging transport strategy for the Plymouth sub region contains a number of key schemes that the LDF needs to take account of, including:

### **Proposed World Heritage Site, Tamar Valley**

Promotion of sustainable transport to the proposed World Heritage Site have benefits not only for visitors but for regular users of connections to and from this area into Plymouth. "Gateway" proposals at Bere Alston rail station and Tavistock bus station that enable enhancement of facilities and help make the use of sustainable transport for journeys more attractive should be promoted through the LDF. The County Council also wishes to see service and reliability improvements on these routes, further developing the quality experience.

### **Bere Alston to Tavistock Railway Line**

The Plymouth to Gunnislake (Tamar Valley) railway line had been designated as a pilot in the Community Rail Initiative. This concept is a means of increasing patronage and reducing the relative subsidy per passenger. The development of lower cost models for railway operation may help the case for re-opening the rail line between Bere Alston and Tavistock which the County Council is pursuing with the rail industry and interest parties.

### **Walking and Cycling Routes**

These routes will promote public access to a variety of destinations including those for employment, leisure and recreation. The key proposals for walking and cycling routes that LDFs should take account of are:

- The link from the north fringe of Plymouth to the National Cycle Network 27
- On going work to complete the National Cycle Network
- Strategic link through the Sherford development, linking two parts of the NCN2
- Connections to Langage (from existing 106 contributions and new master planning)
- Connections to Sherford Transport Interchange (south of Deep Lane)
- Improvements to public rights of way in the Sherford and Langage areas including the development of new routes.

Further details will be supplied as work to implement these proposals develops, but the County Council welcomes discussions with Districts regarding development that would enable these links and proposals to safeguard their routes.

### **Sherford New Community**

The County Council is keen to work with South Hams and other partners to develop the Sherford new community as an exemplar development in transport and environmental terms and a showcase for the latest transport initiatives. It is acknowledged that detailed discussions are on going and the County Council will continue to promote these objectives in the master planning process. However, the County Council will want to ensure at an early stage that funding for transport improvements will not be compromised by the demands of other requirements such as affordable housing, open space etc. Therefore early discussions with the developers on financial affordability will be important notwithstanding the outcome of the LDF inquiry on issues such as the level of affordable housing.

## **LDF Langage Business Park Extension**

The County Council has recently been involved with master planning workshops for proposals to extend Langage business park. We would wish to see public transport connections improved, high quality cycling and walking links and extensive travel planning to enable low car parking to exist on site and will continue to work with South Hams to achieve these outcomes.

## **Major scheme- Developments to the East of Plymouth**

The transport authorities of Devon, Plymouth and the Highways Agency will during the LTP period work in partnership with the developers of both the Sherford and Langage sites to deliver a joint major scheme bid to the Department of Transport, Government Office for the South West and the Regional Assembly.

The major scheme bid will seek some government funding to deliver phased transport infrastructure improvements of an appropriate scale to enable development to proceed. It will also deliver a step change in public transport services for users of the sites that will also benefit transport users in the wider sub region.

Further details of the emerging proposals can be found on pages 173-174 of LTP 2006 to 2011. The LDF should include policies and proposals to promote and deliver transport infrastructure improvements associated with the Sherford and Langage developments. The County Council will continue to work in partnership with stakeholders to further develop the major scheme bid.

## **Other Plymouth urban fringe issues, North and East**

A further 500 homes are required in addition to the Sherford new community during the structure plan period to 2016. These could be located in a variety of locations on either the Northern or Eastern fringes of the city. It is important that Devon County Council, as Transport Authority is consulted upon this as an early stage to fully understand all the potential transportation impacts. There may also be mixed use elements of these sites which will include employment.

## **Supplementary Planning Documents / Best Practice Guidance**

It is anticipated that SPDs or best practice guidance may be developed by the County Council to cover emerging areas of policy such as Travel Plans. Further advice will be given on this.