

Willand Neighbourhood Plan Strategic Written Evidence Base Report

TRANSPORT, INFRASTRUCTURE AND ACCESSIBILITY SECTION ONLY

Produced for: Willand Neighbourhood Plan Steering Group

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Transport, Infrastructure and Accessibility

Introduction

Transport is not wholly the responsibility of the planning system and not always the subject of planning policies. Everyday matters such as road maintenance and control of vehicle access to certain roads, for example, are usually the responsibility of the Highways Authority, where planning permission is not usually required. Likewise, the frequency of bus services is not something over which planning policy can have much, if any, influence in rural areas. Other things such as the erection of mobile phone masts can often be the subject of permitted development rights, particularly outside of protected areas. Neighbourhood planning should explore the degree to which local policy can affect change to address issues or concerns and adapt and improve facilities and services through the application of planning policy as development proposals are submitted.

The following sections summarise the main strategic documents and key policies which will need to inform the development of the Neighbourhood Plan. Other key documents are 'signposted' and should be considered if necessary, to help to fill gaps in contextual understanding, following completion further local research.

National Planning Policy Framework

9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
 - a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

- e) provide for any large scale transport facilities that need to be located in the area⁴², and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy⁴³.

⁴² Policies for large scale facilities should, where necessary, be developed through collaboration between strategic policy-making authorities and other relevant bodies. Examples of such facilities include ports, airports, interchanges for rail freight, public transport projects and roadside services. The primary function of roadside services should be to support the safety and welfare of the road user (and most such proposals are unlikely to be nationally significant infrastructure projects).

⁴³ Department for Transport (2015) *General Aviation Strategy*.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
110. Within this context, applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

105. If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

National Planning Practice Guidance

The National Planning Practice Guidance¹, which amplifies the policies in the NPPF, has a section on travel plans, transport assessments and statements in decision making. This provides detail on what these processes and documents are and how to develop them, which is not repeated here.

¹ See <http://planningguidance.planningportal.gov.uk/blog/guidance/rural-housing/how-should-local-authorities-support-sustainable-rural-communities/>

Policy S1

Sustainable development priorities

The following strategic priorities outline what will need to be achieved to deliver the Vision and address the key issues that have been identified in Mid Devon. All development will be expected to support the creation of sustainable communities by:

- a) A development focus at Tiverton, Cullompton and Crediton as Mid Devon's most sustainable settlements, with long-term growth to the east of Cullompton and a limited level of development in identified villages;
- b) Building a strong, competitive economy through access to education, training and jobs, infrastructure, the creation of new enterprise, economic regeneration and flexibility of uses to respond to changing circumstances;
- c) Ensuring the vitality of town centres and communities through a hierarchy of centres, defined town centre shopping areas, a diverse retail offer at Tiverton, Crediton and Cullompton, [through controls on Junction 27 retail](#) and support for the vitality and viability of defined villages;
- d) Supporting a prosperous rural economy through the conversion of suitable existing buildings and well-designed new buildings in suitable locations, diversification of agricultural and other land-based businesses, support for equestrian activities, retention and development of local services and community facilities in villages, and the promotion of sustainable rural tourism and leisure development;
- e) Promoting sustainable [transport](#) by delivering appropriate infrastructure, reducing the need to travel by car, integrating public transport and other forms of sustainable travel such as walking and cycling, and providing safe environments while recognising Mid Devon's rural locality;
- f) Supporting high quality communications infrastructure by supporting the expansion of telecommunications and high speed broadband throughout Mid Devon;
- g) Delivering a wide choice of high quality homes through a diverse housing mix and by meeting the housing needs of all sectors of the community including the provision of [accessible](#) housing for the elderly and disabled, those wishing to build their own home, affordable housing and gypsy and traveller pitches;
- h) Requiring good sustainable design that respects local character, heritage, surroundings and materials, creates safe and accessible environments, designs out crime and establishes a strong sense of place;

- i) Promoting healthy communities through the delivery of social, educational, recreational and cultural facilities and services, access to high quality open space, public rights of way, recreational trails and accessible land, and opportunities for sport and recreation and the designation of Local Green Space;**
- j) Meeting the challenge of climate change by supporting a low carbon future, energy efficiency, increasing the use and supply of renewable and low carbon energy, managing flood risk and conserving natural resources. Encourage the effective use of land, taking into account the economic and other benefits of the best and most versatile agricultural land;**
- k) Conserving and enhancing the natural environment by protecting and enhancing valued landscapes including the Blackdown Hills Area of Outstanding Natural Beauty, Exmoor and Dartmoor National Parks, providing accessible green infrastructure, and preventing significant harm to soil, air, water, noise and visual quality, in particular air quality as a local issue at Crediton and Cullompton;**
- l) Minimising impacts on biodiversity and geodiversity by recognising the wider benefits of ecosystems, delivering natural environment objectives, providing a net gain in biodiversity and by the protection of International, European, National and local designated wildlife sites; and**
- m) Conserving and enhancing the historic environment through the identification and protection of designated and non-designated heritage assets and assessing the impact of new development on the historic character of Mid Devon's landscapes and townscapes.**

Policy S8

Infrastructure

The location, scale and form of development will be guided by the need for community facilities and any existing infrastructure deficiencies. The Council will work with providers and developers to ensure that new development is served by necessary infrastructure in a predictable, timely and effective fashion. Development and **transport** planning will be coordinated to improve accessibility for the whole community and promote the use of sustainable modes of transport. The Council will set out key infrastructure and facility requirements for new development in an Infrastructure Plan, taking account of existing provision and cumulative impact of new development. Developers will be expected to contribute fairly towards, or bear the full cost of, new or improved infrastructure and facilities where it is appropriate for them to do so, subject to viability assessment where appropriate.

Policy DM3

Transport and air quality

Development must ensure safe access to the transport network. Development proposals that would give rise to significant levels of vehicular movement must be accompanied by an integrated Transport Assessment, Travel Plan, traffic pollution assessment and Low Emission Assessment. The traffic pollution assessment must consider the impact of traffic-generated nitrogen oxides on environmental assets including protected sites listed in Policy DM28, and propose mitigation measures where appropriate. The Low Emission Assessment shall include the following:

- a) Assessment of the impact on existing Air Quality Management Areas, or an impact likely to result in the declaration of an additional Air Quality Management Area, in cases where a demonstrable negative impact on ambient concentrations of air pollutants is considered likely;
- b) Modelling of local residual road transport emissions from the development without mitigation measures; and
- c) Onsite mitigation measures to reduce negative impacts on local air quality.

Policy DM5

Parking

Development must provide an appropriate level of parking, taking into account:

- a) The accessibility of the site, including the availability of public transport; and
- b) The type, mix and use of development.

Design must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and low-emission vehicles. Within the towns of Tiverton, Cullompton and Crediton, infrastructure for electric vehicles should be built into development. The Council will seek parking provision and infrastructure for electric vehicles according to the following standards, the variation of which must be justified on a case-by-case basis.

Residential					
Use class	Description	Location	Minimum car parking standard	Minimum cycle parking standard	Electric vehicle infrastructure (Tiverton, Cullompton, Crediton)
C3, C4	Dwellings	General	1.7 per dwelling	1 or 2 beds – 2 per dwelling 3+ beds – 4 per dwelling	1 charging point per 10 units
Non-residential					
Use class	Description	Location	Minimum car parking standard	Minimum cycle parking standard	Electric vehicle infrastructure (Tiverton, Cullompton, Crediton)
			Per sqm gross floor area unless otherwise stated		
A1	Non-food retail	General	1 per 20	1 per 200	2 charging points per 200
A1	Food retail	General	1 per 14	1 per 140	2 charging points per 200
A2	Financial and professional	Within Tiverton, Cullompton & Crediton	1 per 30	1 per 300	2 charging points per 200
		Elsewhere	1 per 20	1 per 200	N/A
Non-residential					
A3	Restaurants	General	1 per 5.5sqm of eating area	1 per 55sqm of eating area	2 charging points per 200
A4	Public houses	General	1 per 3sqm of drinking area	1 per 20sqm of drinking area	2 charging points per 200
B1, B2	Business and general industry	General	1 per 30	1 per 300	2 charging points per 200
B8	Warehousing and distribution	General	1 per 46.5	1 per 46.5	2 charging points per 10 parking spaces (employees/visitors)
C1	Tourist accommodation	General	1 per bedroom	1 per 10 bedrooms	2 charging points per 30 rooms or per 10 parking spaces
C2	Residential institutions	General	1 per bedroom	1 per 10 bedrooms	2 charging points per 30 rooms or per 10 parking spaces
D1	Non-residential institutions (exc. Schools and health facilities)	General	1 per 40	1 per 400	2 charging points per 200
D2	Indoor and outdoor sports	General	1 per 2 players and 1 per 10 spectator seats	1 per 20 players and 1 per 100 spectator seats	2 charging points per 200
	Indoor entertainment	General	1 per 5 seats	1 per 50 seats	2 charging points per 200

Devon and Torbay Local Transport Plan 2011-26

The Devon and Torbay Local Transport Plan sets out the transport policies and proposals for the administrative areas of Devon County Council and Torbay Borough Council. LTP3 is not a statutory planning document, but it is a statutory requirement placed upon Transport Authorities to produce an LTP. It sets out the transport strategies for Exeter, Torbay and the market and coastal towns and rural Devon and in doing so aligns with the plans and proposals in the Local Plan.

The Vision

Devon & Torbay's transport system will offer business, communities and individuals safe and sustainable travel choices. The transport system will help to deliver a low carbon future, a successful economy and a prosperous, healthy population living in an attractive environment.

Over the next 15 years Devon & Torbay will need to diversify and grow the economy, but just as importantly develop a low carbon transport system that offers choice and encourages sustainable travel behaviour. To achieve Devon & Torbay's vision the strategy has five key objectives:

- *Deliver and support new development and economic growth*
- *Make best use of the transport network and protect the existing transport asset by prioritising maintenance*
- *Work with communities to provide safe, sustainable and low carbon transport choices*
- *Strengthen and improve the public transport network*
- *Make Devon the 'Place to be naturally active'*

The Vision for the market and coastal towns and rural Devon strategy is *Devon's market and coastal towns will be better connected to their closest urban area, for the journey to work, access to health care, education, training, leisure and retail. Within the towns, people will be supported to make the most of the existing road, rail, bus networks and cycle and footpaths for local trips. This will promote more active lifestyles, better accessibility and reduce local congestion.*²

The transport priorities for the market towns and rural parts of Devon focus on five key things:

- *Assist in supporting existing and future development of the towns*
- *Work with the community to demonstrate a low carbon approach to travel*
- *Improve accessibility by developing a core bus and rail service supported by community transport*
- *Make Devon 'the place to be naturally active' through investment in the leisure network*
- *Develop an approach to parking policy which supports the vitality of town centres*³

Other documents for consideration (depending on degree of focus on topic in Neighbourhood Plan)

Mid-Devon Transport Assessment 2014 -

https://www.middevon.gov.uk/media/103558/transport_assessment_final_2014.pdf

Devon County Council Environment Viewer (includes Public Rights of Way Definitive Map) -

<https://www.devon.gov.uk/environment/environmental-maps>

Recommendations for collecting local written evidence base

Possible further work for the Steering Group:

- Identify local traffic issues, pinch points, parking issues, opportunities to resolve issues and concerns, projects which could improve accessibility and safety, etc., if there are local concerns.
- Access traffic and parking records from County and / or District Councils if necessary.

² p.86, Devon and Torbay Local Transport Plan 3, Devon County Council and Torbay Borough Council, 2011

³ p.89, Devon and Torbay Local Transport Plan 3, Devon County Council and Torbay Borough Council, 2011
<file:///C:/Users/Paul/Downloads/LTP%203%202011-2026%20strategy.pdf>