The Plymouth Plan is the one strategic document for the city, looking ahead to 2036 and beyond and brings together all the city’s long term strategic plans into one place. This coordinated approach allows the city to have a single voice on its strategic priorities and help all key partners pull together in the same direction.

The Plan is summarised below and is available to view online at www.theplymouthplan.co.uk

**LEADING CITY**
A city fulfilling its strategic role as a major economic driver and provider of services in the region

**HEALTHY CITY**
People live in happy, healthy, safe and aspiring communities

**GROWING CITY**
A city which has used its strengths to deliver a prosperous city with a strong economy and quality places

**INTERNATIONAL CITY**
Plymouth is internationally renowned as Britain’s Ocean City and is the UK’s premier marine city, famous for its waterfront

**POWER**
People have confidence that they can influence decisions that affect them

**OPPORTUNITY**
People can contribute to and benefit from being part of the city’s future

**ROOTS**
People belong and care about Plymouth’s future and their own

**CONNECTIONS**
People mix, learn from each other and work together

**FLOURISH**
People, communities and businesses thrive in a creative and diverse city

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**JOBS**
- 18,600 new jobs
- 300,000 population
- 65,000 m² new shopping floorspace
- 15 mins journey time to London

**Homes**
- 2,001 days best support at the start of child’s life
- 22,700 new homes
- 7,242 new affordable homes
- 58 hectares (over 100 football pitches) of employment land
- 600m from every child’s home
- 2% recycling rate

**Environment**
- 50% recycling rate
- 1 hectare (nearly 2 football pitches) of nature reserve per 1,000 people
- 400m of secondary schools
- 100% children leaving school able to read and write
- 1,001 days best support at the start of child’s life
- 600m play space
- 2% less than of our waste going to landfill
- 7,242 new affordable homes
- 65,000 m² new shopping floorspace
- 15 mins journey time to London

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WHAT IS THE PLYMOUTH AND SOUTH WEST DEVON JOINT LOCAL PLAN (JLP)? Plymouth City Council, South Hams District Council and West Devon Borough Council are working together to produce a single JLP covering their areas - Plymouth and South-West Devon JLP. This Plan will set out the overarching strategy for the area, setting out where development will take place, what areas should be protected, and how the area will change through to 2034.

The JLP brings together work that has already been carried out separately by the councils on the Plymouth Plan, South Ham’s ‘Our Plan’ and West Devon’s ‘Our Plan’. It will create single objectives and policies whilst retaining the Council’s individual identities. The strategy and policies of the Plymouth Plan will therefore be carried forward into the Plymouth and South West Devon JLP and the same for the vision and themes in the South Hams and West Devon Our Plans.

WHY PRODUCE A PLAN FOR PLYMOUTH AND SOUTH WEST DEVON? Plymouth plays a key role in the wider area with important relationships to the surrounding market towns and villages. It has many facilities which people travel from the wider area to use and there are many employment opportunities. All of these connections mean that Plymouth is key to the lives of people living in and around the city. In addition to this is the surrounding towns in South Hams and West Devon which provide local services and facilities that support residents. It makes sense to produce a Local Plan which recognises these links.

We must therefore plan to meet the needs of this area – the Plymouth Housing Market Area (HMA). This is a requirement of the National Planning Policy Framework. The Plymouth HMA is recognised as being the whole areas of the three local authorities so producing a JLP is the most effective way of meeting this requirement. A JLP will mean a more efficient use of resources, sharing skills and plan-making budgets; a simpler and more cost-effective process with one examination process instead of three; giving three area a clear voice for engaging with regional bodies that guide funding decisions.

BUT WHAT ABOUT DARTMOOR? Dartmoor National Park Authority sits within the HMA and is also required to produce a Local Plan. Dartmoor, however, also includes parts of Teignbridge District Council, which is recognised as being part of the Exeter HMA. The National Park will therefore not be part of the Plymouth and South West Devon JLP and will instead produce a single Local Plan for the park itself. We are collaborating with the National Park on producing the evidence which will inform the JLP and the Dartmoor Local Plan and we are also working with Devon County Council and the local authorities neighbouring the JLP area on any cross boundary issues using the Duty to Cooperate.

HOW MANY HOMES DO WE NEED? One of the main tasks of the JLP is to set out how many new homes must be built to meet the needs of the Plymouth HMA – i.e. to work out how many people will be living and working in the area and ensure that enough homes will be built for them.

The JLP looks ahead for 20 years, from 2014 to 2034, and must set out what our needs will be over this period. Our evidence suggests that around 30,300 new homes will be required over this period, in the whole of the Plymouth HMA including Dartmoor. This figure may change as our evidence is firmer up, but it is unlikely that it will change significantly.

WHERE SHOULD THE NEW HOMES BE BUILT? The JLP will set out where new development should take place, by identifying sites known as allocations. Decisions regarding places where development should be directed can be informed by asking the following broad questions:

1. Where can development take place which drives the economic growth of the area and deliver regeneration benefits by maximising brownfield land?
2. Where can development take place which will lead to the creation and strengthening of sustainable communities and settlements?
3. Where should development be discouraged, to enable the protection of important landscapes and environmental assets?
4. Where should have available sites (with permission or identified in Strategic Housing and Economic Land Availability Assessments - SHELAAs) which could be used for new development?

Using these principles suggests that Plymouth is the most appropriate location for significant growth and the city has an established and ambitious growth agenda which drives a great deal of the need for new homes. It is the place where the most new jobs will be created and also has the potential for regeneration to take place using brownfield sites which have not yet been developed. Plymouth has a range of facilities available for communities and an approach of using development to create sustainable communities. The Plymouth Plan sets out these aspirations, and also sets out the possibility of growing beyond its existing boundaries and into the ‘Urban Fringe’ – to continue growing and meeting more than its share of the HMA housing need. It is therefore proposed that most of the HMA growth takes place ‘At Plymouth’ (the city and its urban fringe), and that the JLP sets the city and urban fringe as a policy area with a separate housing requirement, ring fenced to be met in this area.

Outside of Plymouth, these principles suggest that development should be focused on the sustainable ‘Thriving Towns and Villages’ of South Hams and West Devon, and particularly on the six market towns of Ivybridge, Tavistock, Okehampton, Totnes, Dartmouth and Kingsbridge. These towns have close relationships with their own rural surroundings and smaller Local Centres, and it is proposed to set out housing requirements framed around these. The proposed approach in the villages anticipates a strong role for Neighbourhood Plans in establishing the local level of need and establishing village policies and allocations.

The principles also suggest that areas which are subject to significant constraints should be protected from inappropriate development. It is therefore proposed that the Plan will reiterate the protection of these areas and direct development to less sensitive places as much as possible.

TOWARDS A PLAN HOUSING REQUIREMENT – HOW MANY HOMES AND WHERE? The availability of sites to accommodate development has been assessed using our SHELLA processes, the results of which are set out in this pack and in the Town and Village Information Packs (available from South Hams District and West Devon Borough Councils). Using these results, an assessment of how many homes have outstanding planning permission, and a count of how many homes have been built since 2014 for the following broad distribution of new homes across the HMA is proposed:

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Plymouth – the city and urban fringe</td>
<td>21,000 new homes</td>
</tr>
<tr>
<td>‘Thriving Towns and Villages’ – not including Dartmoor</td>
<td>8,700 new homes</td>
</tr>
<tr>
<td>Dartmoor Provisional Allowance</td>
<td>600 new homes</td>
</tr>
<tr>
<td>Total</td>
<td>30,300 new homes</td>
</tr>
</tbody>
</table>

These figures need testing, and further refinement, but suggest that we can meet the needs of the HMA in full. The proposed distribution across the HMA seeks to plan positively for the area and to take full account of both the strategic approach of focusing growth on Plymouth and the emerging evidence about available sites and capacity across the entire HMA.

BRINGING THE PLAN TOGETHER – WHAT HAPPENS NEXT? This engagement is giving you the chance to comment on key elements of the work we have been doing before we draw up our final draft of the Plymouth and South West Devon JLP. A great deal of work has been done and remains to be done to produce the plan, but your views are crucial to us moving forwards. Once we have produced our draft plan, it will be considered by the Full Councils of all three local authorities in October 2016, before being subject to a final round of formal consultation in November and December. Following this, the JLP will be sent to a Government Planning Inspector who will hold an Examination and address all outstanding objections. Shortly after this Examination, if the Inspector believes the Plan is ‘sound’, the Councils will be given the go ahead to adopt the JLP.
What is a Growth Area?
In the future we need more houses, places to work and better infrastructure that keeps the city working. Three areas of the city have been identified as key to delivering major growth in housing, employment and associated infrastructure to drive Plymouth’s growth.

THE DERRIFORD AND NORTHERN CORRIDOR GROWTH AREA will have been transformed through community-led improvements and major investment, delivering a high value economy, high quality medical and healthcare facilities, new residential neighbourhoods with community infrastructure, and radical improvements to transport infrastructure and management and strategic green spaces.

The area will be a high quality destination, and firmly rooted in the future of Plymouth centred around its majorly significant economic, health care and learning infrastructure and with a new district centre as its focal point. The population will have increased through the introduction of high density living, as well as through the creation of new residential neighbourhoods. The area will provide a high level of employment, access to quality work, and associated living, in order to attract people to the area, leading to a sustainable future for the people of Plymouth. The area will have been transformed through improvements to transport infrastructure and management and strategic green spaces.

The Derriford area is now a key gateway to the city marked with significant high quality buildings. Parking has been consolidated into multi-storey and shared facilities which are screened by other uses that ensure interaction between building and street users, providing a safer and more engaging experience of the street. The more intensive use of the area has reduced the need for residents and workers in the area to travel significant distances to meet their daily needs, and the area feels more walkable.

New neighbourhoods have been created which are well-integrated with existing neighbourhoods, including through a sustainable urban extension at Woodwell which provides a well-defined urban edge for the north of the city. Communications are better linked up to the city and to local facilities and a result travel within the area is less dependent on cars and more trips are made by public transport, on foot or by bike.

The area's role in strategic connectivity has been protected through the safeguarding of land at Plymouth airport, which is now used for general aviation purposes and the rail link between Tavistock and Plymouth is reopened. The improvements brought to bus frequency and reliability, cycling and walking have enabled easy new and existing residents to travel frequently by these means.

The area's natural environment has been utilised to provide healthy links around the area, with prominent entrance points and improved paths and cycleways through its green valleys. New developments have capitalised on the value of green spaces and provide surveillance. The area's natural and historic environment is better revealed and celebrated, with continued restoration of Crownhill Fort, and Derriford Community Park subject to high levels of public access for leisure and movement purposes, as well as being a valuable educational resource providing access to restore an understanding of sustainable land management practices, and food growing.

THE EASTERN CORRIDOR GROWTH AREA will have benefited from high quality and locally distinctive growth, delivering strategic sites within and at the edge of Plymouth. These developments will be well integrated with established neighbourhoods providing a range of housing, job opportunities, services and facilities to meet daily needs and which increase the wider permeability of the area.

Starford will have grown to a unique sustainable neighbourhood with a distinctive character and future growth to the west will have retained the distinct character of the wider neighbourhood with green connections through to Saltram Country Park.

Langford Industrial Estate and Selves Park will have grown as a strategic employment destination with improved links to Plympton and enhanced connections to the A38.

Key gateways to the area will have been defined by quality development which enhances the setting and character of the area. Development on the urban connections to the A38 and the main railway line will have been preserved and Deep Lane Junction will be operating as a key transport corridor will be fully functional linking from Langage and Sherford into the city centre with bus connections and cycling and walking routes.

Strategic connections along the A38 and the main railway line will have been preserved and Deep Lane Junction will be operating as a key transport gateway to the city centre accommodating the needs of new development.

Growth in the area will be influenced by the enhancement of Saltram Country Park as a green lung of the city providing a high quality natural resource for recreation, healthy lifestyles, learning and biodiversity.

Mixed use in the area will have been safeguarded and future growth potential to the east of Plymouth beyond the current plan period will be comprehensively planned.

To view the full area vision chapters please visit: www.plymouth.gov.uk/growthinvolved

THE CITY CENTRE AND WATERFRONT GROWTH AREA will have gone through vast changes through major investments and community-led improvements, delivering a vibrant mixed-use regional shopping centre and an attractive destination waterfront – safeguarding and enhancing high value employment, offices, education, leisure and cultural facilities, residential neighbourhoods, community infrastructure, with significant improvements to sustainable transport infrastructure, strategic green spaces and the unique historic and natural environment.

Key city gateways and arrival points will have been improved, including the railway and coach stations and Phillip's International ferry port will be able to accommodate mega ferries. The waterfront will have been transformed through improved public access, improved water transport and enhancements to key public spaces and heritage assets.

The area will now provide an attractive cultural and visitor offer and optimise the value of existing and new developments. The ability of the area to host major events will have been diversified and enhanced and new high quality hotel/visitor accommodation will have been delivered.

Waterfront opportunities will have been capitalised upon in a way that safeguards and enhances the environmental status of the Plymouth Sound and estuaries. The area’s carbon footprint will have been reduced and it will have become more resilient to the social, economic and environmental impacts of climate change, including flood risk.

To view the full area vision chapters and the emerging City Centre and Waterfront Masterplans please visit: www.plymouth.gov.uk/growthinvolved