

Matter 9 -Transport and Accessibility (Policy CI2)

Issue 1 – Transport and Accessibility – Policy CI2

- Q1. Local Plan paragraph 7.12 suggests that junction improvements may be necessary as a result of allocations, but that the nature of these will not be confirmed until after a review of the plan. If this is the case, on what basis have the transport implications and mitigation measures been determined for the proposed allocations?**

Council's response

Reference to plan review at this paragraph is considered to be in relation to the existing plan preparation process, rather than a future plan review. The specific junction improvements necessary as a result of proposed allocations have been outlined as part of the submitted Local Plan and Infrastructure Delivery Plan. However, there may be further specific junction improvements identified as further detailed planning applications are prepared.

- Q2. Has the preparation of the Local Plan been consistent with paragraph 102 of the Framework, which states that transport issues should be considered at the earliest stages of plan-making?**

Council's response

The Council have engaged with stakeholders throughout the preparation of the Local Plan and have worked in collaboration with North Yorkshire County Council to shape the policies within the plan. The Council have worked cooperatively with the neighbouring authorities and incorporated the evidence from the Local Transport Plan within the Plan to identify opportunities from existing and proposed transport infrastructure. The Plan seeks to promote walking, cycling and public transport use and reflects how the nature of transport is changing by adopting a flexible approach to meet the needs of occupiers, users and visitors now and in the future.

- Q3. How have the potential impacts of the development proposed in the Local Plan been considered, and how will the necessary highways mitigation be delivered? Is it clear to decision-makers, developers and local communities what will need to be provided, when and when?**

Council's response

The potential impacts of the development proposed in the Local Plan have been considered during the Plan preparation process with stakeholder input throughout. The sustainability appraisal of the Plan has considered transport and accessibility within its objectives and other supporting evidence such as the Infrastructure Delivery Plan have considered the potential impacts of the development proposed in the Local Plan. The necessary highways mitigation will be delivered in accordance with criterion b) of the Policy that identifies that a development proposal will be supported where proportionate contributions are made commensurate with the impact from the proposed development for necessary transport improvements. The level of these contributions and the

extent of necessary transport improvements where already identified is set out within the Infrastructure Delivery Plan and within Part 2 of the Local Plan. As further details for specific proposals are developed Paragraph 7.24 of the supporting text clearly advises applicants of any development that may have a transport impact to engage with North Yorkshire County Council, as the Local Highway Authority, to agree the scope of work required to support an application on transport matters.

Q4. What is the justification for requiring all development proposals to be accompanied by a travel plan, transport assessment or transport statement?

Council's response

It is not intended that Policy CI2 will require all development proposals to be accompanied by a travel plan, transport assessment or transport statement but sets out the criteria for how such evidence will be considered. It may not be necessary that these documents would be required to support a development proposal, but paragraph 7.23 of the supporting text makes it clear that all proposals will need to be accompanied by an assessment of their likely transport impacts, describing any mitigation measures. It is only development proposals that will generate significant amounts of transport movements that will need to be accompanied by a transport assessment or transport statement and potentially a travel plan. The need for a transport assessment, transport statement, or travel plan will be determined on a case by case basis. Initial guidance on the need for and scope of transport statements and assessments is available in the Council's planning application validation requirements.

Q5. Is criterion (a) consistent with paragraph 109 of the Framework, which states that development should on be prevented or refused on highways grounds if the residual cumulative impacts on the road network would be severe?

Council's response

Criterion a. established sound considerations for the delivery of accessible development and that can be satisfactorily accommodated by the highway network. The Council's view would be that if the impact of a proposal on the highway network was severe it could not be satisfactorily accommodated.

Q6. What is the justification for requiring development proposals to be assessed against Department for Transport Circular 02/2013?

Council's response

There are likely to be occasions over the plan period where development proposals may have an impact upon the Strategic Road Network (SRN). DfT Circular 02/2013 outlines how Highways England would engage with the Council, communities and the development industry in management of development affecting the SRN and sets out the range of information it may seek from applications for planning permission. On this basis the Council consider it beneficial for applicants to note within policy that regard to the

evidence requirements and principles of 02/2013 would be required where impacts on the SRN arise.

- Q7. Is Policy C11 consistent with paragraph 103 of the Framework, which states that the planning system should actively manage patterns of growth with significant development focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.**

Council's response

Policy C11 is consistent with paragraph 103 of the Framework because it seeks to support significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. Criteria a. and b. require development proposals to be accommodated by existing or planned infrastructure and services and developers would need to meet the costs of the necessary infrastructure to make the proposals acceptable in planning terms. Paragraph 7.4 clarifies that this would include the provision of highway and transport infrastructure, including public transport services, walking and cycling provision that would support a genuine choice of transport modes and reduce the need to travel.