

Breckland Local Plan Examination

Matter 17:

Transport (Policies TR 01 and TR 02)

Breckland District Council Hearing Statement

March 2018



Issues

17.1: Is Policy TR 01 consistent with national policy, namely Section 4 of the National Planning Policy Framework?

1. The Council consider that policy TR 01, 'Sustainable Transport Network', is consistent with national policy, including Section 4 of the NPPF. It is acknowledged that Breckland is a rural authority in which travel by car will remain an essential option, particularly for many people living in the more remote rural parts of the District. Sustainable transport policy TR 01 seeks to widen the choice of travel opportunities using public transport, walking and cycling in order to achieve the mutually beneficial aims of reducing reliance on the private car and promoting active lifestyles.
2. The policy sets out how the Council will achieve a safe, efficient and convenient sustainable transport system through the following measures:
 - a) Supporting improvement to the road and rail connections both within the District and to the wider area;
 - b) Locating development so as to ensure wherever possible, new development is close to access points such as bus stops and that proposals include provision for improved public transport.
 - c) Promoting improved access to, and interchange between, all modes of transport to key settlements and town centres.
 - d) Reducing the need to travel by private car in towns and villages and increasing the proportion of journeys made on foot or cycle.
 - e) Promoting and improving safety security and healthy lifestyles by encouraging walking and cycling and creating and improving links to existing routes and for new developments ensuring the provision of facilities such as secure, accessible bicycle parking with changing facilities on site.
3. These measures are consistent with Section 4 and the penultimate core planning principle listed in paragraph 17 of the National Planning Policy Framework (NPPF). Measure A is in conformity with Paragraph 31 of the NPPF, which states that "*local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development*". Page 18 of the Duty to co-operate Statement (LP/S/18) sets out how the Council has sought to achieve this to date. Measures B and C are in conformity with paragraph 30 of the NPPF, which states that planning authorities should support a pattern of development which facilitates the use of sustainable modes of transport. Measures D and E are in conformity with paragraphs 35 and 37 of the NPPF, which seek to aim for a balance of land uses that encourages people to minimise journeys and ensure that priority is given to pedestrians and creates safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians.
4. The policy also sets out that development itself should seek to minimise the need to travel, promote opportunities for sustainable transport modes, not adversely impact on the operation or safety of the strategic road network, improve

accessibility to service and support the transition to a low carbon future. This is in direct conformity with Section 4 of the NPPF, primarily paragraphs 29, 30, 31, and the penultimate core planning principle listed in paragraph 17.

5. The policy also sets out that major development proposals should include an assessment of the impacts of new development on the existing transport network. Where appropriate, developers will be expected to produce Transport Assessments and Travel Plans. This is in conformity with paragraphs 32 and 36 of the NPPF.
6. The Policies Maps (LP/S/2) identify a number of Corridors of Movement, which were previously included in policy CP 13 of the Core Strategy (LP/D/1). These Corridors of Movement reflect the strategically important transport routes running through the District.
7. In order to provide a link to the designated Corridors of Movement within the Local Plan, it is considered that an amendment is made to Policy TR 01 to make reference to the Corridors of Movements as identified on the Policies Maps. The Council has therefore proposed a modification to bullet point 3 to set out that development should:

Not adversely impact on the operation or safety of the strategic road network (including Corridors of Movement, as identified on the Policies Maps);

8. This proposed modification provides clarity to Policy TR 01 and will aid implementation.

17.2: Is Policy TR 02 consistent with national policy, namely Section 4 of the National Planning Policy Framework?

9. Policy TR 02, 'Transport Requirements', is consistent with national policy, including Section 4 and the penultimate planning principle set out in paragraph 17 of the NPPF.10.
10. Policy TR 02, 'Transport Requirements', seeks to ensure that developments are of high quality, sustainable in design, construction and layout as well as offering maximum flexibility in the choice of travel modes for all potential users.
11. The policy sets out a list of criteria whereby if met, proposals will be permitted. The first criterion seeks to ensure proposals integrate satisfactorily into existing transport networks and the second seeks to mitigate impacts on the local or strategic highway network. These criteria are consistent with Section 4 of the National Planning Policy Framework (NPPF) in particular, paragraph 30, which seeks reductions in both greenhouse gas emissions and congestion, and paragraph 32 which sets out that plans should take account of whether safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. This is also the case with the fifth criterion

listed in the policy which seeks to avoid inappropriate traffic generation and compromising highway safety.

12. Criterion 3 seeks to protect, and where possible enhance, access to public rights of way. This is consistent with paragraph 75 of the NPPF, which states that planning policies should protect and enhance public rights of way and access.
13. Criterion 4 of the policy seeks to provide safe, suitable and convenient access for all users, which is consistent with paragraph 32 of the NPPF. The criterion also sets out that this includes access to appropriate parking and servicing provision in terms of amount design and layout. This is consistent with paragraph 39 of the NPPF.
14. Appendix 2 of the Pre-submission document (LP/S/1) includes a table that sets out the amount of minimum car parking provision, including provision for disabled users. The Appendix also sets out minimum cycle parking provision. In order to link the policy clearly to the Appendix a minor modification is proposed to criterion 4 so that proposals will be permitted that:

Provide safe, suitable and convenient access for all users, including appropriate parking and servicing provision in terms of amount, design and layout (Appendix 2 provides a starting point) and;

15. The policy states that proposals that are likely to generate a significant number of heavy goods vehicle movements will be required to demonstrate by way of a Routing Management Plan that no severe impacts will be caused to the efficient and safe operation of the road network and no material harm caused to the living conditions of residents.
16. The policy also sets out that major development proposals should include an assessment of the impacts of new development on the existing transport network. Where appropriate, developers will be expected to produce Transport Assessments and Travel Plans. This is in conformity with Paragraphs 32 and 36 of the NPPF. It is considered that the proposed modification will provide clarity to Policy TR 02 and will aid implementation.