

# Transport Assessment Guidance and the National Planning Policy Framework

What does the future hold?

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# Content

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- **NPPF**
- **Sustainable Development**
- **Severity**
- **Planning Challenges**
- **Revocation of GTA**
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# Policy



What is the planning policy today?



## National Planning Policy Framework (NPPF)

National Planning Policy Framework

Replaces many PPS, PPG, Planning Circulars and Chief Planning Officer Letters.

... **only recently, the GTA 2007**

HA's Circular 02/2013 remains



# Sustainable Development



- NPPF presents three dimensions to Sustainable Development



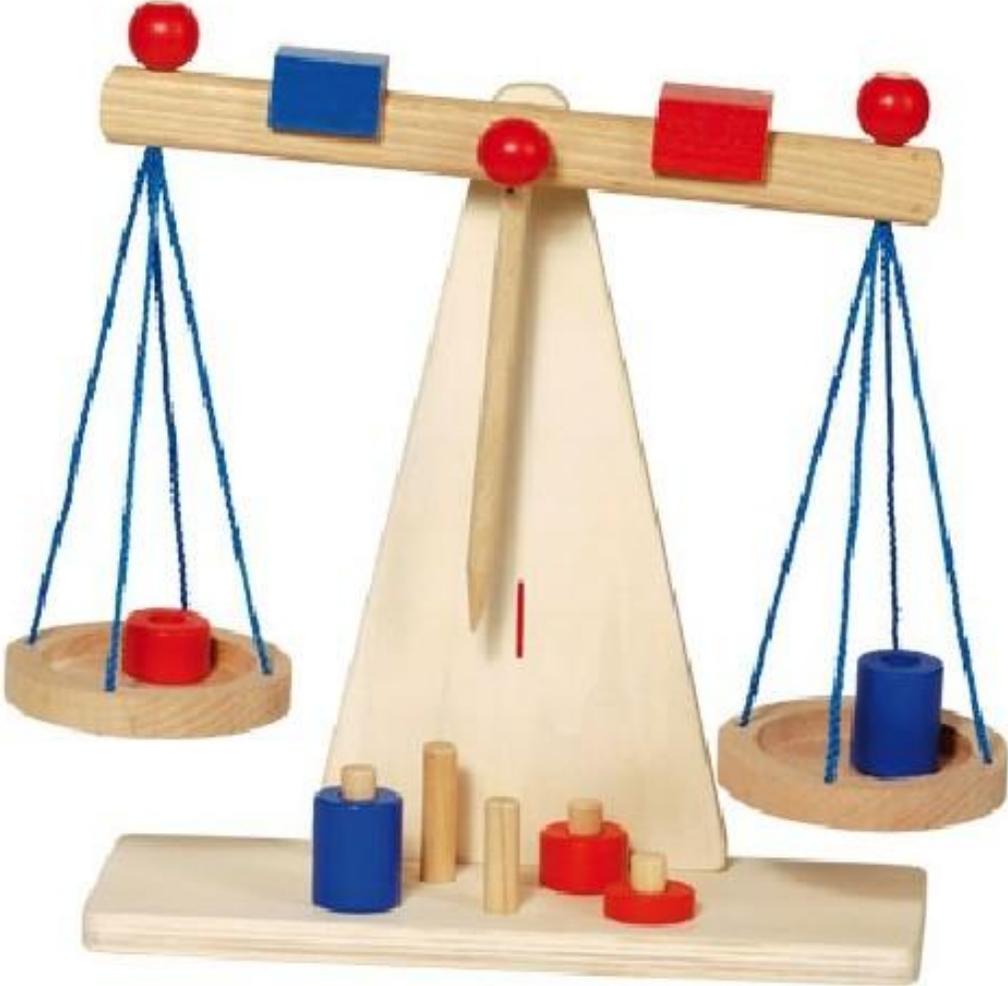
# The 'Golden Thread'



NPPF Sustainable Development is seen as the “Golden Thread” running through plan making and decision taking.



# Weight of Factors



# 'Sustainable Transport' is Nothing New



*“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

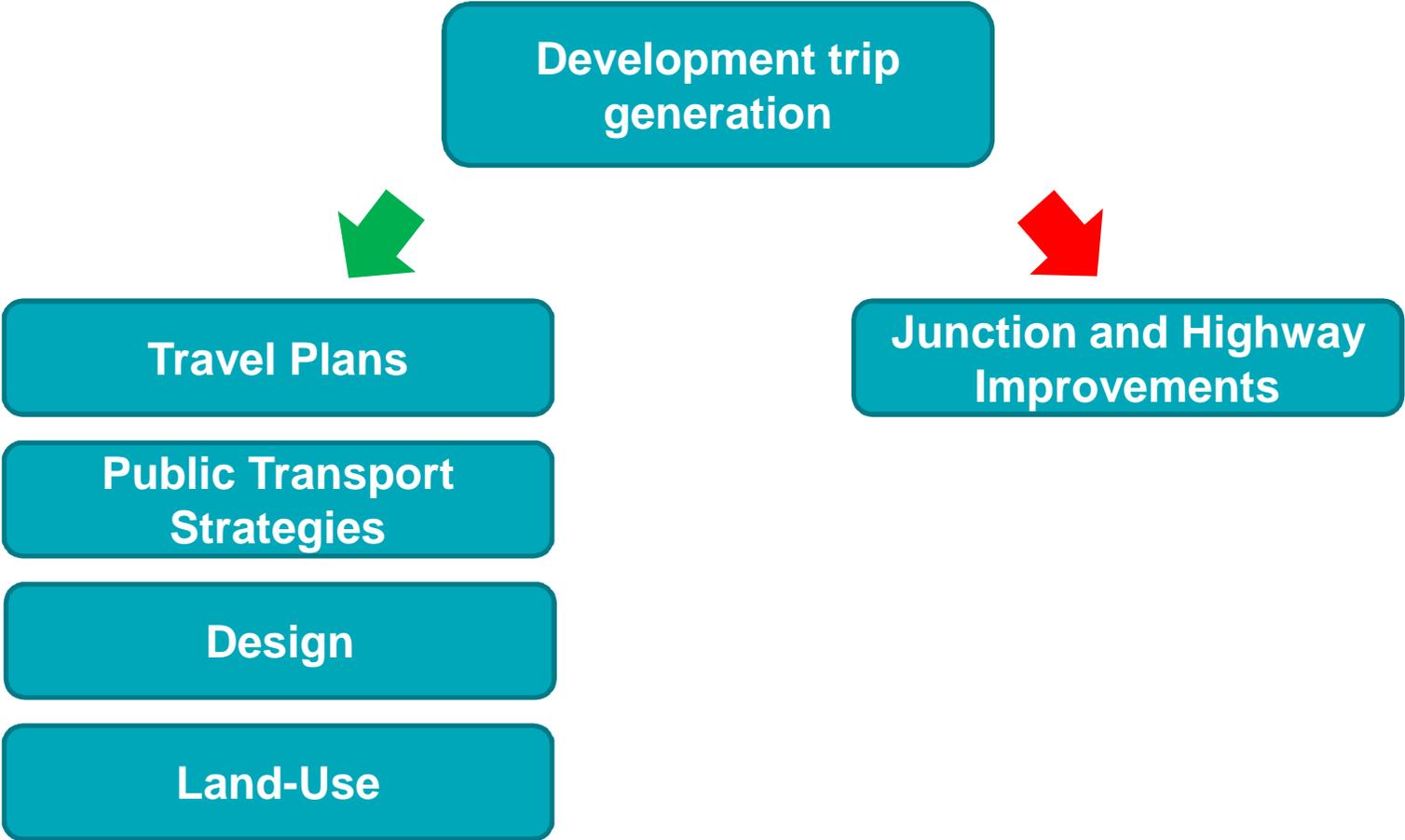
- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, **to reduce the need for major transport infrastructure;***
- *safe and suitable **access to the site can be achieved for all people;** and*
- *Improvements can be undertaken within the transport network that **cost effectively limit the significant impacts of the development.** Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are **severe.** “*

NPPF para 32.

# Effectiveness



How do we cost effectively manage travel demand



# Severity?

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## **SCOFORTH ROAD, LANCASTER**

*While the Department of Transport's "Guidance on Transport Assessment", which refers to a test of "nil detriment" is in conflict with the NPPF.*

*"In my view, the potential cumulative effects of the proposed development and other committed development could be so severe as to be unacceptable". (Para 445)*

## **HARROW ESTATES PLC AND BRIDGEMERE LAND PLC vs CHESTER WEST**

Traffic increases of more than 10% leads to increases in congestion and queuing which are significant but nonetheless judged to not be 'severe'.

***"Any additional [traffic] delay however carries less weight as it is not the aim of policy to protect the convenience of commuting car drivers. That is also the Council's approach in the recent prioritising of pedestrians over car users ..."* Para 14.14**

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# Sweating the Asset

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# Challenge

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## ***SHINFIELD WEST, READING***

Congestion outweighed by lack of 5YS

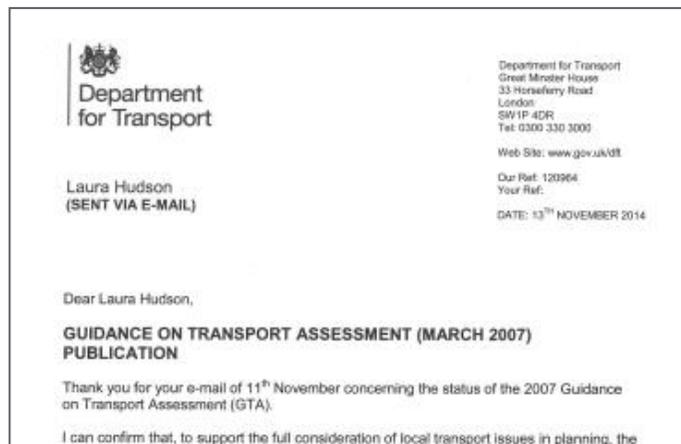
## ***TITHEBARN, PRESTON***

Development would have a “***detrimental impact on congestion***” which weighed “***significantly***” against the scheme.

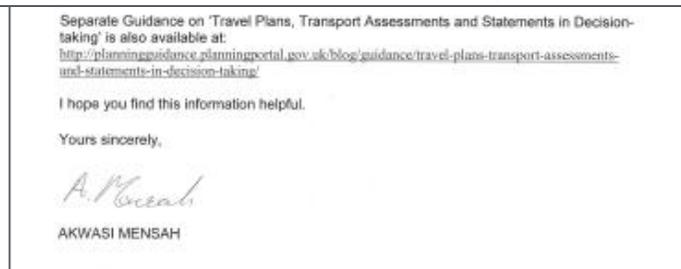
But SS granted permission against Inspector on the overall merits of the scheme.

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# Revocation of GTA (2007)



I can confirm that, to support the full consideration of local transport issues in planning, the Departments for Transport and for Communities and Local Government have revoked and archived the 2007 GTA.



# So What Replaces the GTA?



*A set of accompanying Planning Practice Guidance (PPG) are being published to help inform how the principle of the NPPF should translate in practice. Those which specifically deal with transport matters are:*

- ***Travel Plans, Transport Assessments and Statements in Decision-taking (published 06 March 2014).***
- ***Transport Evidence Bases in Plan Making (published 10 October 2014).***

# Travel Plans, Transport Assessments and Statements in Decision-taking

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## *TAs:*

Establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal (NPPF).

- They are required for all developments which generate significant amounts of movements. Definition?
- Less Prescriptive

**“Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.”**

## *TPs:*

They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

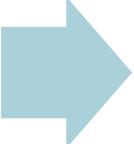
In order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area

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# Changes between GTA 2007 and 2014 PPGs



## GTA 2007



## PPG 2014

Specific thresholds for completion of TS / TA (Appendix B)



Site –specific (scale and trip gen, existing conditions, public transport availability, proximity to sensitive areas, cumulative impact)

For the local transport network development should be assessed for a period no less than 5 years after PA, 10 years for SRN



Agreement with LPA / HA – Focus on Local Plan Period

Development proposals should strive to achieve 'nil detriment'



TA should include measures to avoid unacceptable or 'severe' impacts

Parking Standards



Expected Level of Use

# Committed Development

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*“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years)”*

*Tension between ‘foreseeable’ development, ‘committed’ development, ‘cumulative’ assessment (EIA) and case studies relating to CIL tests*

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## Land at Audley Avenue, Newport

*“The Highways Contribution relates to off-site strategic highway works. These works include improvements to the capacity of the A41 in accordance with a scheme that has been commissioned by the Council and costed on the basis of pooled contributions from a number of major development schemes potentially coming forward. The problem is that it is not known whether these schemes will be approved or in what timescale. It is appreciated that there is a 10 year period after which the contribution would be paid back with interest, However, there is little certainty that these works will be carried out expeditiously or that the contribution would be proportionate if all the anticipated development do not come on stream... In the circumstances I cannot conclude that the contribution is CIL compliant and it cannot therefore constitute a reason for granting”*

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# Transport Evidence Bases in Plan Making (1)



*The stated purpose of the guidance is to:*

- *Provide a robust transport evidence to facilitate approval of the Local Plan and reduce costs and delays.*
- *Facilitate a shift to more sustainable modes of transport through better land-use planning.*
- *Assess the **quality** and **capacity** of transport infrastructure and its ability to meet forecasts demands.*
- ***Identify the infrastructure requirements for inclusion in infrastructure spending plans linked to IDP, CIL, section 106 provisions and other funding sources.***

## *Transport Evidence Bases in Plan Making (2)*



*From a Local Plan perspective, there is also an expectation that the assessment ...*

*“... could include assessing where alternative allocations or mitigation measures would improve sustainability and deliverability of proposed land allocations (including individual sites) ... ”*

*The assessment at:*

- *As part of the initial evidence base in terms of issues and opportunities*
- *As part of the options testing*
- *As part of the preparation of the final submission*

*The suggestion is made that the last stage should highlight the scale and priorities for investment requirements, in supporting the infrastructure spending plans.*

# A Developer's Perspective

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- *Exploit the Local Plan Status*
    - *Challenge Planning Need (OAN)*
    - *Prepare own evidence base*
  
  - *Play on the 'severity' test*
    - *Define early, if possible*
    - *Costs of Appeal are significant*
  
  - *S106 / Unilateral Undertaking*
    - *Partnership Working*
    - *CIL test compliance*
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# Local Authority Perspective

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- Policies / decisions which are based on no significant impact or nil detriment – unlikely to survive / pass scrutiny
  - Avoid policies/decisions which could be interpreted as penalising the motorists, keep it balanced
  - Unacceptable impact on road safety/efficiency carries significant weight
  - Beware of expanding the aims of development ...
  - Develop a CIL supported by IDP, but is there a risk of over-reaching with too specific schemes?
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## QUESTIONS

Can we live without GTA2007?

20/01/2014

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