

## POTENTIAL PROPOSED MODIFICATION TO THE CRAVEN LOCAL PLAN: PUBLICATION DRAFT

### DRAFT POLICY INF7: SUSTAINABLE TRANSPORT AND HIGHWAYS

The minimisation of greenhouse gases and congestion, and the provision of safe and accessible travel facilities will be supported by maximising the opportunities for travel by sustainable transport modes; avoiding severe residual cumulative impacts of development; and the design of safe and convenient access to transport facilities. This will be achieved through:

- a) working in partnership with the highway authority, other authorities, local enterprise partnerships, transport providers, developers and local groups to implement Policy SP2 c) of the Local Plan and:
  - a. promote a sustainable and improved transport system which is safe, reliable, and convenient and
  - b. improve transport connectivity with the rest of North Yorkshire, the wider Leeds City Region, Lancashire, Cumbria and Greater Manchester.
- b) maintaining a pattern of growth which reflects the spatial strategy and settlement hierarchy set out in Policy SP4 of the Local Plan.
- c) ensuring that all developments maximise opportunities to travel by non- car modes of transport through the location and design of new developments and developer contributions for off-site transport facilities, including securing access to transport facilities by walking and cycling.
- d) ensuring all developments that generate significant amounts of movement are supported by appropriate sustainable travel assessments, such as a Transport Statement, or Transport Assessment and a Travel Plan as reasonably required by the local highway authority, North Yorkshire County Council.
- e) providing safe, suitable and convenient access to all development sites for all modes of transport and all people, including vulnerable users of the highway, and wheelchair-users, people with limited mobility and people with other disabilities.
- f) ensuring that the traffic generated by all developments can be satisfactorily accommodated by the highway network and where new development necessitates the provision of new or upgraded infrastructure, including safety measures and pedestrian and cycle connectivity, this is developer funded.
- g) securing tariff style developer contributions for the highway improvements necessary to mitigate the cumulative impact of the level of growth planned for the town of Skipton up to 2032 which are fairly and reasonably related in scale and kind to the relevant development. The relevant development will be those greenfield residential site allocations in this Local Plan in or adjacent to the built up area of Skipton which have a significant impact on one or more of the junctions identified as requiring improvement in the Infrastructure Delivery Plan, Appendix C of the Local Plan.

#### EXPLANATORY TEXT

The National Planning Policy Framework (NPPF) 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. The Council will continue to work closely with all relevant stakeholders to maximise opportunities to travel by non-car modes of

transport and secure a safe and efficient transport network for the benefit of local and regional businesses, tourism and the community as a whole.

Paragraphs 2.3 to 2.18 of this Local Plan set out the Sub- Regional Economic and Transport Context of the plan area and reference the relevant bodies who the Council are working with on sub regional connectivity issues. The plan's Infrastructure Delivery Plan (Appendix C) sets out the various transport infrastructure initiatives currently being pursued by the Council and other relevant stakeholders. The Council will continue to work closely with the highway authority, North Yorkshire County Council, to agree appropriate transport proposals to accommodate and facilitate growth and seek to develop appropriate funding packages to ensure that development proposals provide for appropriate sustainable transport opportunities and adequate highway improvements. The North Yorkshire County Council Local Transport Plan 2016-2046 (LTP4) (2016) and Strategic Transport Prospectus (2015) provide the highway authority's strategic, policy and planning transport documents.

Policy SP2 c) of this plan supports enhanced connectivity with the rest of North Yorkshire, the wider Leeds City Region, Lancashire, Cumbria and Greater Manchester; the provision of pedestrian and cycle links to enhanced public transport facilities; and protects the original double track route of the Skipton to Colne railway line for future transport use. The latter is marked on the plan's policies map and is similarly protected in the Pendle District Local Plan.

One of the core planning principles of paragraph 17 of the National Planning Policy Framework (NPPF) is to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable." The Craven Local Plan Policy SP4 seeks to achieve this pattern of growth through its focussing of future development in the town of Skipton which has good rail and bus links. After Skipton, the market towns of Settle and Bentham will accommodate a relatively high level of growth and are well related to the rail network, as well as having bus services connecting them with the surrounding countryside and other settlements in the District.

New development has the potential to provide opportunities for travel by non-car modes of travel and these opportunities should be maximised, through the planning application process, whatever the size of development. It is important that pre-application work for any size of development involve discussions with the local highway authority, North Yorkshire County Council, on all transport aspects of an emerging planning application.

Paragraphs 32 and 36 of the NPPF identify the important role played by transport assessments, or transport statements, and travel plans in assessing and mitigating the negative transport impacts of development and promoting sustainable development. These will be required for all developments which generate significant amounts of traffic and play an important role in identifying how the development might contribute to:

- encouraging sustainable travel,
- lessening the traffic generated and its detrimental impacts,
- minimising carbon emissions and their associated impacts on climate change,
- creating accessible, connected, inclusive communities,

- improving health outcomes and quality of life,
- improving road safety, and
- reducing the need for new development to increase existing road capacity and provide new roads.

North Yorkshire County Council has set out guidance on a range of transport issues, including advice on transport assessments and travel plans, in a document called Interim Guidance on Transport Issues (2015). This Guidance sets out the indicative thresholds at which transport statements, transport assessments and travel plans are likely to be required for different types of development. Early pre-application discussions should take place with North Yorkshire County Council on the applicability of these indicative thresholds to a given development proposal. The provision of a safe, suitable and convenient access to new development sites should also be agreed with North Yorkshire County Council during pre-application discussions.

To avoid severe adverse residual impacts of development on the transport network, traffic generated by all developments should be satisfactorily accommodated by the highway network and where new development necessitates the provision of new or upgraded infrastructure, developer contributions will be required in accordance with Policies SP12 and INF1 of the Local Plan.

Preliminary traffic modelling of the impact of Local Plan proposals for the town of Skipton (Modelling Highway Impacts of Local Plan Developments in Skipton: Jacobs, June 2017) has been undertaken by Craven District Council. This document concludes that the town's growth proposals can be satisfactorily accommodated by the highway network, subject to the provision of four junction improvements. North Yorkshire County Council, in responding to the Publication Draft Plan, identified these junction improvements as critical to development.

The junctions are referenced and costed in the Infrastructure Delivery Plan (Appendix C of the Local Plan) and are:

- a) A65/Gargrave Road/A629/A59
- b) A6131/A65
- c) Water Street/Raikes Road
- d) Craven Street/Keighley Road

Where additional land is required by these improvements, the preliminary assessments have shown that these can be undertaken within existing highway extents. The Local Plan Viability Assessment: Addendum November 2017 has taken into account indicative costs of these junction improvements.

The plan's highway modelling and viability evidence base referred to above demonstrates that developer contributions for these junction improvements:

- are necessary to make the cumulative impact of growth in Skipton acceptable in planning terms and that they
- would be directly related to development in Skipton and
- would not threaten the viability of larger scale greenfield residential development in Skipton (100 dwellings or more).

The District Council and North Yorkshire County Council will work together to set up tariff funding rates for developers that will be fairly and reasonably related in scale and kind to the development, taking into account the significance of the development's impact on the required junction improvement . This funding will be secured through the normal development management mechanisms, which include Section 106 agreements and Section 278 highway agreements.