

CHAPTER 11: DELIVERY

11.1. National policy is clear that development which is identified in the Local Plan must be deliverable, paying particular regard to viability. Therefore, sites and scale of development should not be subject to obligations or policy burdens which would threaten the viability of development.

11.2. This chapter details the necessary infrastructure and delivery requirements of both allocations and windfall developments that may come forward through the life of the Local Plan. It is essential that future development is supported by all forms of sustainable transport and which mitigate against impacts identified.

Policy D1: Transport

Development will be permitted where sustainable modes of transport are prioritised and measures designed to mitigate transport impacts arising from either individual development proposals or cumulative impacts caused by a number of proposals are provided. Proposals should have regard to the Sustainable Transport Strategy.

All large scale developments which result in the generation of significant traffic movements, should be supported by a Transport Assessment and where necessary a Travel Plan, to demonstrate practical and effective measures to be taken to mitigate the adverse impacts of traffic. It must consider:

- The impact of the proposal upon existing infrastructure;
- How the site will connect safely to public transport;
- Safe and convenient access to pedestrians and cyclists;
- Potential impact of heavy goods vehicles accessing the site, including during construction: and
- The entering into of bus and/or freight partnerships with the County Council and/or third parties.

Smaller scale development must also be accompanied by a Transport Statement which should address:

- Opportunities for sustainable transport to serve the proposed development;
- Whether safe and suitable access to the site can be achieved; and
- Whether improvements can be undertaken that cost effectively mitigate the impacts of the development.

Proposals should be considered in the light of the transport mitigation measures identified in the Infrastructure Delivery Plan, and other localised impacts as identified in the transport assessments and statements.

11.3. Road traffic can have a significant negative impact on the environment in particular through the effect on air quality, noise, vibration and climate change. It is also linked to associated health problems. Unchecked growth of road traffic can lead to congestion and impinge on the achievement of the economic, social and environmental objectives within this Local Plan. It is important therefore that major development proposals provide measures to reduce the impact of vehicular movements, including realistic, safe and easy alternatives to the private car.

11.4. Transport Assessments, prepared in line with national guidance, are required alongside planning applications for major development to demonstrate that they contribute positively to the objectives of this Local Plan. Transport Assessments will be required for all large developments.

11.5. Transport Assessments will also be required for development that forms part of a larger development area that requires access to a common transport corridor and for development that is likely to have a cumulative impact in conjunction with other development proposals included within this Local Plan. Transport Assessments will also be required where due to its location the development could have a significant impact in transport terms.

11.6. National guidance states that a Transport Statement may be required for developments that have relatively small transport implications; this will be decided on a case by case basis and should be discussed as part of pre-application enquiries. Where proposals are likely to have an impact on the trunk road network, Highways England should be consulted to establish what level of transport appraisal is appropriate.

11.7. Where possible, mitigation measures will be linked with the contents of a Travel Plan. The Travel Plan is a strategy for reducing travel demand in order to minimise the number of motor vehicles visiting a development. It will consider the traffic implications of journeys to and from the development and set targets for travel by means other than the private car.

11.8. Travel Plans will be required for all non-residential developments in line with national guidance or any subsequent revisions or replacement guidance. They should ideally form part of the Transport Assessment and be submitted alongside the planning application. Development proposals in areas where public transport is limited, e.g. where services operate with frequency levels of less than one an hour, may also be required to submit Travel Plans. Furthermore, the significant development of education facilities will be expected to produce a Travel Plan.

Policy D2: Parking Facilities

Planning permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motor cycles, cycles and for people with disabilities (or impaired mobility), based on the Borough Council's Standards included at Appendix 5 of this Local Plan.

Electric and/or hybrid vehicle charging points are required to be provided as part of development as outlined in Appendix 5 unless it can be demonstrated that it is financially unviable.