

Major Developments

The role of the Highway Authority



Who we are and where we fit.

NCC structure

Chief Executive (Tom McCabe)



Highway Statutory Consultee:

- Provide the highway and transportation recommendation on behalf of the highway authority for all major planning applications to ensure that development is Safe and sustainable and in accordance with national and local policy

Defined in Article 22 of Town and Country Planning (Development Management Procedure Order) 2015 Schedule 4.

k)	Development likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway	The local highway authority concerned
l)	Development likely to prejudice the improvement or construction of a classified road or proposed highway	The local highway authority concerned
m)	Development involving— (i) the formation, laying out or alteration of any means of access to a highway (other than a trunk road); or (ii) the construction of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force	The local highway authority concerned The local highway authority concerned, and in the case of a road subject to a concession, the concessionaire
n)	Development which consists of or includes the laying out or construction of a new street	The local highway authority



Pre-application Advice



Planning Application – M&EDT consulted on all residential applications over 10 dwellings and large employment sites, retail – Transport Assessment



Development Team – provides the view of the highway authority



Negotiations with applicant/developer to secure appropriate mitigation



Formal response will set out conditions which may include off-site mitigation/bus service provision/travel plan



Legal agreements will secure any financial contributions associated with the highway mitigation



If application gains permission, off-site works are delivered and on-site infrastructure progressed with legal agreements

Assessing Transport impacts

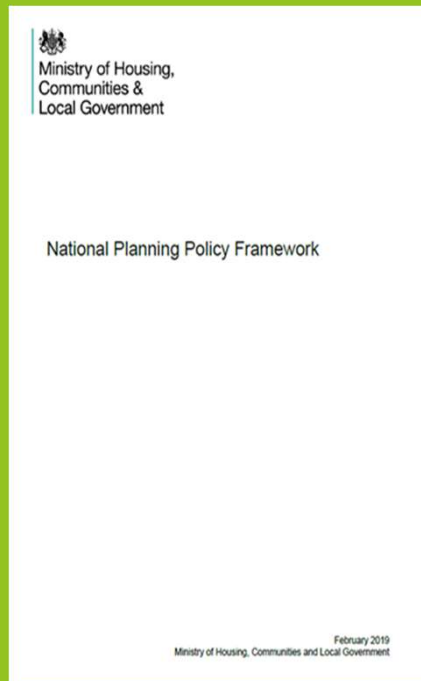
All Major residential applications over 100 dwellings should have a Transport Assessment and a Travel Plan

Policy Framework – Government and local guidance

National Planning Policy Framework (NPPF) - Para 109

Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact of the development would be severe

[NPPF](#)



Manual for Streets 1 and 2 Guidance

[Mfs 1](#)

[Mfs 2](#)



Safe Sustainable Development

[SSD](#)



Assessing the Transport Implications of a Major Development:

Suitability of the highway network

- Can vehicles pass safely
- Avoid standing traffic (particularly at bends)
- Junctions on route need adequate levels of visibility
- Adequate public transport access and active travel links

Corridors of movement –

- aim to minimise points of conflict at junctions and accesses where the risk is at its greatest.
- Principal Routes have a strategic role – carrying traffic between centres of population
- Development in the vicinity of these roads or their junctions adds significant local traffic movements which prejudice their ability to carry out this function

Assessing the Transport Implications of a Major Development:

Cumulative impact is severe – NPPF Para 109

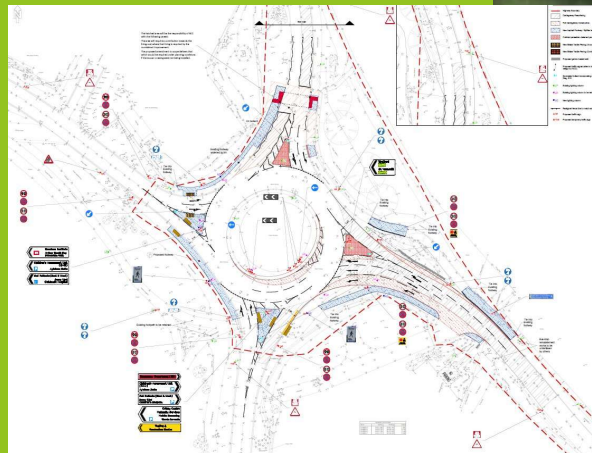
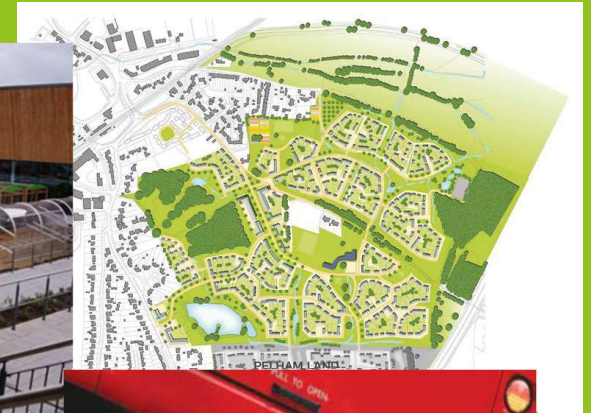
- Queue lengths and blocking back to other junctions
- Increase in delay (albeit in a locational context)
- Junction capacity is exceeded (again in a locational context)
- Junctions cannot be improved to mitigate impact
- Development does not maximise the opportunity to travel by sustainable modes



Assessing the Transport Implications of a Major Development

The Transport Assessment

- Sets out the highway and transport issues
- Identifies mitigation measures
- Forms the basis of negotiation between the highway authority and developer

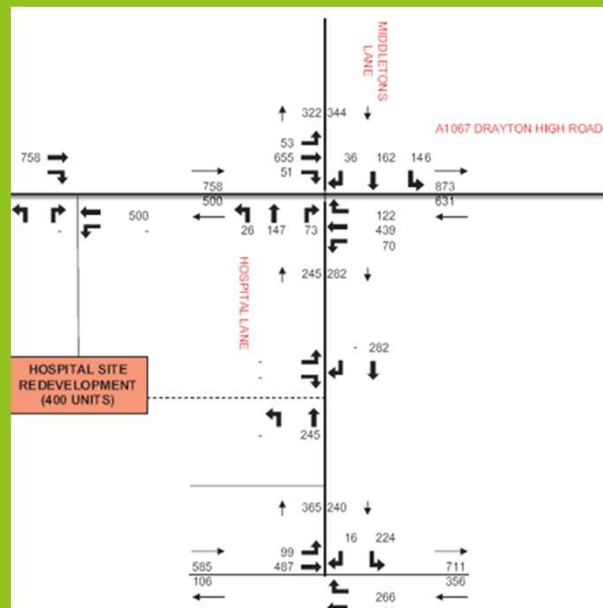


Assessing the Transport Implications of a Major Development

The Transport Assessment

Assessing the impact of development

- Assessment Years
- Analysis Period
- Development Trip Generation
- Impact of COVID
- Trip Distribution
- Committed Development
- Sustainable Travel



TRICS 2012 (a) v6.9.2 180112 BLS:99 [C] 2012 JHP Consultants Ltd on behalf of the TRICS Consortium Wednesday 11/04/12
Private Dwellings Kings Lynn Page 4
Alders Euston Tower London Licence No: 603617

TRIP RATE for Land Use 01 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

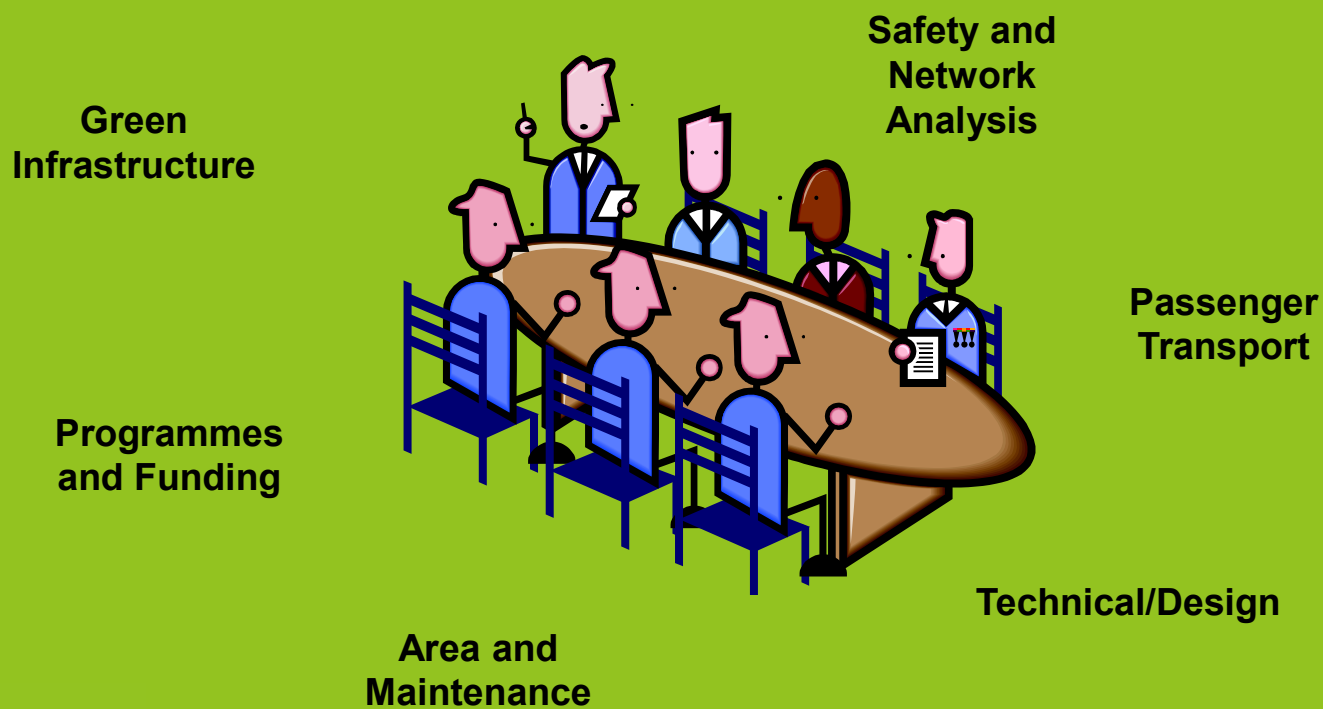
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	184	0.091	7	184	0.322	7	184	0.413
08:00 - 09:00	7	184	0.152	7	184	0.450	7	184	0.603
09:00 - 10:00	7	184	0.161	7	184	0.215	7	184	0.376
10:00 - 11:00	7	184	0.149	7	184	0.205	7	184	0.354
11:00 - 12:00	7	184	0.192	7	184	0.173	7	184	0.365
12:00 - 13:00	7	184	0.192	7	184	0.130	7	184	0.382
13:00 - 14:00	7	184	0.178	7	184	0.162	7	184	0.340
14:00 - 15:00	7	184	0.192	7	184	0.188	7	184	0.377
15:00 - 16:00	7	184	0.340	7	184	0.217	7	184	0.553
16:00 - 17:00	7	184	0.329	7	184	0.212	7	184	0.541
17:00 - 18:00	7	184	0.424	7	184	0.422	7	184	0.846
18:00 - 19:00	7	184	0.250	7	184	0.224	7	184	0.514
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rate:			2.099			2.294			4.393

Parameter summary

Trip rate parameter range selected: 101 - 237 (units:)
Survey date date range: 01/01/04 - 14/10/11
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Survey manually removed from selection: 1

Assessing the Transport Implications of a Major Development

Development Team



Assessing the Transport Implications of a Major Development

Mitigation

Primarily secured by Planning Condition

Can include:

- New junctions and existing junction improvements
- Additional footways/cycleways and crossing facilities
- Improved bus services or bus infrastructure
- Travel Plan

Must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development



Norfolk
County Council

Assessing the Transport Implications of a Major Development

Recommendation

NCC as Highway Authority is a consultee/technical advisor in the planning process. The Local Planning Authority is the determining authority.



The Highway Recommendation must:

- **Accord with local and national policy and be defensible at appeal**

Assessing the Transport Implications of a Major Development

What does good development look like?



**Any questions?
&
Thank You**