

Planning and Regulatory Committee Training

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Transport Involvement in Planning

- GPDO statutory consultee for the Planning Authority in respect of:
 - new or amended access onto a classified road
 - change in character or volume of traffic entering or leaving a public highway
- TDP delegated powers
 - powers to respond to planning applications as County Highway Authority delegated from SCC Cabinet
- Highways England is Highway Authority for Motorways/Trunk Roads

Surrey Planning Authorities

- Surrey County Council – Minerals, Waste, Regulation 3 applications (predominantly schools)
- 11 districts & boroughs – all other planning matters

What areas of Planning do TDP cover?

- Pre-application enquiries
- Responding to planning application consultations
- Planning agreements / undertakings (section 106)
- Highway agreements (section 38/278)
- Appeals
- Enforcement cases
- Post-planning activities
- Policy development

Transport Policy Drivers

- National policy and guidance
- County policy
- Local policy

National Policy - National Planning Policy Framework

- 'Golden thread' presumption in favour of sustainable development
- Transport assessment report should accompany major development proposals
- Development sites should exploit sustainable transport opportunities
- Transport improvements should be cost effective
- Safe layouts (Safety Audits)
- Developments should only be refused where the residual cumulative transport impacts are **severe**.

County Policy

- Minerals Plan
- Waste Plan

- Other county guidance (e.g Travel Plan Good Practice Guidance; Parking Strategy)

Local Policy

- Boroughs and Districts Local Plans

Summary of the main transport policy messages

- Promote highway safety, to reduce collisions / the number of people injured on Surrey's roads
- Recommend transport assessments and travel plans for major development proposals
- So far as is reasonably practicable, manage traffic congestion
- Promote cost effective transport improvements to help manage large development travel impacts
- Only applications that produce severe transport problems recommended for refusal
- Where appropriate, improve development site accessibility for all members of society
- Promote the use of sustainable travel

Pre-application discussions

- Providing advice to the planning authority and developers
- Discussing transport impacts and mitigation

Assessing applications

- Site visit unless the site is already known
- Check submission – ‘sense check’ – to ensure that it seems reasonable
- Assess TA – are assumptions made reasonable, is modelling done correctly, are traffic counts undertaken at right time?

Assessing applications

- Check access geometry and visibility
- Check traffic generation of proposal and compare and contrast with existing/ authorised use, derive impact
- Check parking provision
- Are improvements/mitigation required?

Assessing applications

After assessment, TDP respond to planning applications by:

- Stating that after consideration there are no transport objections
- Requesting further transport information
- Requesting an amendment
- Recommending the development implement a transport improvement
- Recommending mitigation through funding
- Recommending the dedication of land
- Recommending a S106, conditions, informatives
- Recommending refusal
- Providing other advice to the planning authority

Other TDP planning activities

- Explaining TDP's transport response, either in writing or through Planning and Regulatory Committee attendance
- Responding to public representations to explain recommendations
- Assisting with S106 agreements
- Appeals, enforcement cases, post-planning activities, policy development
- Internal liaison with other SCC departments
- Monitor goods vehicle operators licence applications

Links with Surrey Highways

- TDP is part of the Planning Group within Environment and Infrastructure.
- Local Highways Services are also within Environment and Infrastructure. Although our roles are different and have different governance, we regularly liaise with the relevant Highways Managers and we seek their views on proposed highway works. We try to ensure that our negotiations reflect their aspirations where possible. Highway works have to be **directly** related to the development funding them.
- Liaison with Parking Team prior to recommending parking restrictions. Also liaison with other groups including Safety Audit, Travel Planning, Transport Studies.

Relationship with Local Committees

- Non-development related highway schemes have to be agreed by the Local Committee – Parking restrictions, speed limit changes, road improvements etc;
- Development related schemes requiring TROs have to be approved by Transport Portfolio Holder – they do not need to go to Local Committee.