



Colchester Borough Council

**Independent Examination – Section 2 Colchester
Borough Local Plan 2017-2033**

Hearing Statement – Local Planning Authority

**Main Matter 18 – Policies DM20 to DM22 – Promoting
Sustainable Transport and Changing Travel
Behaviour, Sustainable Access to Development and
Parking**

April 2021

Main Matter 18 - Policies DM20 to DM22 - Promoting Sustainable Transport and Changing Travel Behaviour, Sustainable Access to Development and Parking

Are the Promoting Sustainable Transport and Changing Travel Behaviour, Sustainable Access to Development and Parking policies justified by appropriate available evidence, having regard to national guidance, and local context, and CLP1?

18.1. The Council considers that Policies DM20, DM21 and DM22 are justified and consistent with national policy and guidance. The policies take account of the local context and CLP1, particularly policy SP6 'Infrastructure and Connectivity' which requires that all development must be supported by the provision of infrastructure, services and facilities that are identified to serve the needs arising from the development.

Policy DM20: Promoting Sustainable Transport and Changing Travel Behaviour

18.2 Policy DM20 is aligned with the broad spatial approach (Policy SG1) which seeks to ensure sustainable patterns of development, encouraging development that reduces the need to travel and improving the accessibility of the development by providing better connections between the communities and their needs. This policy sets out the approach to increasing modal shift towards sustainable modes of travel (walking, cycling and public transport) and reflects the approach set out in paragraphs 30, 34 and 38 of the NPPF (2012). In line with paragraph 30 of the NPPF this will '*support reductions in greenhouse gas emissions and reduce congestion*'.

18.3 The policy allows flexibility in terms of location, setting out how different approaches may be required in rural areas of the borough. This is in line with paragraph 29 of the NPPF which states that '*the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*'

18.4 Policy DM20 is clear in its aim that the Local Planning Authority will work with developers and other partners to increase modal shift towards sustainable modes by improving accessibility of development, through the promotion of walking and cycling as an integral part of development, and by further improving public transport. This is in line with CLP1 Policy SP6 which requires local planning authorities to work with partners to deliver '*changes in travel behaviour by applying*

the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles.'

- 18.5 Policy DM20 is also clear in its aim to work with partners to make the best use of the existing network and manage the demand for car travel. Transport modelling has been undertaken by Essex County Council as the Highway Authority as part of the evidence base to support the Local Plan ([EBC 5.5](#)). The transport model was used to assess the impact of proposed development on the principal highway network in the morning and evening peaks. The assessment of the modelling identifies potential solutions on the highway network resulting from proposed development.
- 18.6 Policy DM20 requires existing and proposed routes for walking, cycling and public transport, including rapid transit and park and ride, to be safeguarded from development and new development will be expected to contribute toward maintaining continuity and enhancing these connections where appropriate. This is in line with CLP1 Policy SP6 which requires the Local Planning Authority and partners to deliver a comprehensive network of walking and cycling routes, and new and innovative ways of providing public transport, including through high quality rapid transit networks.

Policy DM21: Sustainable Access to Development

- 18.7 Policy DM21 is clear in its aim to ensure that new development proposals enhance accessibility within and to and from them by sustainable modes of transport. Priority is given to walking and cycling as well as ensuring access to public transport, consistent with paragraph 35 of the NPPF which states that: *'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.'*
- 18.8 The requirement for incorporating electric vehicle charging points is consistent with national policy. Paragraph 35 of the NPPF states that *'...Therefore, developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles'*. The 'The Road to Zero' Strategy (2018) sets out the Government's ambition that all new homes, where appropriate, should have an electric vehicle charge point available.
- 18.9 The Council consults with Essex County Council as the Highway Authority on the assessment of transport evidence submitted with planning applications for major new developments. Policy DM21 requires that developments that generate significant amounts of movement will require a Transport Statement or Transport Assessment in line with guidance set out in the latest Essex County Council development management policies. This is in line with paragraph 32 of the NPPF. The Council also works with Essex County Council on other development

management issues such as the level of mitigation that may be required in relation to the highway and transportation aspects of the development.

- 18.10 Policy DM21 sets out the requirement for developments that generate significant amounts of movement to produce a Travel Plan in line with the most recent Essex County Council guidance. This is consistent with national policy and paragraph 36 of the NPPF which requires *'All developments which generate significant amounts of movement should be required to provide a Travel Plan.'*

Policy DM22: Parking

- 18.11 Policy DM22 sets out the approach to assessing the level of parking required in new developments in line with local Parking Standards. The current Essex Parking Standards document is adopted as a Supplementary Planning Document and will continue to provide guidance on the levels of parking considered necessary to serve development. Policy DM22 requires the level of parking to be assessed in line with these standards, but allows a flexible approach to be considered taking into account local factors such as the accessibility of the development and car ownership levels. This is consistent with paragraph 39 of the NPPF.
- 18.12 Policy DM22 is in line with CLP1 Policy SP6 which requires delivery of innovative strategies for the management of private car use and parking including the provision of car clubs and car sharing. Policy DM22 states that in appropriate circumstances parking standards may be relaxed in order to reflect accessibility by non-car modes and in these circumstances the use or establishment of a car club may be required.
- 18.13 The wording of Policy DM22 as submitted is considered sound but would benefit from the following minor modifications as set out in the Draft Schedule of Recommended Modifications ([CBC 1.6](#)). Minor modifications are proposed to paragraph 15.123 to read *'.....within the relevant Transport Assessment **and Transport Statement.**'* and to change the text in Policy DM22 from 'Parking Guidance' to 'Parking **Standards**' as suggested by Essex County Council.
- 18.14 To ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles, Policy DM21 requires development to incorporate facilities for charging plug-in and other ultra-low emission vehicles. For clarity and consistency, in response to representations from Essex County Council and in line with NPPF and CLP1 Policy SP6, a further modification is proposed to Policy DM22:

Add new bullet (v)

'The need to ensure facilities are incorporated for electric and other ultra-low emission vehicles'.

Do policies DM20 to DM22 provide a clear direction as to how a decision maker should react to a development proposal?

- 18.15 Policies DM20, DM21 and DM22 are aligned with the strategy for sustainable development, providing a clear indication how a development proposal aligns with the spatial approach set out in Policy SG1 and provide clear direction to a decision maker when reacting to a development proposal.
- 18.16 Policy DM20 and DM21 provide a number of criteria which are to be considered in any proposal to ensure that where appropriate development reduces the need to travel, modal shift is encouraged by improving accessibility of development and new development promotes sustainable transport that is accessible by all.
- 18.17 Policy DM21 provides clear criteria to ensure that sustainable access to development is achieved and sets out the key policies and adopted documents such as the ECC Development Management Policies and the Colchester Cycling Delivery Strategy that should be taken into account in order to achieve this. The Policy makes clear the requirement for all development proposals that generate significant amounts of movement to be supported by a Transport Assessment or Transport Statement and a Travel Plan. Membership of the Colchester Travel Plan Club is one example of how a development can demonstrate support for sustainable travel.
- 18.18 Policy DM22 is aligned with the strategy for promoting sustainable transport and provides clear direction in regard to using the most recent local Parking Standards to determine the amount of parking required for residential and non-residential development and other factors that should be considered. It also provides clear direction to how a decision maker should react to proposals for, or impacting on, car parks.