

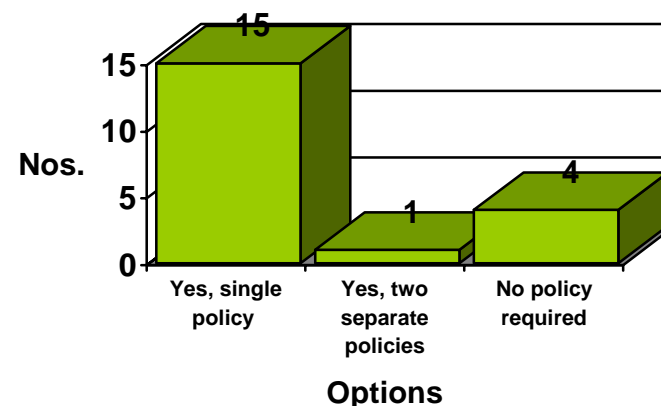
## **DEVELOPMENT MANAGEMENT POLICIES – TRANSPORT AND ACCESSIBILITY**

### **Option DMTA1 – Highway Design and Layout**

***DMTA1: A policy that requires all new development to be designed in a way that gives priority to people over ease of traffic movement and provides more priority road space for pedestrians, cyclists and public transport.***

#### **Response Levels to Options**

A policy that requires all new development to be designed in a way that gives priority to people over ease of traffic movement and provides more priority road space for pedestrians, cyclists and public transport?



<b>DMTA1: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Replace 'road' with 'highway' and 'pedestrians, cyclists' with 'non-motorised users' to ensure that horse riding and carriage driving are accounted for.	Noted.	Noted.
It is important that the concept of shared space for transport is fully embraced rather than a complete duplication and segregation of infrastructure of modes, and perhaps a flexible design approach that recognises future shifts of modal splits.	This reflects Government guidance in 'Manual for Streets'; and encouraging modal shift in PPG13.	Promote walking and cycling in the location and design of new development, particularly at Yeovil and Chard where increased development offers greater potential to increase walking and cycling. Incorporate the principles of encouraging walking and cycling within a policy.

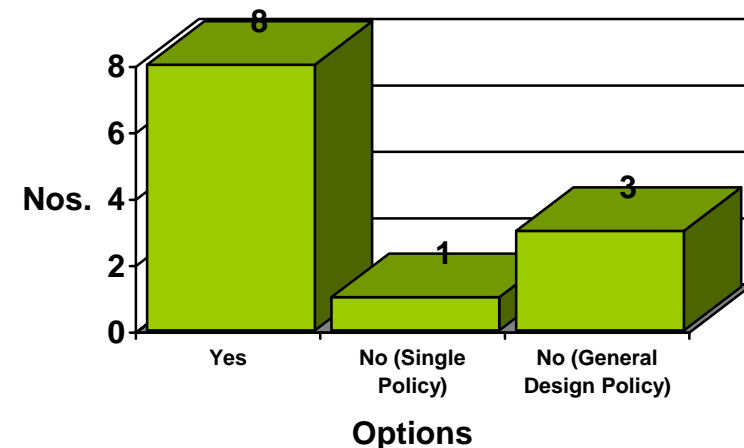
DMTA1: Summary of Issues	Evidence Base Consideration	Policy or Proposal
A policy that requires all new development to be designed in a way that gives priority to people over ease of traffic movement.	PPG13 paragraph 6.8 states 'Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses'. If the policy doesn't add any value then there is no need to repeat or reformulate national or regional policy (PPS12).	Promote walking and cycling in the location and design of new development, particularly at Yeovil and Chard where increased development offers greater potential to increase walking and cycling. Incorporate the principles of encouraging walking and cycling within a policy.

## Option DMTA2 – Highway Design and Layout

***DMTA2: Either retain a policy to cover the safe design of residential roads (previously Local Plan policy TP4), or have one policy covering the safe design of roads? Or, safety could be included as a criterion in a general design of development policy, removing the need for a separate policy and facilitating a higher standard of design.***

### Response Levels to Options

Either retain policy TP4, or have one policy on the safe design of roads or a general design policy?



<b>DMTA2: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
By bringing this aspect of design (safety) within consideration of an overall design policy, it would improve design and allow a more flexible approach without any necessity to compromise on safety.	Local Plan Policy TP4 was used relatively few times (7 in year 07-08, AMR 2008). There should be a limited suite of development management policies.	Generic transport policies are being developed in conjunction with Somerset County Council.
There would be benefit in having a single policy relating to the safe design of roads and recommend that cross reference is made to the Manual for Streets and DMRB.	Local Plan Policy TP4 was used relatively few times (7 in year 07-08, AMR 2008). There should be a limited suite of development management policies.	Generic transport policies are being developed in conjunction with Somerset County Council.

## **Question DMQTA1 – Traffic Management**

***DMQTA1: The negative effects of traffic produced from new proposals has been identified as an issue. In Development Areas, where the principle of development has been established, how would nuisance/negative impact (re. harm to residential amenity) be measured?***

<b>DMQTA1: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
<ul style="list-style-type: none"> <li>○ Level of pollution</li> <li>○ Parking issues</li> <li>○ Traffic flow</li> <li>○ Ratio of vehicles to residents</li> <li>○ Noise</li> <li>○ Size of vehicles</li> <li>○ Speed of traffic</li> <li>○ Road maintenance</li> <li>○ Quality of life</li> <li>○ Air quality</li> </ul>	Noted. The Annual Monitoring Report contains a some relevant indicators e.g. Number and extent of Air Quality Management Areas (SSDC); Number of days of air pollution exceeding 40µg/m <sup>3</sup> in Yeovil AQMA (SSDC: SCS).	Generic transport policies are being developed in conjunction with Somerset County Council.
<p>Suggested Government guidance:</p> <ul style="list-style-type: none"> <li>○ Circular 02/07 Planning and the Strategic Road Network</li> <li>○ The Guidance for Transport Assessment (March 2007)</li> <li>○ Department for Transport: Manual for Streets (March 2007)</li> </ul>	Noted.	Refer to the key messages of Government guidance in explanatory text.

## Question DMQTA2 – Traffic Management

**DMQTA2: What other negative effects on the surrounding area could be produced by traffic from new development and how could these be dealt with?**

DMQTA2: Summary of Issues	Evidence Base Consideration	Policy or Proposal
<ul style="list-style-type: none"> <li>○ Higher density of traffic</li> <li>○ Traffic congestion</li> <li>○ Improve road network</li> <li>○ Improve public transport</li> <li>○ Noise</li> <li>○ Light pollution</li> <li>○ Pedestrian safety</li> <li>○ On-street parking.</li> <li>○ Parking</li> <li>○ Improving walking/cycling</li> </ul>	Noted.	Generic transport policies are being developed in conjunction with Somerset County Council.

## Question DMQTA3 – Access to Services and Facilities

**DMQTA3: Should new services and facilities be provided within easy walking distance to residential developments, if so, what services and facilities should be provided? What should be considered 'easy' walking distance?**

DMQTA3: Summary of Issues	Evidence Base Consideration	Policy or Proposal
<ul style="list-style-type: none"> <li>○ Convenience shops</li> <li>○ Community facilities</li> <li>○ Doctors surgeries</li> <li>○ Cash machine</li> <li>○ Play areas</li> <li>○ Recreation facilities</li> <li>○ Primary/secondary school</li> <li>○ Places of worship</li> <li>○ Public transport</li> <li>○ Bus stop/bus service.</li> <li>○ Post office</li> <li>○ Community centre/hall</li> <li>○ Youth clubs</li> <li>○ Health / medical centres</li> <li>○ Public house</li> <li>○ Dentist surgeries</li> </ul>	Government policy (PPS1, PPS3 & PPG13) supports a wide ranging approach in order to improve access to services. The settlement strategy should seek to direct to development to places with an existing concentration of services (RSS Proposed Changes). The forthcoming Infrastructure Delivery Plan will inform the need, costs, phasing and delivery of the infrastructure required in delivering new development in the district.	A wide-ranging approach to ensure new development has good access to services. Reflect findings of Infrastructure Delivery Plan for infrastructure issues. Generic transport policies are being developed in conjunction with Somerset County Council.

DMQTA3: Summary of Issues	Evidence Base Consideration	Policy or Proposal
Walking distance responses ranged between 300 metres to a 1 mile (1,609 meters)	Walking is the most important travel mode at the local level and offers the greatest potential to replace short car trips, particularly under 2km (PPG13). Other factors apart from distance will need to be considered such as topography e.g. Yeovil lends itself to east – west walking rather than north - south (Yeovil Transport Strategy).	Encourage walking through making new facilities and services easily accessible on foot. Generic transport policies are being developed in conjunction with Somerset County Council.

### **Option DMTA3 – Access to Services and Facilities**

***DMTA3: Retain Local Plan Policy MS1, but clarify how an applicant can demonstrate that ‘every reasonable attempt to secure suitable business or local community re-use’. What should constitute ‘every reasonable attempt’?***

DMTA3: Summary of Issues	Evidence Base Consideration	Policy or Proposal
<ul style="list-style-type: none"> <li>○ A proper audit trail of work in progress.</li> <li>○ Comparison with an established inventory</li> <li>○ Proof of attempts to re-use i.e. "For Sale" adverts</li> <li>○ On market for at least 6 months</li> <li>○ Comparable price</li> <li>○ Full advertising</li> <li>○ Independent agent</li> <li>○ Be proportionate to the individual case</li> </ul>	In terms of securing suitable business re-use, the emerging Employment Land Review will assist in establishing whether there is sufficient employment land both in terms of quantity and quality. ‘Every reasonable attempt...’ should be made explicit within a marketing statement.	Policy should identify the requirement for a marketing statement, and explanatory text should identify appropriate attempts to secure suitable business re-use.

## Question DMQTA4 – Access to Services and Facilities

**DMQTA4:** *The Economic Prosperity chapter of the Core Strategy looks at the retention of employment land in detail, however, does the loss of employment land and premises need to be addressed as a separate issue, or could one policy cover the loss of all services and facilities including, the loss of employment land and premises.*

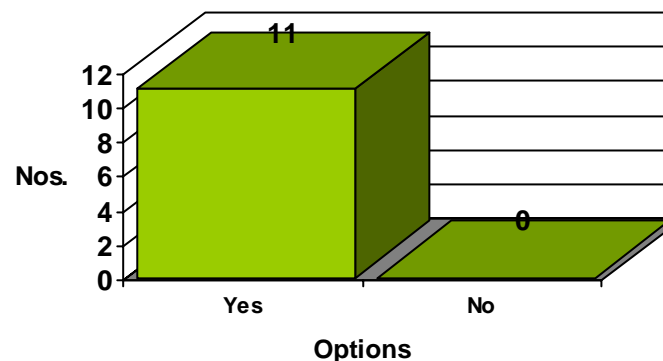
<b>DMQTA4: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
They raise different issues. Employment land supply should be subject to an Employment Land Review in conjunction with a Housing Land Availability Assessment. We must also remember that we are facing a housing crisis and over full employment.	Stages 1 and 2 of the Employment Land Review have been complete, with Stage 3 forthcoming. Sites have been considered in the SHLAA where relevant.	Loss of employment land presents different issues to loss of services and should be located in a separate policy. Policies protecting employment land and loss of services should be included.

## Option DMTA4 – Parking Standards

**DMTA4:** *Revise the parking standards to reflect the rural nature of the District, as is being done by officers following research regarding Policy TP7.*

### Response Levels to Options

Revise the parking standards to reflect the rural nature of the District, as is being done by officers following research regarding Policy TP7



<b>DMTA4: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Car parking restraints in a rural area will not affect car ownership and use because of the lack of alternative travel modes.	Car travel will continue to have a major role, particularly in a largely rural district, but it is necessary to promote sustainable travel to help tackle climate change, traffic congestion and promote healthier living e.g. encouraging more sustainable travel modes and ensuring good access to jobs, shops, leisure facilities and other key services (PPS1, PPG13, RSS Proposed Changes).	Reflect Countywide Parking Strategy parking standards – consider that many people require access to The County-wide Parking Strategy is to be reviewed shortly. a car due the rural nature of the district.

### **Question DMQTA5 – Parking Standards**

***DMQTA5: Should each town, rural centre and village be assessed on its own merits in relation to the amount of parking that should be provided or should a standard be provided for the District as a whole?***

<b>DMQTA5: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
The Highways Agency would have concerns should the District Council be proposing to adopt parking standards which differ from national guidelines within PPG13. Providing suitable parking levels should be seen as part of a wider package which seeks to reduce the need to travel within the District. We would question the practicality of implementing or agreeing parking standards which differs between settlements within the District.	Standards should promote sustainable transport choices – lower levels of provision should be provided where access to sustainable modes is high, particularly SSCTs i.e. Yeovil (RSS Proposed Changes). Detailed parking policies and standards are primarily the responsibility of SCC as the Local Transport Planning Authority (RSS Proposed Changes and Countywide Parking Strategy). (SSDC has responsibility for off street public parking).	Reflect the Countywide Parking Strategy standards – currently being revised.
Parking provision should be based on "need" for car use determined by the availability of alternative options, proximity to essential services and public transport nodes etc. For this reason, there should not be a district-wide fixed level of provision.	PPS3 states that residential parking policies should take into account expected levels of car ownership, the importance of promoting good design and the need to use land efficiently (para 51). Accessibility strategies should be developed by the County Council in close partnership with the district council, containing detailed parking policies and standards (RSS Proposed Changes).	Reflect the Countywide Parking Strategy standards, ensuring the principles of PPS3 are incorporated.

<b>DMQTA5: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Reduction of pro-rata car parking spaces/increasing car parking charges should certainly be considered, starting with long-stay parking, which encourages car commuting. An approach to this could be maintaining existing levels against a backdrop of housing growth, whilst redistributing to short-stay to facilitate the economic vitality of the town centre at the expense of available car-commuter parking.	Parking policies should help to support modal shift (PPG13). Long stay commuter parking is already at capacity in Yeovil, but charges are low in some cases and increasing these could help control peak period congestion (Countywide Parking Strategy). Parking policy will be more flexible in other centres, considering the largely rural catchment areas, but also catering for tourism needs (Countywide Parking Strategy). The District-wide Parking Strategy seeks a rationalisation of car parks in Yeovil to enable the redevelopment of town centre sites; tariffs should continue in the market towns; and charging in rural centres should only be introduced as demand pressures require.	Consider lower levels of off-street parking in Yeovil and other town centres – reflect the Countywide Parking Strategy, which is currently being revised.
Provide Public transport first, then look at parking	Standards should promote sustainable transport choices – lower levels of provision should be provided where access to sustainable modes is high, particularly SSCTs i.e. Yeovil (RSS Proposed Changes).	Encourage early provision of public transport, and reflect the Countywide Parking Strategy standards – currently being revised.
The level of car parking should be assessed by reference to the street design and dwelling mix. The policy should not be too prescriptive.	PPS3 states that residential parking policies should take into account expected levels of car ownership, the importance of promoting good design & the need to use land efficiently (para 51)	Reflect the Countywide Parking Strategy standards, ensuring the principles of promoting good design are incorporated.
Why not consider applying a different standard to different levels in the hierarchy - rather than each on its own merits.	Standards should promote sustainable transport choices with lower levels of provision provided where access to sustainable modes is high, particularly SSCTs i.e. Yeovil (RSS Proposed Changes). The County-wide Parking Strategy includes guideline reductions in the maximum parking provision depending on location.	Influence and reflect the Countywide Parking Strategy standards – currently being revised.
There should be a design-led approach to car parking that is related to location, housing mix, layout, density and street design (PPS 6).	PPS3 states that residential parking policies should take into account expected levels of car ownership, the importance of promoting good design and the need to use land efficiently (para 51).	Reflect the Countywide Parking Strategy standards, ensuring the principles of promoting good design are incorporated.



## Question DMQTA6 – Planning Obligations

**DMQTA6: Should contribution towards infrastructure facilities and services vary according to the size of development? Or should a tariff be fixed per dwelling/hectare of land? What should this figure be?**

DMQTA6: Summary of Issues	Evidence Base Consideration	Policy or Proposal	
The contribution should be based according to the number of people/occupancy over the number of dwellings.	Circular 05/05 states that planning obligations must be:	Uncertainties associated with CIL mean that consideration of CIL should await formal introduction of regulations. Planning Obligations will be promoted with a general policy through the core strategy. Should the introduction of CIL not be taken forward after uncertainties have been resolved then a tariff based more detailed approach on obligations should be promoted, subsequent to the adoption of the Core Strategy as a Supplementary Planning Document as a priority.	
Planning obligations should be discussed and agreed for each development on their merits as is the case now. The system does not need adjustment. It is not just the size of development that will determine what these obligations will or should be.			<ol style="list-style-type: none"> <li>1. relevant to planning;</li> <li>2. necessary to make the proposed development acceptable in planning terms;</li> <li>3. directly related to the proposed development;</li> <li>4. fairly and reasonably related in scale and kind to the proposed development; and</li> <li>5. reasonable in all other respects.</li> </ol>
Standard tariff preferred (level required cannot be fixed by guesswork - depends on range of facilities required and relative costs).			<p>The Planning Act 2008 contains enabling powers to empower local councils to apply a Community Infrastructure Levy (CIL) on new development in their area to support infrastructure delivery. The draft regulations were published in 2009, with the final regulations due in April 2010. It is at the discretion of each local authority whether they introduce a CIL and they will be required to consult on their proposals.</p> <p>The forthcoming Infrastructure Delivery Plan will contain information relating to the cost of infrastructure required as a result of core strategy development.</p>
Contributions should be considered in conjunction with other development contributions and viability.			
Contributions should vary according to site size and specific site issues. Section 106 contributions are intended to address the potentially negative			

<b>DMQTA6: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
<p>implications of development. Specific site issues raise the importance of 'open book' approach to negotiations. High section 106 obligations should not prevent development coming forwards the option to negotiate should be available. It may not be appropriate to levy any financial contributions on developments that provide significant community benefits. Concerns are raised on the reference to a 'tariff' approach over a Section 106 Agreements or Unilateral Undertaking.</p>		
<p>This debate has been had in the national context ie the PGS consultations. CIL is now national policy and well on its way subject, hopefully to further consultation. The direction of travel is tariff based. This is fairer to all. The level of tariffs (national, regional or local) must be set at a level that:</p> <ol style="list-style-type: none"> <li>1. Does not render a significant number of schemes unviable without extensive derogation.</li> <li>2. Does not seek to burden new development with the costs of rectifying existing deficits in infrastructure.</li> <li>3. Does not simply seek to substitute existing funding (capital or revenue) from existing tax derived sources to new development - as this would be a further form of stealth tax, unfairly levied upon a relatively small section of society (ie folk moving to new premises/homes).</li> <li>4. Recognises the contribution made in allocation of land for non-commercial uses (e.g. schools, parkland, highways etc) that will benefit a wider community.</li> </ol> <p>In absolute terms any such levies cannot realistically be set much higher than the current level of planning gain sought by S106. Arrangements for the management and</p>		

DMQTA6: Summary of Issues	Evidence Base Consideration	Policy or Proposal
deployment of the levies (if undertaken on a district basis) will need to be carefully considered.		
Infrastructure contributions will need to be considered in conjunction with other planning obligations and/or Community Infrastructure Levy, and the viability of the development.		
The guidance set out in Circular 05/05 sets out the tests that should be applied in considering whether Planning Obligations should be sought. It is considered that the Core Strategy should better respond to this guidance.		

## **Question DMQTA7 – Planning Obligations**

***DMQTA7: Should there be developments that are exempt from all/certain planning obligations? If 'yes' what type of development?***

DMQTA7: Summary of Issues	Evidence Base Consideration	Policy or Proposal
<p>Development Management Policies on Planning Obligations should follow advice set out in paragraph B5 of Circular 05/2005.</p> <p>It is not considered that a contribution should be provided for every application. This is considered unreasonable and unjustified. Planning Obligations may only be requested when justified and when related to the proposal. In order to reflect Government advice in Circular 11/95 on planning conditions, wherever possible, the potential impact of proposed development should be dealt with by planning conditions rather than by seeking developer contributions.</p> <p>Whilst it is considered that some developments should be exempt from providing financial contributions all developments should be considered initially. In accordance with practice</p>	<p>Circular 05/05 states that planning obligations must be:</p> <ol style="list-style-type: none"> <li>1. relevant to planning;</li> <li>2. necessary to make the proposed development acceptable in planning terms;</li> <li>3. directly related to the proposed development;</li> <li>4. fairly and reasonably related in scale and kind to the proposed development; and</li> <li>5. reasonable in all other respects.</li> </ol> <p>The Planning Act 2008 contains enabling powers to empower local councils to apply a Community Infrastructure Levy (CIL) on new development in their area to support infrastructure delivery. The draft regulations were published in summer 2009,</p>	<p>Uncertainties associated with CIL mean that consideration of CIL should await formal introduction of regulations. Planning Obligations will be promoted with a general policy through the core strategy. Should the introduction of CIL not be taken forward after uncertainties have been resolved then a tariff based more detailed approach on obligations should be promoted, subsequent to the adoption of the Core Strategy as a Supplementary Planning Document as a priority.</p>

<b>DMQTA7: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
<p>elsewhere, it would be appropriate for thresholds to be applied in respect of each obligation element, detailing the minimum scale of development, below which an obligation contribution would not be sought e.g. 10-15 dwellings or commercial extensions under 1000 sq m.</p>	<p>with the final regulations due in April 2010. It is at the discretion of each local authority whether they introduce a CIL and they will be required to consult on their proposals.</p>	
<p>Wish to highlight the requirement for funding towards public transport, cycling and pedestrian links. Should developments result in impacts requiring mitigation on the Strategic Road Network, then these will need to be funded by the developer, as the Highways Agency does not have the funding in place to undertake any improvements required as a result of development proposals.</p>		
<p>The current rationale for thresholds for triggers to planning obligations has presumably been the fixed costs (in terms of legal and management time) of securing their provision. By any measure these costs have become disproportionate to the benefits secured and are therefore very inefficient at the current threshold levels. A levy system is the advantage of predictability and universal application that ensures a fairer distribution of contributions, avoiding the need to operate exemptions and thresholds.</p>		

## Question DMQTA8 – Planning Obligations

**DMQTA8 : What range of infrastructure facilities and services should contributions be sought for? For example should we include facilities and services such as community waste and energy projects or local labour and training initiatives?**

DMQTA8: Summary of Issues	Evidence Base Consideration	Policy or Proposal
<ul style="list-style-type: none"> <li>o Medical Services</li> <li>o Allotments</li> <li>o Local labour training</li> <li>o Recycling Initiatives</li> <li>o Improved sewerage</li> <li>o Waste and recycling</li> <li>o Transport and training initiatives</li> <li>o Leisure</li> <li>o Education</li> <li>o Public open space</li> <li>o Community facilities</li> <li>o Affordable housing</li> <li>o Necessary highway improvements</li> <li>o Public transport.</li> </ul>	<p>Circular 05/05 states that planning obligations must be:</p> <ol style="list-style-type: none"> <li>1. relevant to planning;</li> <li>2. necessary to make the proposed development acceptable in planning terms;</li> <li>3. directly related to the proposed development;</li> <li>4. fairly and reasonably related in scale and kind to the proposed development; and</li> <li>5. reasonable in all other respects.</li> </ol> <p>The Planning Act 2008 contains enabling powers to empower local councils to apply a Community Infrastructure Levy (CIL) on new development in their area to support infrastructure delivery. The draft regulations were published in summer 2009, with the final regulations due in April 2010. It is at the discretion of each local authority whether they introduce a CIL and they will be required to consult on their proposals.</p> <p>The forthcoming Infrastructure Delivery Plan will contain information relating to the cost of infrastructure required as a result of core strategy development.</p>	<p>Uncertainties associated with CIL mean that consideration of CIL should await formal introduction of regulations. Planning Obligations will be promoted with a general policy through the core strategy. Should the introduction of CIL not be taken forward after uncertainties have been resolved then a tariff based more detailed approach on obligations should be promoted, subsequent to the adoption of the Core Strategy as a Supplementary Planning Document as a priority.</p>
<p>Somerset County Council will increasingly be seeking contributions for personal travel planning from developers as a core component of their residential travel plans. Residential developments will also require the resourcing of a travel plan coordinator/manager to cover the ongoing promotion of sustainable travel within the development. Financial incentives will need to be provided to occupants of new sites to encourage their use of sustainable travel. For residential developments, this offer will need to be repeated each time a new occupier moves into the dwelling.</p>		
<p>All facilities that would be required training should be addressed by the companies.</p>		
<p>For everything that will be needed to sustain the new communities.</p>		

DMQTA8: Summary of Issues	Evidence Base Consideration	Policy or Proposal
Improvements to / upgrading of existing rights of way as well as the creation of new rights of way to allow access for as many non-motorised users as is appropriate.		
Development Management Policies on Planning Obligations should be prepared in accordance with Circular 5/05. Planning Obligations should be justified and related to the proposed development. Preference should be given to Planning Conditions over Planning Obligations, as they are simpler for the LPA to amend or remove, there is a right to appeal and more robust enforcement powers.		
This largely depends upon the evidence available from the LSP and the priorities set out in the SCS and relationship / relevance to the development proposed.		
The planning system should not be operated as a proxy substitute for the proper funding of Local Government and it's various functions.		
Policy changes to ensure all new development must meet higher 'green standards' with infrastructure therefore separate policy is not required.		

## **Question DMQTA9 – Planning Obligations**

***DMQTA9: Under what circumstances should off-site provision of facilities and services (commuted sum) be allowed?***

DMQTA9: Summary of Issues	Evidence Base Consideration	Policy or Proposal
Where 'yes' respondents suggested: <ul style="list-style-type: none"> <li>o Size of development</li> <li>o Small sites</li> <li>o Where on-site provision not possible</li> </ul>	Circular 05/05 states that planning obligations must be: <ol style="list-style-type: none"> <li>1. relevant to planning;</li> <li>2. necessary to make the proposed</li> </ol>	Uncertainties associated with CIL mean that consideration of CIL should await formal introduction of regulations. Planning Obligations will be promoted with a general policy through the

<ul style="list-style-type: none"> <li>○ Related to the development</li> <li>○ Justified</li> </ul> <p>Should there be a time limit on the spending of that commuted sum? Responses ranged from 1 year up to 10 years. Other suggestions included a no-time limit approach.</p>	<p>development acceptable in planning terms;</p> <ol style="list-style-type: none"> <li>3. directly related to the proposed development;</li> <li>4. fairly and reasonably related in scale and kind to the proposed development; and</li> <li>5. reasonable in all other respects.</li> </ol> <p>The Planning Act 2008 contains enabling powers to empower local councils to apply a Community Infrastructure Levy (CIL) on new development in their area to support infrastructure delivery. The draft regulations were published in summer 2009, with the final regulations due in April 2010. It is at the discretion of each local authority whether they introduce a CIL and they will be required to consult on their proposals.</p>	<p>core strategy. Should the introduction of CIL not be taken forward after uncertainties have been resolved then a tariff based more detailed approach on obligations should be promoted, subsequent to the adoption of the Core Strategy as a Supplementary Planning Document as a priority.</p>
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## **Other Issues – Development Management Policies – Transport and Accessibility**

<b>Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Support the reference to the Design Manual for Roads and Bridges (DMRB), which provides guidance on design requirements for the Strategic Road Network. Reference should also be made here (and elsewhere in the document as appropriate) to DfT Circular 02/2007 Planning and the Strategic Road Network.	The Design Manual for Roads and Bridges (DMRB) sets out national guidelines for the Strategic Road Network.	Appropriate references to Government guidance will be made within the core strategy.
Paragraph 10.9 - Reference should be made to 'sustainable transport' and not just public transport.	This reflects Government guidance in PPG13: Transport.	Make proposed amendment.
Paragraph 10.11 - Insert after LTP: '(along with the Rights of Way Improvement Plan)'	Noted.	Make proposed amendment.
Paragraph 10.12 - Replace 'walking and cycling' with 'sustainable modes of transport' to ensure that horse riding and carriage driving are accounted for.	Noted.	Make proposed amendment.