
Report to: Transport Committee

Date: 6 July 2018

Subject: **Approach to strategic and development planning matters relating to transport**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1 Purpose of this report

- 1.1 To update the Committee on the Combined Authority's approach to strategic and development planning matters.

2 Information

Context

- 2.1 The Strategic Economic Plan (SEP), sets out the overarching policy priorities relating to the Combined Authority's input into the planning process. Planning is a cross cutting policy area that has an impact on a number of the SEP priorities but particularly is focused on delivering policy area 4 (Infrastructure and Growth).
- 2.2 Many developments will have an impact on the transport network, either by generating more car traffic, increasing the number of people who use public transport or altering the highway infrastructure in some way. They may also impact on peoples' lives in terms of whether or not they can access key facilities.
- 2.3 The Transport Strategy has a significant emphasis on 'places to live and work' to promote inclusive growth. This is reliant on influencing planning policy

decisions at both a strategic level, through shaping local plans, and at a development management level, by providing technical advice and securing mitigation on new development schemes.

- 2.4 From an environmental perspective, the West Yorkshire Low Emission Strategy (WYLES) outlines what the key challenges are in relation to air quality within West Yorkshire and how, we can deliver cleaner air for all to create a healthier place for people to live, work and visit. The WYLES has been endorsed by all the West Yorkshire partner authorities. One key strand of the WYLES has been the development of an Air Quality & Planning Technical Guide to help assess the air quality impact of developments and ensure mitigation measures are incorporated into development proposals.
The Combined Authority's Role
- 2.5 The Duty to Cooperate became a statutory requirement on the 15 November 2011. It is a legal duty on Local Planning Authorities and certain public bodies (including the Combined Authority) to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation relating to strategic cross boundary matters. The key legislation governing the Duty to Cooperate is the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011.
- 2.6 As part of the Duty to Cooperate process, local planning authorities in West Yorkshire are required to complete a pro forma in relation to both the SEP and Transport Strategy which details how their development plan documents comply with our policies. The duty does not require development plans to agree / comply with the Combined Authority policy but they have to provide a narrative of why this is the case.
- 2.7 At their meeting on the 17 September 2015 the Combined Authority approved recommendations relating to the role of the Combined Authority in adding value to the Duty to Cooperate, planning process and strategic planning through the Planning Review.
- 2.8 The Planning Review was written, in part, to articulate the role of the Local Enterprise Partnership (LEP) and the spatial planning activities of the West Yorkshire Combined Authority. Included in the Planning Review were 36 recommendations of which some related to the Combined Authority's role with respect to development management (including seeking planning obligations) and strategic planning (input into the development of Local Plans).
- 2.9 The Planning Review set out under recommendation 7 that;
West Yorkshire Combined Authority to continue to provide consultation responses on planning applications relating to transport matters to WY authorities; responses will provide comments and practical guidance (including recommendations relating to planning gain) to ensure that development proposals are aligned and contribute to meeting the objectives of the Local Transport Plan / emerging Single Transport Plan and LPA's transport policies. Responses to other LCR authorities will be provided where the development would have an impact on WY.

Recommendation 12 states that;

West Yorkshire Combined Authority to engage in local plan preparation of all Leeds City Region authorities (both informal, early engagement and at publication draft stages) on both transport and economic development matters.

- 2.10 Whilst both the development management and spatial planning elements of our work are discrete work areas, they are related and are underpinned by the same policy context as set out above.

Interventions

- 2.11 To help meet the planning review recommendations, the general approach has been to seek contributions for:
- Public transport infrastructure (i.e. Bus Shelters, contributions to major schemes such as the Leeds Station Southern Entrance)
 - Revenue support for public transport services (i.e. new or enhanced bus services) and;
 - Measures to influence travel behaviour (ITB) (i.e. Residential Mcard Scheme).
- 2.12 Planning applications are assessed on their own merits and interventions are negotiated with the applicants and the relevant local planning authority. The Combined Authority is not a statutory consultee for planning applications. The types and scale of intervention the Combined Authority recommends to the local planning authority are aligned to the impact that the development will have on the public transport network.
- 2.13 Based on the contributions received since 2010, 60% of the funding is aligned to public transport infrastructure. The remaining is equally split between revenue support for public transport services and ITB measures.
- 2.14 The Combined Authority monitor the level of contributions secured through the planning process from West Yorkshire Local Planning Authorities. As not all planning consents progress to a point where these contributions can be drawn down, we also monitor the value of contributions the Combined Authority has received.
- 2.15 As the year of planning approval is not necessarily the same as the year the money is received, the CA tend to look at these data sets separately.
- 2.16 Since 2010 (up to December 2017), in partnership with local planning authorities, interventions to the value an average of £7,700,000 per annum have been secured through Section 106 agreements or planning conditions that relate to transport activities procured or provided directly by the Combined Authority. Over the same time period the Combined Authority have been paid on average £2,100,000 per annum for these transport interventions. A

summary of the planning application responded to this year to date is provided in Appendix 1.

- 2.17 As the way in which people access and use public transport changes, the approach to seeking contributions from developers and how the funding is used will need to adapt too. The recently adopted Transport Strategy takes a more holistic approach to transport policy and puts an emphasis on the role transport can have on place making.
- 2.18 The transport strategy still includes traditional modal split targets for West Yorkshire, the policies in the strategy also seek to deliver a transport system also supports inclusive growth, serving the needs of businesses and people, and enhancing prosperity, health and wellbeing for people and places across West Yorkshire. It is proposed that this broader approach to improving transport should be embedded into our planning activities, both for the development of local plans and development management including:
- **maximise accessibility** – to ensure that developments are accessible to public transport, good pedestrian and cycle links and to local facilities;
 - **Reduce the over reliance on car use**– to reduces congestion levels that in turn will have a positive impact on air quality;
 - **Make best use of existing infrastructure** – Locating close to existing transport infrastructure improves accessibility and helps build the case for additional services by generating more trips to/from an area;
 - **Design for active travel** – assists in reducing the reliance on the car and as well as reducing car dominance in town and city centres to improve the attractiveness of our places;
 - **Mitigate impacts of development and maximise opportunities**- to ensure growth can happen in a sustainable way and to mitigate any negative impacts of the extra travel generated by this growth.
- 2.19 With respect to transport and development planning, a significant amount of accessibility analysis for all West Yorkshire local authorities in relation to their site allocations has been undertaken. This information has fed into wider sustainability appraisals of site allocations undertaken by the local authorities.

3 Financial Implications

- 3.1 There are no financial implications directly arising from this report.

4 Legal Implications

- 4.1 There are no legal implications directly arising from this report.

5 Staffing Implications

- 5.1 There are no staffing implications directly arising from this report.

6 External Consultees

6.1 The paper has been shared with the Heads of Planning of partner councils.

7 Recommendations

7.1 That Transport Committee notes the information and endorses the approach to securing developer contributions in paragraph 2.17 and 2.18.

8 Background Documents

None.

9 Appendices

Appendix 1 - LCR Heads of Planning Update - Local Plan and Planning Application Responses