

MATTER 10: DESIGN OF DEVELOPMENTS AND MANAGEMENT OF IMPACTS

Whether the Plan is justified, effective and consistent with national policy in relation to Design of Developments and Management of Impacts?

Policies DM01, DM02, DM03, DM04, DM05, DM06, DM07, DM08, DM09, DM10, DM11, DM12, DM13, DM14 and DM15

Issue 1: Development Standards

Policy DM06 Transport and Accessibility

Q1. Transport is a strategic matter. Has effective and on-going joint working taken place between the district and neighbouring local authorities as well as the two relevant Local Transport Authorities and National Highways? If so, what are the outputs? If not, what is the significance given the most recent statements of common ground between Leicestershire County Council and Warwickshire County Council as Local Transport Authorities and the Council, where there are clear fundamental disagreements [HDC15] and [HDC9]? How have strategic cross boundary impacts related to transport matters including road safety, congestion and the prioritisation of walking, cycling and public transport been addressed?

There has been ongoing and joint work that has taken place on strategic transport matters. This has been evidenced in the Joint Transport Evidence base and Statement of Common Ground, which has agreed policy modifications.

Whilst there are outstanding areas of work regarding the detail, timing, and delivery of mitigation that are still to be agreed, this is to do with differences over the implementation of measures rather than issues regarding joint working.

Q3. On the basis that the majority of new development, including both housing and employment, together with other ancillary mixed uses, is to be provided on green field sites, how are the locations which have been identified to be made sustainable to offer a genuine choice of transport modes to locations, both within and outside of the District? How is this to be paid for, and how will it be achieved? Has a consistent approach been taken to considering how on-site and off-site impacts are to be mitigated? How will the vision-led approach be achieved and how will that vision be set? Notwithstanding the Council's response in [HDC6] where the Council made clear that it was working on the premise of a vision-led approach is this consistent with a plan prepared under the NPPF 2023? If so, have fall back costs of schemes been prepared, were the mitigation works to reduce the impacts on the highways fail?

The city council, as a transport authority, recognises that the Plan is supported by a transport evidence base that has demonstrated that consideration has been given how proposed development sites could be connected to the Leicester Urban Area and transport networks. While evidence has identified opportunities for sustainable transport interventions, these remain at a high-level stage. The evidence identifies a

potential route to deliverability, but it does not clearly demonstrate how fallback mitigation would be achieved if sustainable transport objectives are not met.

Q8. The evidence suggests that many of the junctions within the District are operating close to capacity [TRP-NLP5] with particular issues highlighted along the A5 and A6, and with further impacts forecast on roads lower in the hierarchy as the Plan period unfolds. To what extent are the policies of the Plan, including site allocations consistent with paragraphs 108-117 of the NPPF?

The city council considers that the Plan has sought to respond to the requirements of NPPF paragraphs 108-117 through the transport evidence it has produced and the Plan broadly reflects this in Policies DS05 and DM06.

However, the mitigation required for the site allocations remain subject to continuing engagement, particularly on corridors into Leicester already experiencing capacity pressures, as well as the evidence demonstrating with sufficient certainty that the necessary outcomes will be achieved.

Q18. In overall terms, is the approach of the transport related policies of the Plan justified, effective and consistent with national planning policy?

The city council, as a transport authority, considers that the overall policy approach is broadly consistent with national planning policy in that growth is directed towards the locations offering the greatest opportunity for walking, cycling, and public transport, recognises the importance of prioritising active travel and public transport, and considers the cumulative and cross-boundary transport impacts.

Continued joint working between the transport and planning authorities and developers will be essential to ensure that the intended transport outcomes are realised in practice and that cumulative and cross-boundary impacts are appropriately addressed.

Q19. Are there any MMs required for the Plan to be found sound?

The city council, as a transport authority, does not currently consider that further Main Modifications to the transport policies are necessary beyond those already proposed by the city council and reflected in the Statements of Common Ground. An important focus for the city council is to ensure that planning applications appropriately address cumulative and cross-boundary impacts on Leicester's transport network through continued collaboration between the planning and transport authorities.