

**NORTH LINCOLNSHIRE COUNCIL**

**PLANNING**

**INTERIM PLANNING GUIDANCE - SOUTH HUMBER GATEWAY TRANSPORT CONTRIBUTIONS**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To inform members about the production of Interim Planning Guidance for South Humber Gateway Transport Contributions.
- 1.2 To seek approval to adopt Interim Planning Guidance to secure transport contributions for development on the South Humber Gateway.

**2. BACKGROUND INFORMATION**

- 2.1 The South Humber Gateway is part of the largest port complex in the UK, and has seen significant economic growth over recent years. With large areas of available development land surrounding the ports there is considerable potential for this growth to continue and an increased need to deliver new infrastructure to support it.
- 2.2 North Lincolnshire Council are keen to support the continued development of the area and to ensure that the necessary infrastructure is planned, designed and delivered to facilitate this growth in a joined-up manner using an area-wide approach.
- 2.3 In order to achieve this and allow the Gateway's full potential to be realised a Transport Strategy was developed in 2008 (and updated in 2010) to look at upgrading the local infrastructure to meet the forecast levels of future demand over the next 15 to 20 years. The next stage in the process looks at defining and securing the necessary finances to deliver this transport infrastructure and maintain the existing internal highway network.
- 2.4 Therefore the council has commissioned consultants to produce interim planning guidance to secure transport contributions for development on the South Humber Gateway. This will enable infrastructure to be provided to serve the whole of the area and not piecemeal to serve individual developments. As well as also ensuring that any maintenance that will be required as a result of new development can be secured, it will also take into account contributions that may be required through the Travel Planning process for sustainable travel options. These options will have been

identified through individual developer travel plans and the South Humber Gateway Framework Travel Plan and will ensure that initiatives serve the whole area and are again, not piecemeal in their approach. The guidance will set out a mechanism for securing these financial contributions from new developments.

- 2.5 The council recognises that the area will be developed over a long period of time and it is critical that support is provided and a strategy developed to deliver transport infrastructure that best serves the entire area and not just individual piecemeal development. This will also seek to deliver major pieces of infrastructure at the earliest possible opportunity.
- 2.6 Any development proposal that falls within a certain catchment area that is shown in Figure 3.1 of the document will be required to contribute a financial contribution. For the smallest developments however it is unlikely to be reasonable or cost effective to insist on it being applied to them. A threshold of 10 additional peak hour trips will be applied. Developments exceeding this threshold will be required to contribute through a consistent and robust mechanism of calculation.
- 2.7 This interim planning guidance sets out how financial contributions will be calculated and secured against individual development that occurs within the South Humber Gateway. The financial contributions will be negotiated at the time of submission of a planning application and secured through a legal agreement related to the planning permission under Section 106 of the Town & Country Planning Act 1990.
- 2.8 The objective of the contribution system will be to generate sufficient funds to deliver the elements of the overall transport strategy described in section 5 of the report. The collection of funds will be conducted in a manner that is fair and equitable to development and apportions contributions to reflect the respective impacts of individual development on the transport network.
- 2.9 The interim guidance will also include an overview of the schemes that are included in the Transport Strategy and thus the schemes the secured contributions will deliver and how these will then be prioritised by the council. The policy will also outline contributions for maintenance and sustainable travel options (through the travel planning process).
- 2.10 This document provides the necessary context and background and explains how the guidance will be applied and which developments it will be applied to and provides examples of how contributions will be calculated.

### **3. OPTIONS FOR CONSIDERATION**

- 3.1 Option 1 – Approve the Interim Planning Guidance for South Humber Gateway Transport Contributions.
- 3.2 Option 2 – Do nothing.

#### **4. ANALYSIS OF OPTIONS**

- 4.1 Option 1 would allow the council to support the continued development of the South Humber Gateway and ensure that the necessary infrastructure is planned, designed and facilitated to deliver this growth. The use of financial contributions to deliver the Transport Strategy will assist with delivering transport infrastructure that best serves the entire South Humber Gateway, and moves away from the problems that may occur if the approach of piecemeal development is continued.
- 4.2 The benefits of the use of the financial contributions in delivering the Transport Strategy include:
- Greater masterplanning of the site in delivering a sustainable development
  - Delivery of major pieces of infrastructure at the earliest opportunity
  - Improved environmental conditions and reduced pollution
  - Reduced congestion and improved journey time reliability
  - Better connectivity
  - Improved access to employment
  - Increase in options for using sustainable travel modes.
- 4.3 Option 2 would result in the entire South Humber Gateway being the subject of individual piecemeal development which may not secure the necessary transport improvements that are envisaged by the Transport Strategy, increasing congestion and worsening connectivity, environmental conditions and pollution. Furthermore this could result in potential investors in the site looking elsewhere due to problems resulting from a lack of support and coordination to deliver the transport infrastructure that best serves the entire area.

#### **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 Financial implications – No additional financial resources will be required to deliver the policy outlined in this report.
- 5.2 Staffing implications – Staffing to implement this Interim Planning Guidance will be drawn from existing resources within the Development Control and Spatial Planning teams of the Regeneration and Planning unit and Transport Planning team of the Infrastructure service.
- 5.3 Property implications – There are no property implications.
- 5.4 IT implications – There are no IT implications.

#### **6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

- 6.1 Environmental implications – The adoption of the interim planning guidance will result in improved environmental benefits through a reduction in pollution, improved environmental conditions, increase in the use of sustainable transport options, and reduced congestion through the implementation of the aims and objectives of the Transport Strategy.
- 6.2 Diversity implications – Adopting a site-wide approach to sustainable travel will increase the opportunities for people to access employment opportunities that may not have been previously possible (should they not have had access to a private car), particularly in deprived areas.
- 6.3 Section 17 - Crime & Disorder implications – There are no crime and disorder implications.
- 6.4 Risk implications - There are no risk implications.

## 7. OUTCOMES OF CONSULTATION

- 7.1 Consultation has been undertaken with a wide range of organisations present or looking to invest on the South Humber Gateway. The findings from this consultation have been used to influence the content of the document and the methodology for the commuted sum calculation. The consultation process has endorsed this approach of securing transport contributions as consultees could see the benefits of a consistent approach being applied which avoids piecemeal development.

## 8. RECOMMENDATIONS

- 8.1 To seek approval to adopt Interim Planning Guidance to secure transport contributions for development on the South Humber Gateway.

## HEAD OF REGENERATION AND PLANNING

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## Background Papers used in the preparation of this report

Interim Planning Guidance South Humber Gateway Transport Contributions  
South Humber Gateway Transport Strategy 2008 & 2011  
North Lincolnshire Council Local Transport Plan 3 - 2011  
North Lincolnshire Local Development Framework Draft Core Strategy May 2010