



## **Local Plan for the Broads**

### **Hearings Task**

## **Suffolk and Norfolk County Councils reasons for using DfT guidance for Transport Assessments etc. September 2018**

### **1. Introduction**

1.1. The Planning Inspector asked what the grounds were for using DfT guidance on Transport Assessments, Transport Statements and Travel Plans. She asked if this was linked to a local assessment or evidence and if that underpinned the use of the guidance.

### **2. Suffolk County Council's response**

2.1. In deciding to continue to use the indicative thresholds set out in the withdrawn 2007 DfT Guidance on Transport Assessment, Suffolk County Council has not carried out any sort of local assessment or commissioned any local evidence.

2.2. The thresholds are indicative, as set out in the Guidance, and they remain appropriate for being used as such. The NPPF (in both the 2012 and 2018 editions) set out that developments that generate 'significant amounts' of movement should be supported by transport assessments or transport statements. The thresholds in the 2007 Guidance provide a starting point for considering what is a significant amount of movement, but allow for consideration to be given to the specific local circumstances of the development, such as the type of use proposed and the existing local network where impacts may be experienced.

2.3. Given the indicative nature of the thresholds, this is considered to strike a balance between guiding developers as to evidential requirements and tailoring the specific assessment to the local circumstances of the site being considered.

### **3. Norfolk County Council's response**

3.1. DfT Guidance ( "Guidance for Transport Assessments" (GTA)) has been archived and Local Authorities are now required to establish their own criteria for when a TA/TS/TP is required with more emphasis being placed on detailed assessment prior to the implementation of the Local Plan. NCC in its role as LHA has broadly continued with the GTA thresholds/scales for when a TA/TS/TP is required as the GTA was well understood and accepted guidance within the development industry.

3.2. I attach a copy of Norfolk County Council's published "Safe, Sustainable Development" document in this respect, which sets out the LHAs aims and guidance. I would refer you to paragraph G1.4, Pages 21 to 27 inclusive (see separate document).